

May 2021 spotlight



ANEC
Association of North East
and Cumbria Car Clubs



ANWCC
Association of North Western Car Clubs

ANCC

Association of Northern Car Clubs



Photo Courtesy of Ed Kelly



Building a 'Porche 904FF' : Bill Drysdale

www.sd34msg.org.uk

Volume 12 : Issue 05 May 2021 : Maurice Ellison

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Front Cover : Porche 904FF



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Contacts

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



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**Contact either Les Fragle, Maurice Ellison
or Steve Johnson for more details**

Steve Johnson steve.amsc@gmail.com

Les Fragle les.fragle@gmail.com

Maurice Ellison 07788-723721 sd34news@gmail.com

SD34MSG

Member Clubs & Contact Details

Accrington MSC

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



Longton & DMC

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



Airedale & Pennine MCC

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



Liverpool MC

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



Blackpool South Shore MC

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



Bolton-le-Moors MC

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



Boundless by CSMA (NW)

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



Manx AS

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



Mull CC

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



Clitheroe & DMC

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



Pendle & DMC

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



Garstang & Preston MC

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



Preston MC

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



High Moor MC

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



U17MC-NW

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



Hexham & DMC

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



Stockport061MC

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



Knowldale CC

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



Wallasey MC

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



Knutsford & DMC

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



Warrington & DMC

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



Lightning MSC

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



Lancashire A.C.

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



2300 Club

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





SD34MSG Chairman's Chat May 2021

April was a full on busy month in motorsport for me!

It started with the entries for the Lymm event on the 25th April the event was full within 24 hours after opening at 8 pm on the 28th March 2021. Then on Sunday 4th April, a trip to Curborough for a day's marshalling as a timekeeper, on the Cannock DCC autotest. Fifty nine cars started the event, I marshalled, on a test of about 55 seconds for the fastest car. It ran 4 times; in 3½ hours using the [Sapphire Solutions timing system](#) (other systems are available!) The event did show how autotest and autosolos can be run Covid safe.

By the 8th April the Finals instructions for the Lymm events were sent out 3 weeks earlier than planned. Competitors entering events early does allow the organisers more time to manage them. Risk Assessment and Incident Plans also then needed updating/reviewing after the pre-event site visit.

The next motorsport item of the month was a Motorsport UK webinar, 161 participants, you can watch it, [Click here](#). The plan was for 50 minutes with 10 minutes Q&A. This includes a live demonstration on how to use the system. During the session we had around 90 questions, most were answered! Those that required a more detailed answer had written response from Motorsport UK.

[CLICK HERE TO VIEW THE Q&A FROM THE WEBINAR](#)

On Sunday 18th April, I called in at the Rock and Heifer, Thornton, Bradford for a bacon sandwich. (See page 49) Airedale & Pennine MCC, just happened to be running the first PCA after lockdown! These have been great club events to get started in motorsport.

18th April Sunday night at 8pm, entries opened for the 16th May Lymm event 41 received in 24 hours!

Like many event organisers, (see page 46 & 47) from Thursday 24th April to Tuesday 27th April; I along with several team members, was putting in 12 to 15 hour days for the Lymm event. This was on the events, organisation, equipment moving, and setting up, running, results and after event. forms/incident reports. The club had very good feedback on the test design and running of the event. Book early, if you want to enter motorsport events!

At the Lymm event Bob Milloy and David Thomas from ANWCC (See page 49) gave out over thirty, 2020 championship awards to the competitors at the Lymm event.

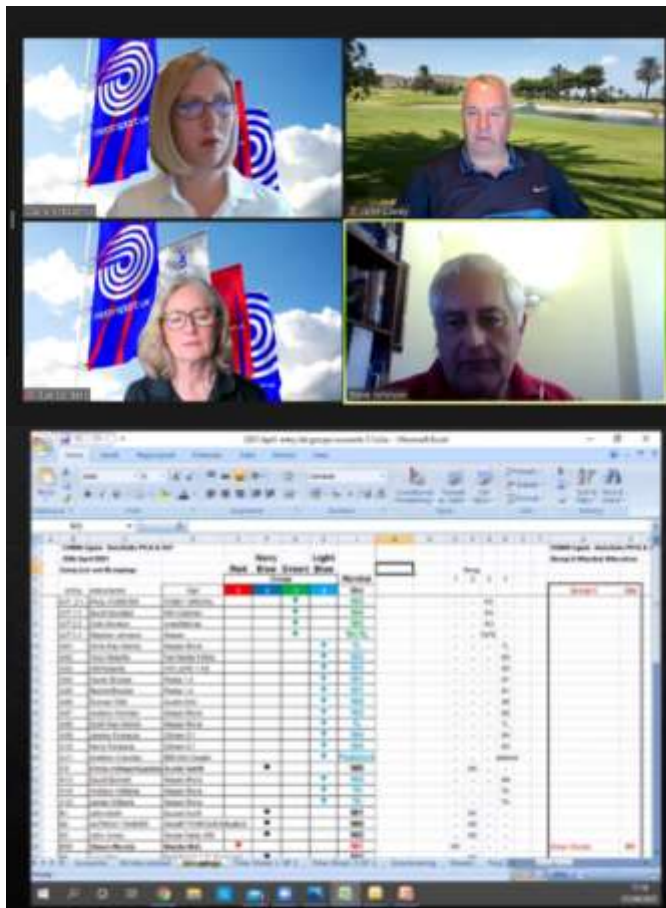
The Final award was from SD34 MSG to Dave Thomas! Little did he know, but a very worthy recipient of the Brian Molyneux award!

The award – named in memory of Brian Molyneux, who helped to set up the prestigious Tour of Mull event on behalf of the Blackburn-based 2300 Car Club but died in 1996. It is given to someone who has done something special for local motor sport, for outstanding work helping motorsport.

Dave Thomas from ANWCC, has been doing that for over 40 years.....and one hopes he does continue for a long time!

Steve Johnson, Chairman,

TimingAppLive Webinar



***Dave V. Thomas receiving
the 2020 SD34MSG
Brian Molyneux Award
at the Boundless CSMA
Event at Lymm Services
April 25th 2021***



ANWCC

Association of North Western Car Clubs

ANWCC NOTES – April/May 2021

Well, it's taken a while but we now have some championships with contenders scoring points – the weekend of April 24/25 seeing two sprints (Aintree and Curborough) along with the CSMA / Under 17 MC Lymm Services Autosolo, PCA and Autotest.

Even better, the Aintree Sprint gained 17 ANWCC championship contenders which is a record, and the Lymm event had no less than 32 contenders playing. To date we have 175 registered contenders for our championships, but will happily welcome and accept many more!

Things are definitely on the way back to normality, although there are still many changes to the calendar – it is kept up to date on our website, so keep checking.

We also had a first at the Lymm event – an outdoor annual awards presentation! The Autotest type events were the only championships to run fully in 2020 with a number of events, resulting in many award winners, all of whom were out competing at Lymm. So, in the lunch break we had a socially-distanced awards presentation, thanks to the event organisers for letting us do it. Well done to all those who collected their glassware. See page 49 for photos of the winners.

Looking ahead, our championship stage rallies will be starting in May, and the forest rally championship seems to be getting under way in July. Getting an entry on rallies this year is a bit of trickery – you have to be quick to submit the details. Keep checking our website where we will be putting up links as soon as we know them.

As I write this we are still awaiting some relaxation in Wales, but the forests are available, whereas in England it's a bit the other way round – you can get out but not play in the forests with your car. These inconsistencies have certainly given rise to much confusion, important thing is to stay safe.

Tip for you ... our first forest rally championship event is the Nicky Grist Rally and entries will be open for all championship contenders first, planned date at the moment is May 16th - if you're not in a championship you'll have to wait a couple of weeks! So, get your championship registration submitted (link on our website) so that you can quote the number when you enter. Just £12 registration fee with ANWCC, a bargain compared to the others! All you have to be is a member of an ANWCC member club, and we have 127 of them so a good chance your club is a member!

Another appeal to event organisers – please ensure that I am kept informed so that the website is always up-to-date - 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.

Most of us will now have had our jabs so getting back to normality, but you still need to ensure you stay safe.



**Dave Thomas at the
Antiques Roadshow
Shown on BBC1 on
April 25th**

Dave V Thomas

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

www.anwcc.co.uk

Visit the ANWCC Website and Register for the 2021 Championships

Rallying Rambles 17

(tales of an obsession with motor sport)

By Bill Honeywell ©

One year on Mull, David Calvert broke a cam belt early in the week whilst reccying in the rally car (an Escort), and bent all eight valves. None were to be had anywhere on the island or the nearby mainland, but he managed to arrange for someone who was coming up on Thursday to pick up a set from Thomas Motors at Blackpool and bring them for him.

So far so good... but when the Good Samaritan arrived with the valves, there were eight alright – but five were inlet valves and only three were exhaust. Lesser mortals might have thrown in the towel, but Ribble Valley farmers are made of sterner stuff. Dave found a lathe in Tobermory and turned down the inlet valve (thankfully inlets are larger than exhausts) to make a near-perfect set, which were then fitted, allowing Dave not only to compete but finish the event.

I was always trying to drive faster, but around this point my times seemed to plateau, and however hard I tried, I didn't seem to be going any quicker. So I decided to try and drive smoother instead. And almost immediately my times started to come down again.

Joe Riding and I did one or two more rallies together. On the last one we had a good first half – not only leading at petrol by a good two minutes or more, but this was after being badly baulked on the Haylotts white east of Lancaster. I don't think I've ever been closer to inflicting physical damage on another human being – everyone who's ever rallied knows the unwritten rule that if someone catches you, you pull over as soon as you can and let them past. Not this fella. Although passing wasn't easy, there were several places where he could have pulled over, but in fact he seemed to be deliberately holding me up. As we arrived at the control I jumped out and just managed to control my temper, giving this idiot a piece of my mind rather than a black eye!

Petrol was at the garage just west of Kirkby Lonsdale on the A65. As I filled up, Joe went off to look at the results. He came back looking perturbed. "What's up?" "We're in the lead." "Great!" "By over two minutes" "Excellent! – so why the puzzled face?" "I didn't think we were going quick enough." That made me really happy!

But not for long. A few miles into the second half there was a long straight with a crest after half a mile. Joe called out a 45-right over the crest and immediate square left after. I thought I could remember this bit of road, and also thought I knew better – that the bends were much sharper on the map than on the road. I was completely wrong. We actually made it around the 45-right. But we were still going much, much too quickly to get around the square left, and slammed into the bank on the outside. Ouch!

I couldn't see properly – I've always been very short-sighted and the impact had caused my glasses to fly off. I thought they must be outside, but then realised all the glass was intact. But they were nowhere to be found, and I daredn't move too far in case I broke them. A frantic search ensued, which seemed to take for ages, before the offending spectacles were found... neatly folded up in the passenger door pocket!

Soon, I left Black Horse Agencies to step out on my own in business. Eventually quite good for me I guess, but not good for rallying. I learnt that when you have your own business to develop, there isn't much time left for rallying, and the result was really an end to my 'leisure career' of rallying – apart from a few internationals still, and of course, apart from Mull, for a few years.



Continued on Page 8

Rally Rambles

Continued from Page 7

The problem with driving on only one event every twelve months is that – when you're still in your late thirties and early forties - you find that each year you drive faster. But you're no longer 'in the groove', and when something goes wrong, not only does it seem to happen faster, but you're not so quick at sorting it out either!

Luckily, Hellifield Garage came somewhat to the rescue by not only offering to prepare and maintain the car for Mull, but eventually they let me garage it there too. This all happened at the same time the RAC banned Targa timing and effectively put an end to the fast and furious road rallying as we had come to know it.

Back on Mull, Brian Molyneux and his team were moving mountains to convert the Tour of Mull to a closed road stage rally. At the time this was a completely outrageous idea: even an Act of Parliament was required, no mean feat. And because of the idiosyncrasies of our parliamentary system it almost didn't make it.

The year was 1988 – after road rallies were 'banned' and before the Act was passed – that the infamous 'Not the Tour of Mull' took place. The weather was horrendous, with rain of biblical proportions, whilst the organisers had prepared a completely off-road event with several new and unused stages. The attrition rate was phenomenal, including me and Dad – we wrecked the suspension on some of the roughest roads I'd ever driven on. The Glenforsa stage became a rally car graveyard. Almost half the cars that started reached the finish. But there was the same fellowship, and everyone looked forward to the following year.

There was enormous anticipation for the first closed road event, but we had to wait. The Act of Parliament arrived too late for 1989, so the first closed-road tarmac stage event took place in 1990. The car was ready but with virtually no practice for two years, I decided I would have to drive carefully just to get back in the swing of things. In 1991 I decided to use the same tactics and no one was more surprised than me when we finished 6th overall, one place ahead of the next year's winners and another father and son team, Mark and Tony Wagstaff.

The following year was another retirement, for the by now 'traditional' reason of braking too late. Soon after Torloisk, heading towards Calgary, is the old Kilninian School House, preceded by a square right. Everything was going according to plan, but I hadn't noticed the water running along the side of the road, and as I hit the brakes the front locked up. Instinctively now, I lifted my foot off the brake pedal for a split second, then hit them again, with the same result. All in little more than a second or two, I slowed down with cadence braking – but not enough. I turned into the square right carrying too much speed, couldn't help running wide (and on most Mull roads there isn't room to run wide!) so off I went, down the slope, rolling once to end the right way up at the bottom.

Dad calmly got his flask, sandwiches, oh! and the OK board, and we spectated until everyone had gone through. Several competitors mentioned to the marshals at the stage finish that they'd "seen Roy at the side of the road with his flask and OK board" but they'd no idea where our car was, as it was completely out of sight.

The following day we went to recover it. I wondered why the driver's side rear quarter-window was broken, retraced the car's steps and realised that a decent-sized boulder in the grass had gone through it as we rolled. I remember thinking we were lucky that it hadn't gone through the driver's window...

I think we had one more reasonable result, though not in the top ten. The quality of the entry was getting better, whilst we remained in the 'road-rally' car class, in an increasingly underpowered car, compared to the opposition. I'll tell you what happened - in the last episode

By Bill Honeywell ©

Donald Trump has a heart attack and dies.

He goes to Hell where the Devil is waiting for him.

"I don't know what to do," says the Devil. "You're on my list but I have no room for you. But you definitely have to stay here, so I'll tell you what I'm going to do.

I've got three people here who weren't quite as bad as you.

I'll let one of them go, but you have to take their place.

I'll even let YOU decide who leaves."

Donald thought that sounded pretty good so he agreed.

The devil opened the first room.

In it was Richard Nixon and a large pool of water.

He kept diving in and surfacing empty handed over and over and over, such was his fate in Hell.

"No!" Donald said. "I don't think so. I'm not a good swimmer and I don't think I could do that all day long."

The Devil led him to the next room. In it was Tony Blair with a sledgehammer and a room full of rocks. All he did was swing that hammer, time after time after time.

"No! I've got this problem with my shoulder. I would be in constant agony if all I could do was break rocks all day!" commented Donald.

The Devil opened a third door. In it, Donald saw Bill Clinton lying naked on the floor with his arms staked over his head and his legs staked in spread-eagle pose. Bent over him was Monica Lewinsky, doing what she does best.

Trump looked at this in disbelief for a while and finally said, "Yeah, I can handle this."

The Devil smiled and said, "Monica, you're free to go!"

Building a 'Porche 904'

Bill Drysdale

This dream started way back in the 1960's when the first 904's appeared on the English club racing scene. I owned a 1958 356A cabriolet at that time and had pals racing TVR's so the 904's were very conspicuous on the club circuit at Silverstone.

I fell in love with the 904 at that time but realised I would never be able to afford a genuine one but could dream that one day it might happen - you can't win the lottery if you don't buy a ticket! Years passed, marriage, kids and a career took priority but in 1993 my wife joined me in USA for our 25th wedding anniversary and brought a present for me - a Les Leston steering wheel which she had bought at the local auction house in Banbury. As it turned out this was the start of the "Project" but I didn't realise it at the time. Whilst in the States, I had had a mid-life brain storm and had bought a 356SC coupe from the original owner to remind me of the good old days!

I retired in 1997 and moved to the south of Scotland in 1998. Amongst the items which moved with us was a 1967 912 as well as the 356SC which had been shipped from North Carolina in one end of the container of household effects. Before that, its engine had been rebuilt by Harry Pellow and it had been re trimmed in leather in Raleigh. The 912 was to replace the 912 which we bought in 1972 on our return from Australia and which ended up being used more by my wife than by me. The latest 912 had been used as a racer and came with a spare engine but was in pretty poor shape so there was quite a lot of bodywork repairs necessary. However it was finally finished and on the road by 2000.

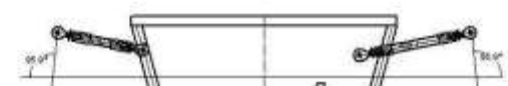
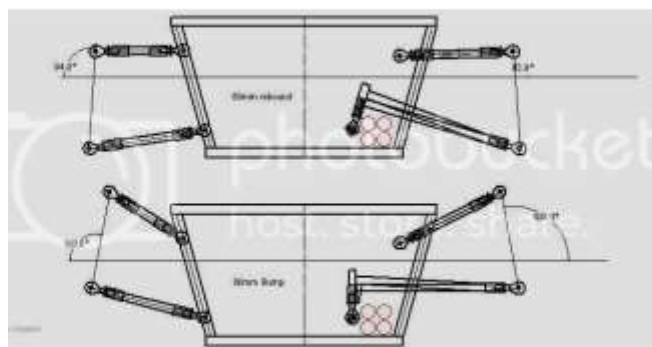
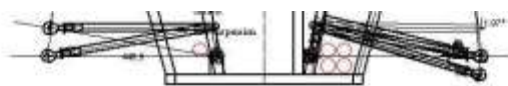
So whilst there was a 356 and a 912 in the garage, there was still room for something else and I needed a Project to give me a challenge. I had been collecting book, magazines and pictures of the 904 and boring my pals rigid with my obsession with the 904 to the extent that on a visit to South Wales, my oldest pal present me with a print of a Porsche GA of the 904. This had been obtained through an industrial designer contact who had worked at Porsche on the 928.

I now began to realise that there could be a possibility of realising the dream of owning a 904 not by buying one but my making one and so the "Project" was started.

The first purchase was a 8 ft x 4 ft 25 mm block board on which a centre line and two transverse lines 2300 mm apart to signify the wheelbase were drawn. The next purchase was a small drawing program "Deltacad" for my computer with which I could draw the chassis and body. The Porsche GA was scaled at 100mm intervals to allow the body shape to be drawn. By this time I realised that the difficult part for me would be the body since I had done nothing like this before. The mechanical side was considered to be easier but perhaps this confidence was misplaced.

The idea was to build the basic shape of the buck in wood. Over many months a wooden buck was made so that the critical dimensions could be finally attained by building up the final shape in Plaster of Paris over an expanded metal mesh. The critical dimensions were obtained from all the published data that I could find giving height, width etc. but also by scaling the Porsche GA drawing.

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Building a 'Porsche 904'

Continued from page 9

When the front half of the wooden buck was more or less finished, it dawned on me (I'm not necessarily the sharpest knife in the box) that I needed a windscreen. It is a lot easier to make the buck fit the windscreen than it is to find a windscreen to fit a buck.

A telephone call to Porsche brought a very sniffy reply as to what chassis number I had and that screens were no longer available but that "plastic" ones were available in California. At that time an article appeared in "Classic and Sports Car" about a company making screens for classic cars such as Morris Minors, Austin A40s and the like. The response to my call was that they had never heard of a Porsche 904 but after a few minutes conversation I was told that the computer records showed that there was a mould. The chap told me that he had been there over 25 years and that the mould had never been out of the rack but he would send me a drawing to check it was the correct item. I was then told that they could not supply me direct as they had agents throughout the country. I was to order a specific part number from the Scottish agent but also to tell him that I had been told the ex-works price (I was not told the actual price) to avoid the agent adding too much to the selling price. The telephone call was duly made and after a few expletives about the price a deal was done. Six weeks later a screen was delivered. So remember that a mould exists the next time you need a 904 screen!

The buck could then be formed round the screen but the decision had to be made at that time as to how the screen would be retained i.e. What seal was needed! A seal was purchased from "Woolies" and the screen opening shaped accordingly but more of this later, much later.

I was still in touch with the ex-Porsche designer Dawson Sellar who advised me not to make the moulds of fibreglass (GRP) but to use the "Polydur" tooling system which was much easier to use, did not shrink to the same extent as fibreglass and could be cleaned off tools with water. A powder and liquid are mixed to make a gel coat, then another powder and liquid are mixed to wet "Neomat" fibre which can then be laid up on the buck to make the moulds. The moulds cure in 3 to 4 hours and can be pulled from the buck after this time. Dawson invited me down to his home near Dalbeattie to learn the technique when he was next making a mould for his business of designing and making prototypes. It really is a lovely system and the moulds are good enough to pull half a dozen or more mouldings off each mould but they are not for full production.

As you will see from the photographs the wooden buck was covered with an expanded aluminium sheet and the Plaster of Paris put on top to give the final surface. I now know more about the setting time of Plaster of Paris than most orthopaedic departments in hospital. What surprised me even more was that I could buy 25kgs bags from the local builders merchants. At this point I made up some special tools from hard wood that I could use for sanding down the Plaster. One was nearly 1000mm long and dead straight to get the only non-curved area i.e. the doors, really flat. An orbital sander attached to the shop vacuum catered for the rest of the forming.

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Building a 'Porche 904'

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This was the really difficult part in that the curves had to be uniform and in this, thin fibreglass rods (left over from building the children's kites years before) could be used like French Curves were used in preparing engineering drawings. Whilst every effort was made to have both sides the same, I also realised that you cannot see both sides of a car at the same time

You will note that the windscreen is in and the buck has been formed round it.

One of the things that was challenging the grey cells, was where does one make the split lines for the different moulds. A call to the "Polydur" company resulted in the sales rep calling in to advise a very ignorant potential moulder. It was interesting to learn that he had been in Blackpool the previous week advising on the very same problem. This only emphasises how long ago the process started! However, the encouraging thing that he said was my completed buck was very similar to that at TVR.

At this point I have to admit that at times I would break off from the task for periods of days, weeks and months at a time. It made such a difference that I only worked when I wanted to and there was no time pressure until recently when I began to realise that time was not infinite but very finite!

The main moulds were

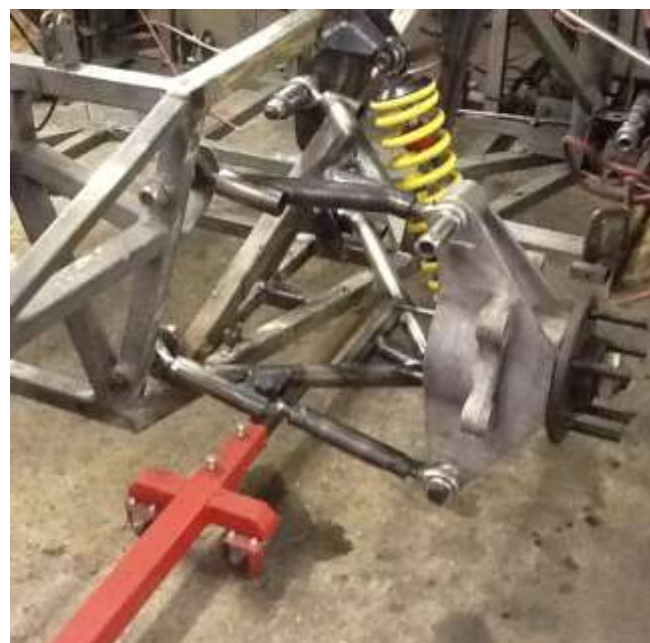
- a) Front wings and area in front of windscreen and bottom part of the "A" pillar
- b) Bonnet
- c) Roof including top of "A" pillar and "B" pillar down to the split lip
- d) Tail which was a composite mould comprising both rear wings and the buttresses, engine lid and the tail panel
- e) Doors LH and RH.

After a small trial on the headlight covers, my wife was volunteered to mix the ingredients to keep a supply of fresh material coming whilst I wet the fibre and laid up the moulds. A real team effort and well beyond the accepted limits of wifely duties. Now, she is proud to tell people that the 904 is the car WE built and I am delighted to acknowledge the help and patience she showed over the 12 years. Perhaps she was just glad to see me go over to the garage/workshop

At the same time as the buck and moulds were being made, There was much thought going on about the chassis. Some firm points that were fixed

- 1) Chassis should be a space frame rather than a ladder chassis as on the original.
- 2) Chassis tubing should be square rather than round just for ease of manufacture. Production tools consisted of a hacksaw, various files, electric drill and a hobby arc welder. Manufacturing facilities were later added to with the addition of an angle grinder with cutting and grinding discs and a pillar drill.
- 3) The suspension should be similar to the 1964/1965 state of the art. i.e Double wishbones on the front and links and radius rods on the rear.

4 As much of the 914 should be used as possible. However, it was in a poor condition as can be seen from previous photographs.



Building a 'Porche 904'

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As well as thinking a lot about the chassis, four books were being read more than once

- 1) Build Your Own Sports Car by Ron Champion
- 2) Competition Car Composites by Simon McBeath
- 3) Race and Rally Source Book by Alan Staniforth
- 4) Competition Car Suspension by Alan Staniforth

The two Alan Staniforth Books are an absolute God-send to beginners starting out in chassis design and suspension set-up.

At this stage, it was realised that the 914 front Macpherson struts could be modified in the usual manner by cutting off the top of the tube in the hub, welding in a threaded plug to take a rose (heim) joint which could then become part of the top wishbone.

So now we were into front and rear roll centres, effective swing axle lengths, wishbone angles, chassis mounting points, steering rack location to avoid bump steer etc etc.

Some of the design work around that time is shown

The next job was now to obtain the necessary Ford parts and through a combination of used parts, refurbished exchange calipers, new ventilated discs, and alloy wheels from a Scorpio Cosworth, the rear corners were built up. The bottom wishbone and top link could now be made up from CDS tubing together with the top and bottom radius rods. A pal in Edinburgh - Sandy Cormack had a lathe so I spent days on and off with him turning threaded insets for the wishbones/links and various spacers to suit different rod ends. Sandy is making a Porsche 906 replica utilising a Boxster as his donor car so we give each other mutual support as we progress our respective projects.

It became very clear at this point that the idea of using the 914 front corners adapted for double wishbones was not going to work since the 1960's design of discs and calipers looked like bicycle brakes compared to the ventilated discs and Collette fist type calipers on the rear. The only practical solution was to fit Ford Sierra/Scorpio front corners. This, of course, meant a complete redesign at the front since the pickup points on the Ford hubs were completely different from those on the 914 which resulted in different wishbones and pick up points on the chassis. The steering arm was in a different place which meant that the steering rack mounting had to be moved. Since the steering rack was now in a different place the steering column had to be relocated. The chassis then had to be modified to cater for the new position of column and so on and so on.

The uprights were modified by fitting a threaded plug into the top location where the Macpherson strut normally fitted to to the Ford Hub to convert to wishbones top and bottom.

As I said at the beginning of this tale, the objective was never to make a replica but to have a lookalike or fake!!

So, the decision to use Ford Sierra/Scorpio corners allowed me to acquire a selection of parts for the front which were again second hand, exchange or new. The fronts now had ventilated discs and large Collette calipers and the top and bottom wishbones could be made accordingly.

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These were fabricated by my pal - Peter Bentley who has a fully equipped machine shop in Monmouthshire. Peter was the chief of development at at Henley/Lansing Henley/Linde forklift trucks and nothing in metal is beyond him! When the wishbones at the front and rear had been sorted out the chassis could be finalised. All through this process, chassis design had been keeping pace (or not!) and a prototype chassis made by cutting tubes and tack welding them in place. I was lucky that there was a fabricator - Dick Noble - in the village who helped out to the extent that it would never have been built without him.

Before the final chassis design was sorted, decisions on what pedals and their location had to be sorted out and mounting plates and studs incorporated. How was the engine and transmission to be mounted?, what mountings were to be used? - I finally used competition 911 units from Pelican Parts for both.

Where was the battery to go? Where was the fuel to go and what sort of tank was needed. The story of the tank is worth telling but it can wait for another day!

The overall design philosophy was to optimise the torsional strength in the cockpit area by incorporating deep side members and a tunnel tied in to the front and rear bulkheads. The sides and bottom of the chassis would be covered in 16swg aluminium sheet as would the top of the chassis above the pedals where the fuel tank would sit and up to the front bulkhead except for an opening where a sump in the fuel tank would come down to just above the steering rack. The sump was to prevent fuel surge on cornering. I still realised at that point that I might be going quickly!

At last the chassis was taken to Dick's workshop for final MIG welding.

You will recollect that I said that 4 moulds had been made for the front of the body, I should have said 6 since I forgot about the two mouldings into which the headlights are fitted and which make up the floor in the area under the clear headlight covers. Whilst making the moulds for this area, I rolled two pack paint filler on to the plug with a sponge roller which gave a "dimpled" finish to the mould which then was transferred to the moulding itself. Hopefully you will see this in subsequent photographs.

The door shells had been made and can be seen in the last post bolted in place to keep the body reasonably square and the different parts in the correct location relative to each other. I decided that the doors needed to have a metal frame inside to make the mounting of the hinges and locks easier and to add strength against side impact. On subsequent reflection, I am not sure that this was one of my best decisions!!

However, at vast(!!) expense a hydraulic pipe bender was added to the workshop and tubes were cut, bent and welded into the door frames shown below. These frames could then be fibreglassed into place on the door shells to make complete doors. This was an absolute bummer of a job since the frames had to be located on the hinges mounted to the chassis uprights and then the doors bolted to the rest of the body in their door opening so that they were in the correct position and the the frame and the door tentatively stuck together with fibreglass from inside before removal and final bonding. Let's say it did nothing for the grey hairs!!

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Building a 'Porche 904'

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There is one little story that I am forced to tell against myself. Since the original 904 was a Targa Florio and Le Mans car, I decided early on that it had to have a proper fuel tank that would give a reasonable range on the road, would fill the space under the bonnet and look something like the original. It would be good if it could be fabricated in aluminium. The tank would sit on the top chassis members and would have a sump which would give a reserve and prevent surge.

My pal, Alex Brown then became involved. Alex is the owner of the Fairley Mercury - a 1953 Shelsley special, single seater with a Mercury V8 flathead which has been breathed on somewhat and is approaching ERA times at Shelsley Walsh. It is beast and takes some driving to such an extent that after one particularly hairy run which finished with the Fairley squirming its way up the finishing straight, a marshall in the top paddock suggested to Alex that you didn't see many of a certain type driving that sort of car.

Alex, ever helpful, suggested a chap on the West Coast who might be able to do it. This chap shall remain anonymous for reasons that will soon become clear.

He visited and took measurements of what shape it had to be to fill the hole in the front. He indicated that he would make a model to check everything was correct before going on to fabricate the final tank. He appeared weeks later with the most magnificent WOOD-EN tank which can be seen below. The only problem was that it didn't fit! He now revealed that he couldn't weld aluminium but that he had found a subcontractor who would do it for a four figure sum. This was far more than I had expected or was prepared to spend and as far as I was concerned we had better terminate the whole thing. We now had weeks of arguing how he was to be paid for the hours and hours and hours he had spent on the wooden tank. We finally agreed a figure at which I thought I was being absolutely done and was being taken for the proverbial ride.

On a trip to Malton with the Fairley, Pete Robson, who did the engine work, when he heard the story said that he could make a tank but it would have to be in steel and it would be useful to have a model to work to. Back at home, I made a wooden model in a morning and that was duly transported to Yorkshire.

Somewhere around this time, I had seen a chap on E-bay who was making replica Porsche Filler caps. A 4" version was duly ordered from California and was taken with the tank. A bolt-on filler neck was made by George Laycock in Norton to accomodate the huge filler cap. A few weeks later it arrived by courier and is now fitted and in operation. One day I shall work out what it holds but it's a bloody lot! You will note from the photograph below that it has a flip up filler and not the Porsche replica. Simple reason is that the Porsche one was put away safely and for the life of me I cannot remember where!. A replacement had to be purchased and the tank modified to take it. Pete Robson made a beautiful job and baffled the main tank to prevent surge. I paid less for this one than the wooden one.

The cable change mechanism was finally made up and fitted and after a couple of iterations it was working better than the rod change but was anything but foolproof

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Building a 'Porche 904'

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It was all too easy for it not to work and to find no or the wrong gear. It was particularly bad coming from 2nd to 1st and this led to us thinking that the dog teeth on 1st were not up to scratch. This resulted in a new dog tooth ring being fitted and the inevitable trip to Mike Bainbridge to remove the ring and fit a new one. This helped but was still liable to error. The next thing to try and help was to manufacture a gate and fit that to a housing around the Boxster shift to give a positive position for the shift lever. Slightly better but still anything but perfect.

Whilst we were working to get round this the engine developed an intermittent misfire. You were never sure how many horses would turn up on a day or even on any particular run. Everything on the ignition side was changed from plugs, plug leads, points, condensor and distributor cap. We checked the distributor operation, altered timing but to no avail. The misfire would come and go and of course Sod's law would apply - engine fine then gear shift would be crap and vice versa. Total frustration!

Finally the FF was taken to Mike Stewart in Errol who finally discovered that the fault was the wire from the points to the condensor was shorting on the distributor body. Of course, you could not see that when the cap was on but Mike had been brought up on VW and had seen the same problem before.

In other words the points had not been fitted correctly. Mea Culpa! This resulted in 8 clean runs at Bo'ness in September but still the gearchange was not precise enough. However all the runs without tearing something apart was a new experience.

In one of the trips to Mike I mentioned that years ago I had bought a 911T 2.0 engine in parts in a number of boxes and that had sat on the mezzanine in my garage for the last 10 years. Mike suggested that I brought it down to him to have a look at.

Even on one of the few good runs at Shelsley Walsh it became clear even to me that there was not enough power. The run up the hill was without drama to the Esses and the perceived wisdom was that SW was a power hill and 200HP/ton was required. My engine produced just under 120HP on the Aldon rolling road so with the FF weighing 740kgs that equated to roughly 150HP/ton. More power was required!

On looking over the engine parts, Mike was of the opinion that the engine could be built up into a 150HP unit with new pistons etc but the "T" spec was not the best base to be used with its cast crank etc. We finally came to an agreement that the T would be used as part exchange against a 2.4S engine built up on 7R cases but with E cams for torque. Using the original Weber carbs, Mike thought that it would give 200HP at 7000+ revs. Since the gearchange was still problem, Mike suggested that the gearbox be converted to 4 close ratios with sideshift rather than the tailshift. So that was the plan and both units would be available this winter (now hopefully January).

Since we were moving house from Scotland to Lincolnshire at the beginning of September for all the usual reasons at our age of downsizing and to be nearer the family, it was obvious that I would not have the time, space or facilities to do the engine swap on my own. So on the Monday after Bo'ness the car was trailered down to George Laycock in Norton for the old engine to be removed and the space to be checked with a dummy engine that Mike had provided. We thought that a couple of tubes in the chassis might have to be moved but that and new engine mountings would be all that was required. Even after 60 years working on cars, I have still not learned what looks simple never turns out that way.



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Building a 'Porche 904'

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When the 6 cylinder dummy was fitted besides having to cut out chassis tubes and insert others to maintain rigidity, we had a major "Oh shite" moment when it became clear that the radius rods running forward from the rear uprights to the rear bulkhead were in the same space as the engine. What to do now? We realised that the only practical solution was to retain the same suspension geometry and convert to rear wishbones. The chassis mods and the new wishbones were made by Andy Lockwood of Lockwood Fabs who works with George and produces the most exquisite TIG welds. Since the FF was up on a rotator, when the bottom was inspected to determine the damage resulting from bottoming going into the top paddock at Bo'ness, it became obvious that it was worse than originally thought (does that sound familiar). Andy has now fabricated a lower seat pan which should allow me to get in without my crash hat touching the roof, strengthened the seat belt mountings, modified the throttle pedal to minimise the chances of hitting the brake and throttle pedals at the same time, made new engine mounting brackets and a number of other small improvements. The car is now beginning to look much more professional compared to my original amateurish efforts.

Whilst at Bo'ness, when the tail was open for scrutineering, Paul Farrell was admiring the 914 engine and his eyes lit up when told it would be up for sale on the Monday after the event. The outcome is that the engine is back in Scotland in Paul's safe hands and the proceeds will help to pay for the 6 cylinder unit from Mike.

I should also mention that my 1967 Porsche 912 has been sold at the Silverstone Auctions at the NEC to an Australian couple living in Switzerland. I like the idea that some of the proceeds from the sale of one Porsche is going into another Porsche rather than some frivolous use such as garden, furniture, clothing, holidays etc!

I intend to have a full season next year (2015) at Shelsley, Blyton, Curborough etc as well as a trip back north to Bo'ness. I am looking forward to that even though I am already apprehensive of 60% more power but all my pals tell me that the pedal on the right may be involved.

Another part of the upgrade has just arrived. After all the the ignition problems with the 4 cylinder engine, Mike pointed me towards a Clewett system which does away with the distributor and uses a crankshaft pulley to fire three coils. It is not cheap but hopefully will give bullet proof timing.

It came from California to Stansted in three days and then TWO WEEKS from Stansted to Lincolnshire due to the shambles which is British customs. Do we do anything well in this country?

Having read the Clewett manual, I realise that the tachometer signal it gives is a 12 volt square wave with 3 pulses per crankshaft revolution. This will not drive the VDO tach from the donor 914 which is currently fitted and which gets its signal from the coil and which I had hoped to retain as it is period and big enough for me to see.

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Building a 'Porche 904'

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I thought that the Dakota Digital rev counter amplifier could convert from 6 cyl to 4 and amplify the signal to drive the VDO unit. Unfortunately they say that it won't.

I was looking for a fan housing and fan and on this very day three years ago, Nigel James got in touch and sent the following photographs. It was exactly three years ago to the day as the six nation rugby was on and Nigel nipped out at half time to take the photographs.

In late 2017 that we were at the stage of changing the 914 4cyl engine for a 911 6cyl and the problems we had already ran into with the dummy engine that Mike Bainbridge had loaned us. The realisation that we (Andy Lockwood, George Laycacock and me) would have to change the rear chassis and suspension was excising our collective minds.

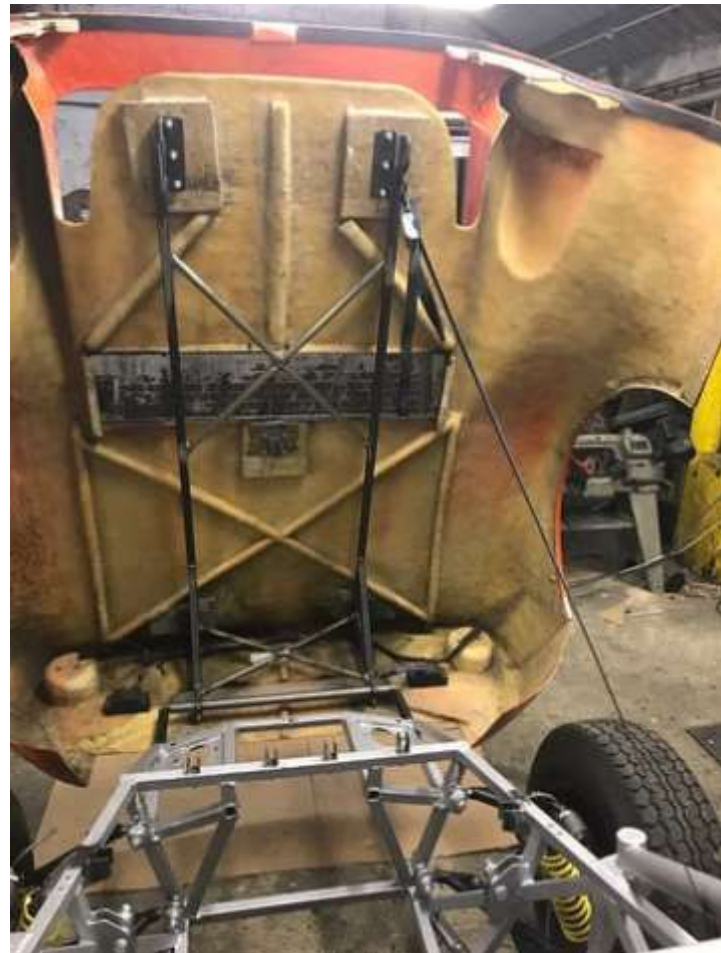
With the dummy engine roughly in place and chassis tubes cut out, we thought that the rear suspension should be somewhat like the photo above. i.e. use the existing rear mountings and keep the front mounting parallel to the centre line of the chassis as previously. The question was now how wide could we make the wishbones without fouling something else and what tubes would need to come out and where would new tubes be needed to carry the suspension and spring/damper mountings.

Nigel James had supplied a fan housing and fan so all that was now needed in that area was an alternator. A 55A one was obtained from Andys Autoparts in Oldham for a very reasonable amount. I see on ebay that they are exactly the same price as they were 3 years ago!

I had decided that I might as well be in for many pounds rather than a few pennies, so I approached Image Wheels to see if they could make a set of replica wheels. My pal Sandy Cormack who is making a replica 906 in Edinburgh had designed a replica wheel for his car and Image Wheels in Tipton had made them up in three parts in 17 inch diameter. Yes, they would be prepared to make them in 15 inch and by changing inner and outer rims they could make any width required with whatever off set was needed. 15x6 fronts and 15x8 rears were decided upon and an order placed. The original wheels were 15x6 front and rear from a Ford Scorpio Cosworth and had been fitted with Vredestein Classic tyres.

To get tyres to fit these rims and to keep close to the original rolling radius, Avon185/70R15 CR6ZZ and 225/60R15 CR6ZZ were ordered on BMTR. A trip to the West Midlands to pick up wheels and tyres was duly made but BMTR would not fit the tyres since they were unsure if the wheel sealant had cured sufficiently. They were then taken up to Yorkshire separately and made available to George and Andy.

When competing in the 4 Cyl, I had ran into some problems with certain scrutineers who were not exactly thrilled by the battery being in the front under the fuel tank! It had been placed there to try and even up the weights front to rear and compensate for the lump in the back. I decided to buy a Varley red top and housing and it would be fitted on the opposite side to the dry sump oil tank.



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Building a 'Porsche 904'

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Now we get to the difficult bit, the actual oil tank. The decision was made that it should be made and fitted to the right hand side of the car. It was to be LARGE and incorporate a swirl tube on the top as the oil returned to the tank from the oil radiator at the front.

Talking to Mike Bainbridge at regular intervals, he expressed the view that the oil tank should be on the other side so Andy set to and made a left handed tank to fit where Mike advised. So we now had an oil tank but what of the rest of the oil system.

When the real engine had been collected from Cumbria and fitted into the chassis, we were now in another "Oh shite" moment. The oil cooler on the engine was now in the same space as part of the chassis. In other words engine was installed but no oil cooler. Luckily in Malton there was a Porsche specialist Sam Lander who had been asked to pop in and answer any Porsche type questions. When he saw the problem he immediately said that a 993 housing and filter would fit rather than an oil cooler. In other words the oil would go through a filter rather than a cooler.

It was all very tight round the engine and the gearbox oil pump drive had to be removed and was returned to Mike as for hill climbing and sprints there was no need to have a gearbox oil cooler. We had decided that there should be a filter to protect the front oil cooler and this was installed close to the oil tank.

We were making progress with the oil system now which now had two filters and capacity in the tank of approx 15 litres. We run with 12 litres and the oil temperature hardly registers on the gauge.

I have always believed in the principle that oil is cheap compared to a blown engine but the oil and filter change each winter does bring a tear to the eye.

I think that I had mentioned previously that Mike Bainbridge had built a transmission with two first gears, one in its usual dog leg position and one where second is normally to be found. This meant a conventional "H" pattern for competition and the other first opposite reverse for manoeuvring in the paddock. George then set to to make a proper gear shift linkage to supercede the cable shift that Pete Bentley and I had made for the original tail shift box and which was not that reliable.

The transmission from Mike Bainbridge had the shift lever into the sideshift box. George then modified this to have a support for the rod at both sides of the gearbox shift lever, The rest of the linkage back to the shift lever then had to be slotted into the space not taken up by the exhaust and chassis tubes. A lockout device was fitted to the gear lever which meant that the the rod attached to the gear lever had to be pulled up to select reverse and a first. In other words to protect "the paddock plane" from ham fisted operatives in the driver's seat.

Up to the time of speaking it has proved bullet proof. What a relief to know that all the gears could be found without fumbling!



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Building a 'Porche 904'

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To finish off this gear change sector, the clutch pull cylinder used on the four cylinder engine was adapted for the six. As well as the gear change linkage, George had also revamped the steering column area and fitted a detachable steering wheel. Not only did this look neater but saved a good few kilos compared to the original from the donor 914. There was a general concern that, as I got more geriatric, it would be more and more difficult for me to get out of the car. It's always easier to fall into the seat with the help of gravity rather than to extricate oneself. There has been many a smile by those in the paddock watching me get out! In period steering wheel obtained from Karmann Konnection. The blue knob behind the shift lever is the adjustment for the brake balance bar. Andy had also taken on the task of altering the rear engine cover to make it easier to open and close. The arrangement I had previously was a pain in the proverbial since it meant scrabbling under the rear of the car to remove a couple of "C" clips and then two of us lifting the tail off completely.

The framework is attached to the tail via 13 ply blocks fibre-glassed in place. Now the screws could be taken out of the engine cover at the front and the tail hinged back without difficulty. It had all been designed to such fine limits that the tail could be opened in the Shelsley sheds with less than an inch of clearance. Sometimes Lady Luck is with you!!

As George and Andy continued with the work in Yorkshire, I was taxed with sourcing other parts which were required. In the original iteration, the drive shafts were modified 914 to get the correct length but also to use the Ford hubs etc at the wheel end which, of course had different splines. These were made by cutting off the 914 outboard splines and sleeving on to the ends of the Ford drive shafts and the whole lot welded together. They had worked with less than 120 BHP but it was thought that we would be dicing with danger with 200 BHP. One of the originals was taken to Brand Mechanical Engineering Ltd in Aston, Birmingham to machine new shafts in proper steel, EN24T rings a bell but I might be mistaken. Of course there was a link back to Shelsley Walsh in that the late Bob Dayson had been involved with the company. On an earlier post, I had mentioned that a Clewett system was to be installed and was advised to be careful with the plug leads as a DDK member had had problems with them breaking down on his Clewett system. Clewett recommended Magnecor leads so the piggy bank was raided once again and a set was purchased and taken to Yorkshire when I was delegated to wire in the Clewett system. The manual that came with the system has 36 pages to cover all engine configurations from 1 cylinder through to 12 cylinders and rotaries. The six cylinder variants are even-fire, odd-fire and twin plug. It took a bit of figuring out. The XDI control unit was fitted inside the cockpit on the back wall and a mounting plate for the three coils was fitted on the top of the engine behind the fan housing. To try and keep it as authentic as possible, I decided to use the original 914 instruments so the tachometer was modified to 6 cylinder and a square wave signal by Speedy Cables.

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Building a 'Porche 904'

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The face of the instrument was not changed so the red line area starts at 5,600 rpm. Very useful when the noise police in the paddock check on the decibels produced. It still reads to a max of 7,000 so is still practical. One other thing to mention at this stage is that all the friction material is standard and not competition. So a standard clutch cover and drive plate are fitted and the brake linings are a nice soft standard spec. Brakes in a hillclimb or sprint never get hot!

Andy had, by this time, cut, welded and rivetted aluminium panels in the front to seal off the front wheel arches. We had also procured wheel spacers and longer wheel studs for the front as the new wheels just fouled the calipers and needed to be moved outboard a tad. A new shroud piece had been made to seal off the back left hand barrel which was now exposed by the 993 housing and oil filter. The oil lines and breather tubes were installed and the thermostatic bypass used on MK1 was dispensed with. The oil tubes were increased in bore size since we wanted to remove any restriction to the oil flow going forward to the oil cooler in the front. As I said before oil is good stuff! We were now reaching the stage where the bullet had to be bitten. The Clewett was wired up as per the manual even to the extent of powering the system with a separate fused feed (more of which later.) As usual, we turned over the engine without the ignition circuit being live. There was oil pressure and lovely clean oil flowing into the dry sump tank. It fired up immediately when the ignition was switched on. Three very happy chappies! However, there were a few oil leaks which just meant tightening up in a few places. One major/minor was oil dripping from pin holes in the oil drain tubes. I should point out at this stage the space round the 6 cyl engine is tight. To install it, the first task is to thread the transmission between the chassis tubes, then lay the exhausts in place, lower the engine and connect it to the transmission. Finally to bolt up the exhausts to the outlet ports. A complicated and slow procedure. I blame the chassis designer!! The oil drain tubes are now very difficult to access. The only way to stop the leaks was to use the coca cola tin and jubilee clips method with globs of sealant. Next step was a trip along the road to Dave Boggs to tune the Webers on his rolling road. Well, Mike was correct, over 200 BHP on the dial! Dave Boggs has been tuning engines for ever and recommended that the jets be such as to run a little rich for the first season as the engine bedded down. He also advised me not to increase the choke size as the small chokes would give better pick up even though increased power at the top end would result from larger chokes. Since the car would be doing hills and sprints in the main, torque was the requirement, hence the "E" cams and small chokes.

The car was now ready for the season but it had better be tested to see what it was like with new engine, new transmission, new rear suspension etc etc. On the corner scales, it was 750kgs total weight ready to go with a 45%/55% front to rear bias. With 200BHP this gives 265 HP/tonne. This will be more than enough!! So off to Blyton Park on the way back home from Yorkshire.

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Building a 'Porche 904'

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Andy came down in case there was a need for further fettling but also to see what it was like from behind the wheel. At Blyton, there were occasions when it was difficult to start but it seemed to clear itself and we were able to get a fair number of laps under our belts. When it was running, it didn't miss a beat, sounded magnificent and I was already convinced the car was much quicker than me. By the time I got home, my pal Walter Robertson from Scotland had already been picked up from Newark station by the memsahib ready for the off to Shelsley Walsh the next day.

Once we got the electrics sorted out we got 8 good runs up the hill. The engine had bags of torque, the gears were where one expected them to be and the noise from the Webers inches behind one's head was exhilarating to say the least. At this point I must point out that I only started competing in 2012 and my first run up Shelsley was aboard Chapman Mercury One then owned by Peter Speakman and now in the tender care of Mike Hawley.

At the time of this run, I was now of an age when most competitors were hanging up their crash hat or, if still active, had been competing for decades. Having run out of testicular rubber bands, I decided to initially set a modest target to get under 40 secs. A competition 911 will get into the low to mid 30's so let's enjoy it without pushing. At the June meeting a 39 sec then a 38 sec run were achieved so things were going in the right direction.

However at the July meeting things were no longer going in the right direction. Saturday was wet and the 904 tried to get away from me at top "S". Sunday was dry but oil was dropped through the the Esses and even after the marshalls had done their bit there were a couple of offs. The word in the paddock was to keep right after the drain cover to avoid the oil. That didn't quite work for me. I am still in the car and hear a voice saying "Do we need the air ambulance?" Blimey I may be hurt! However Doctor Chris and Marshall Lisa decided that I was OK and allowed me to fall out of the car like a sack of potatoes before being taken off to the ambulance. The car was carefully removed from its parking place. Lots of comments later about excellent parallel parking! All the parts were collected or swept up and delivered by Richard Weaver back to the paddock. Even the Porsche badge was retrieved and delivered to me by Lisa who had taken care of my "Nuts" Don't panic they were holding the tail closed and had been removed to open the tail to get the lifting strap on the rollover bar. I had not a mark on me which is more than could be said for the front of the car. The place that I ended in is now referred to by some of the reprobates in the MAC as "Drysdales Gap".

After the incident at top "S" the rest of the season turned out very differently than I expected. I wrote an article for the October issue of the MAC News and it is reproduced below with photos of the cars involved.



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Building a 'Porche 904'

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On the 29th July at exactly 16:23:30 as the noise stopped and the car settled at 45 degrees after Top Ess, I thought that might be the end of the season as far as the 904FF and I were concerned. After loading the bits of the car into the trailer, I still hoped that it could be repaired for Bo'ness and thus the September meeting at Shelsley. This was important to me to meet the objective of competing after another birthday in early September.

When we got the car out of its trailer and had a good look at it with George Laycock and Andy Lockwood, it was clear that it needed more work than originally envisaged so that was the rest of the season in the bucket! Or was it?

A telephone call from Mike West to ask if I was entered for the Blyton and Rockingham sprints. When I confirmed that I had been, Mike then said that I had better share his Westfield at one of them. Since I had tested earlier in the year at Blyton I thought that was the more sensible suggestion so we agreed that I would amend my entry accordingly. Within hours the phone rang again and an Irish accent took me to task for agreeing to drive a Westfield rather than a proper car with an air cooled engine in the rear and I was TOLD by Jim Collins that I was to share his VW Beetle 1303 Porsche at either Blyton or Rockingham. The entry was amended and the change of vehicle was such that I was now to drive the VW at Blyton and the Westfield at Rockingham.

On the 18th August I duly made the short journey up to Blyton to find Jim and Mike already there and I was able to have a good look at the VW. I had looked at it before but when you are about to drive it, somehow you look a lot more closely! As everyone knows, it is different, in fact it is unique. Jim has pedalled it up Shelsley in the 37's so it was roughly similar to the 904. It wasn't, for although I had been at Blyton once previously, a small change to the second corner from before resulted in a spin before I realised where I was going. I blamed it all on the short wheelbase and the engine stuck out the back!

On the second run, I experienced dreadful axle tramp off the line and the car jumping out of first gear. Jim told me that it was obviously the way I drove it and, yes, he had forgotten to tell me to hold it in first. Well the axle tramp got worse and worse but Jim still insisted that it was my driving since he was having no problems. On Jim's last run the VW failed to proceed very shortly off the line and came to a halt in a pool of transmission oil.

On the Sunday at Rockingham, Jim and Mike had already had a good look when it was on the trailer and discovered that the bolts holding the CV joints on the drive shafts to the gearbox and hubs were loose which had caused the gearbox casing to split and the box to be in reverse and first at the same time. There is another story to tell of how Jim was able to compete in Ireland two weeks later.

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Building a 'Porche 904'

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Now on to the Westfield. After the previous day's confusion as to where the course went next, I walked the course at Rockingham and noted Chapman corner which is blind after a small rise. The Westfield couldn't be more different from the VW. Everything is in front of you and I felt that I was sitting on the rear axle. On my first run, as I came into the first corner, I realised that I had the wrong specs under the goggles and they had tilted to such an extent that I was now seeing two corners through the reading section of the variofocals. The rest of that very slow run was spent in trying to guess which corner to take, the first or the second! However, on the second run with the right glasses on, I remembered Chapmans and keeping to the right for the left hander, realised as I crested the small rise the Chapmans is a right hander! Another O.S. moment and after scrabbling round that was another run to be forgotten. By the fourth run, I was beginning to enjoy it and getting more confidence in the car and my remembering where to go next. Mike was a lot quicker than me but I thoroughly enjoyed being at the last sprint at Rockingham.

I had been persuaded by David Strange to enter the 904FF at Etretat but on trying to cancel ferries etc found that I could not get any money back, so Lucia and I decided that we would go anyhow and enjoy the experience. When David heard of this plan, he immediately offered me his Porsche 911 since he was taking his Crossle but that I would have to sort out belts and a seat since the event in France is run to strict FIA regs. So the belts were changed for those from the 904 and a new seat with an in-date FIA hologram was duly purchased and installed.

We then determined that the 911 was too tall to go in my trailer so the Crossle was loaded in mine and the 911 in David's. On arrival, we had a few runs up and down the track which is the public road between Etretat and Bouneville and tried to remember which of the two tight right handers had negative camber! If you have never been to Etretat then I can thoroughly recommend it even if it's just for the experience! After scrutineering on the Saturday, the total entry lined up at the top of the hill and proceeded in convoy down to a traffic island in Etretat then back up the hill and all lined up before the start. This process is repeated after each run so you never get back into the paddock so make sure there is enough fuel in the car. After three runs, I had a vague idea of where the road was and was enjoying the 911 and the bark of a tuned 6 cylinder.

On the Sunday, a round of the local hill climb championship was practicing in the morning so we did not need to appear till after lunch.

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Building a 'Porche 904'

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The championship timed runs were to take place first but one of the early cars had a major off and hit a marshall who had been in the only gap in the Armco. This caused a huge delay since she was badly hurt, initially there was fears for her life but we learned later that she had to have her leg amputated. By this time a number of us were wondering if it was right to run and we withdrew from the event. It seemed that it was too high a price for a marshall to pay for us to have our fun!

At the August meeting at Shelsley, Mike Hawley was there and in conversation, he offered me the Chapman Mercury to drive at Bo'ness. I had previously driven it at Shelsley and Bo'ness so Mike was aware that I knew most of its foibles particularly how to control engine temperature. Pete Bentley and I duly arrived at Bo'ness late on Friday with Mike's trailer and Chapman Mercury ready for the weekend. Saturday started off with a dampness in the air and a very slippery track. CM1 has so much torque that the procedure, even at Bo'ness, is to start in second, change into top and leave it there. Every time I touched the throttle, the wheels spun and I had two very tentative practice runs. The rain came down in the afternoon and I convinced myself that discretion was the better part of valour and there was no point in potentially stuffing it into the bales, so did not run at all. What I did not realise was that Mike was watching "resultsman" and thought that I might have actually stuffed it since there were no times showing in the afternoon. I was able to respond to an anxious text that all was O.K. Sunday dawned much better but the track was still slippery but after a couple of practice runs, I was feeling much more confident and as the sun came out was able to enjoy the timed runs in the afternoon.

Going back to the August meeting and a further conversation, it was suggested that after my "wee oop-sie" I might be getting too old for further competition runs up Shelsley. At this point David Pawson said that I had better have his Lotus Elite for the Speed Finale meeting in September to meet my desire to compete after my birthday. At that point I was not sure if he was serious but sensing my disbelief, David sent me an email on Monday to confirm that he was very serious and I needed to do the necessary with my entry. This finally meant that I would fulfil a 50 year old dream of driving an original Lotus Elite! David then explained that his 1961 Elite had never competed since he had rebuilt it as he was unable to get a competition licence due to some of the usual health reasons but it had been used in track days. However, it would need some preparation for competition by the fitting of catch tanks and timing strut etc. Mike and David arranged to take it to Sean McClurg to do what was necessary.

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Building a 'Porche 904'

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On the Friday before the meeting, we arranged that I would go to Leamington Spa to pick up tools and wheels etc. On my arrival I discovered that David was out with the Elite to get a master cylinder leak, only discovered that morning, sorted out and that he would meet us in the paddock later. David duly arrived with a new master cylinder fitted and new front pads from Paul Matty's own Elite installed as the only ones which could be found in time.

We then ran David home and after a splendid meal with David and Gill and Mike and Amanda, we were ready for bed and the challenge of the weekend.

On Saturday morning we were sympathetically scrutineered and ready for practice. On the first run I left the line quite tentatively and finally arrived at Top Ess and remembering the last time I had approached it, crept through with great apprehension, thinking that I enough bills to pay on the 904 without looking for any more! The other runs on Saturday were spent in trying to get cleanly off the line due to the high gearing and using a bit more road at Top Ess. On Sunday, I was getting into the swing of things and appreciating David's advise of "just point it where you want to go"

Coming back into the paddock after the last timed run when the start had been slightly damp which allowed a certain amount of wheelspin and gave a better launch, I was met by David and Jim Payne with great grins to be told that I had got second in class (Handicap of course). David was absolutely delighted that his pride and joy had got an award on its first competitive outing! There is quite a story of how David found and rebuilt this Elite.

What have I learned after a unique five or six weeks. Well, the cars are completely different, from the delicate Elite to the brute force of the V8 Flat-

head in the Chapman Mercury. Both the 911 and the VW had air cooled Porsche engines stuck out the back but could not be more different. In fact, they didn't even sound the same and the 904 had yet another distinct sound. Perhaps this is due to its power unit being just behind my head. The Westfield was the easiest to drive and had more benign handling than all the others. The courses could not have been more different from the whole layout at Rockingham costing millions to the paddock at Etretat needing to be cleared of horse manure before you could pitch the gazebo! We are spoiled at Shelsley Walsh!

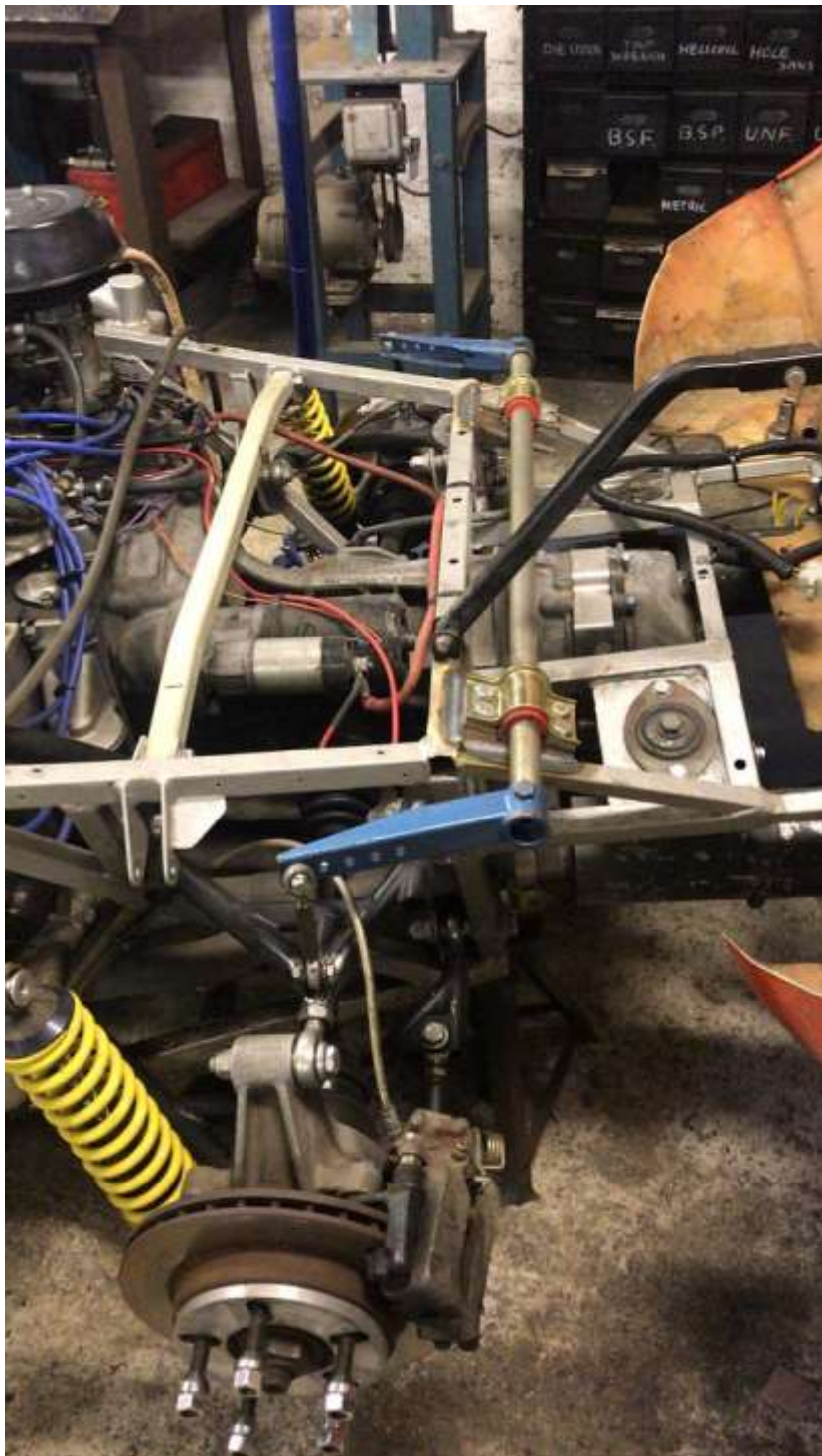
I also learned that the old engineering maxim of only changing one thing at a time should never be forgotten. To drive a strange car on a strange track is not easy and will not be attempted again(famous last words!). The loss of the little grey cells now means that I need a minimum of five runs before I even have a vague idea of where a new track goes.

I have had confirmed that the Hill Climb community are the greatest and kindest group of people that I know. I have also learned that dreams can come true and have met my aim of competing in my 80th year.

Thank you, Jim, Mike, David, Mike and David.

So, let's get back to the "FF" George and Andy said that I should bring it up to Yorkshire and they would sort it. Really nothing is beyond these two. There are no "ifs" in their vocabulary only "hows"

We now had to assess what needed to be done, what needed replacing, what needed repairing, what needed checking for straightness, what needed improving etc etc.



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Building a 'Porche 904'

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As everything was stripped off the front, the good news was that the chassis was straight. All the comments such as "you can see it was built in Scotland on the Forth Rail Bridge principle" were justified. The wheels were undamaged. There were a number of wood fragments from the top of the sleepers to be dug out underneath. How did they get there?

There was a bit of fibreglassing to do - a new left wing, repair of the front apron and under tray, sort out the broken "A" pillar as well as general frontal repairs. The fibreglassing was delegated to me, since having made the body, it was thought that I might have slightly more knowledge of the art and had become immune to the smell of resin.

Mechanically, there was a lot to do - new bottom wishbones on both sides, replace the steering rack and track rods, sort out the bend in the bottom of the steering column, replace the oil cooler, fabricate a support for the nose.

The three pieces of the front apron were stuck back together in the original mould/jig

The right wing was cut off and a new left wing was laid up in the mould. The wings were then attached to the body by rivets through aluminium plates on the underside.

The scotsman in me then decided that we could finish off the repairs by rattle can aerosols. RAL 2002 cans were purchased and spraying commenced. We had had an incidence on start up when the oil filter before the dry sump tank had blown its seal and oil was pumped out over the rear. We couldn't decide whether this was due to a Chinese filter or excessive pressure where it was located in the lines. To be safe the oil filter was moved to the front as can be seen above. The decision was also made only to use well known named brands of filters. A new larger oil cooler was fitted below the front apron.

The steering rack and track rods were replaced as well as the bottom of the steering column. The mounts for the rack were made stronger and slightly relocated to improve any bump steer.

New right hand headlight, fog lamp, indicator lights and air horn trumpets were replaced and we were now ready, after tracking etc, for the 2019 season.

As usual, we made a trip to Blyton Park on 7th March 2019 to get a feel of the car with the new front wishbones etc. It seemed fine to me but it was cold and damp and not the best conditions for pushing it too hard. Also at this test day was Ewen Sergison who was shaking down a 1936 Maserati 6CM - a real racing car. He kindly took the 904 out for two or three laps to see what he thought of the handling. When he came back he thought the engine was to die for but the car was too soft at the front. He recommended that the dampers be tightened up and longer bump stops fitted. The spring rates at the front seemed about right.

The first competitive meeting was at Ty Croes in Anglesey. What a wonderful circuit. If you have never been there put it on the bucket list. The dampers were screwed up, and longer bump stops added to the damper rods. As we speeded up in the practice runs, smoke started to drift from under a wheel arch. On investigation by Andy, who had come over from Norton for the weekend, it was found that the wheel was rubbing on the thickened fibreglass at the join of the new wing when braking hard and turning in. An angle grinder was borrowed and the problem was solved. For the rest of the 2019 season, Jim Payne shared the driving with me and was usually quicker except for Shelsley Walsh, I am delighted to say. We had a full season and competed at Shelsley Walsh, Loton Park, Curborough, Bo'ness and MIRA. We both won some class awards usually in the target time classes but had great fun and were encouraging each other to better times.

At the Blyton meeting in May, Jim Collins was sharing with me, I had a first practice run then it was Jim's turn. Going into the Wiggler on the Eastern circuit at full chat, he hit the brake pedal which wasn't where he thought it would be and hit the clutch. Needless to say he arrived quicker than he intended and went straight on. On his return to the paddock there was superficial body damage but the left wishbone now had a kink in it. So back to Yorkshire to get that repaired.

To be fair to Jim the pedals are very offset to the right for a left hand drive car but Jim Payne and I have got used to them. This time round Andy made an extra pair which are carried in the trailer as insurance.

I went off at Loton. (Photo on Page 23)



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Building a 'Porche 904'

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At one of the Shelsley meetings, Jim had locked the rears changing down to 2nd going into bottom "S" and had mounted the bank but with no apparent damage.

You may have noticed that the car now has proper transparent headlight covers. An earlier attempt by Plastics4Performance near Bolton, by using my mould which had been used to make the fibreglass cover, had not really worked. A visit to Martin and Walker at Thruxton who make a really accurate 904 replica had led me to Lucas Mitchenall in Durrington near Amesbury. They advised me to make a plug and they could then draw the plastic over that. They were



able to make two pairs but needed me to extend the plug if I required any more. At the other end of the car the carbs had now been fitted with air cleaners and the holes cut in the tail for clearance had been finished off with some laser cut surrounds supplied via Jim Collins.

After Bo'ness, Pete Bentley and I returned to Lincolnshire and after power washing the Scottish mud away, set off next day for Cadwell Park. The family had bought me a track day at Cadwell for and on my 80th Birthday.

As you will have realised by now nothing about race cars is simple. With an instructor on board, we again had smoke pouring from a wheel arch as we braked and turned in. This time the hose from the fuel tank to the IVA spec fuel filler on the mudguard was being ground away by the tyre.

I also took Pete as a passenger for a few laps. He could not believe a race car on proper tyres could corner so hard and was convinced that we were heading for the boondocks at the first corner.

Again, if you have never been to Cadwell, put it on your bucket list!

When the modifications had been made to the chassis and rear suspension to allow the fitment of the 2.4S engine, for some reason the anti-roll bar was not fitted. As you will see from the previous post the rear view at Cadwell illustrates a fair amount of body roll without the anti-roll bar. There was considerable discussion amongst us all with some saying it was essential and others warning that if it stepped out of line with an anti-roll bar fitted then break away was very sudden. On the basis that if it was there it could be disconnected but if it was not there, it could not be connected, Andy was asked to do the necessary to mount it once more.

Also high on the list for the winter of 2019/2020, was the need to stop the fuel filler hose being grooved by the right hand tyre. There were a number of little jobs that Andy would sort out i.e. raise the height of the catch tank since breather oil was running down into it rather than falling back into the dry sump tank.

However, once Andy started to have a good look round, he phoned to tell me that another wishbone was kinked and was wondering when that had occurred. Neither Jim and I were aware of it and thought the car was handling as well as ever! That shows how much we know! He blamed me for going off at Loton and I was sure that it had been caused by him going up the bank at bottom "S". Looking back over the records, when the wishbone that Jim Collins had bent was replaced we had gone to 1" diameter T45 tube for its replacement. The one that was now kinked was not T45. It was replaced by a T45 one and it was at this stage that the insurance pair was made, not earlier as I said before.

The 904FF was picked up from Yorkshire on 21st January 2020 and I started doing a few small jobs myself.

A number of people had said that I had not got the side windows quite right in the moulds in that they were too small compared to the original. So a reversion to the testicular rubber bands and out with the angle grinder to enlarge the opening in the door by cutting away the steel tube framework and the relevant fibreglass. Larger Lexan windows were made up and fitted with adjustable vents which I found later would deposit buckets of water on one's lap if they were facing forwards when it was raining.

I was able to tidy up the wiring behind the instrument panel which is now only a "mouse nest". The balance bar adjuster was pinned in place in view of a possible IVA test in the future. The fibreglass sill and side of the seat backrest were trimmed in vinyl which I had purchased years ago when I had intended the car to be a road vehicle only.

Of course by March we were in total lockdown with no prospect of any meetings taking place but I had the need to move the car on one occasion to find a pool of oil on the floor. Andy was persuaded to do a quick job to replace the oil drain tubes which had been repaired earlier. He was able to lift the engine sufficiently to get in and fit new telescopic tubes. That was a great relief because we were always anxious about leaving any oil on the track.

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Building a 'Porche 904'

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We finally got to Blyton in July and both Jim Payne and I tried the car with and without the anti-roll bar connected. It was marginally better with so we decided to continue with it hooked up in future. I tried it with and without at Shelsley later in the year and the car felt much tighter round Kennel when it was connected

The MAC did a marvelous job in getting events running at Shelsley Walsh but unfortunately Jim had to watch the first livestream from his bed in hospital. He had been rushed to hospital with a tumour blocking his colon. Bloody Cancer!!

I was able to get to Shelsley in the rest of the year but obviously without Jim as co-driver or pit man. Initially, Anna May Furness was volunteered to help and when she was competing, Mike Tompkins stepped into the breach.

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The main job that I asked Andy to do in the winter of 2020/2021 was to change the transmission. I had been running for the last two years on a box that Mike Bainbridge had loaned me when he had built up the engine. This as you will remember has two first gears. Over the 2020 and 2021 seasons the change mechanism that George had engineered had proven to be bullet proof, at least it was Jim and Bill proof. In one of the 2021 trips up Shelsley, Mike West who is normally marshalling at bottom "S" was of the opinion that the engine had enough torque to pull through the Esses in third and there was no need to change down into second. He was right!

I have just about thawed out after a day at Blyton. It was absolutely freezing and we were reminded that there is nothing between Blyton and the Urals.

As usual on a test day there was good news and bad news. Let's do the good news first. The car was handling like a dream. Mike West and Olly Wright who some of you may know from Shelsley, came over and also tried out the car. Olly was very apprehensive as initially he could not fit in. He could not get in with a crash hat on but after removing a cushion and him sitting in the "bum tray" he could, with a little contortion, just about manage. He would try a lap and see. However he went on to a second then a third then a fourth and came back in with a grin on his face. Mike was easier to fit in and had his three or four laps and again came in with a smile. After they had second runs in the afternoon, they were very kind and declared the "FF" to be the best handling car they had ever driven. I am now looking for that specialist builder who does door widening for enlarged craniums or is it crania.

Olly will now put in an entry for the Classic Nostalgia meeting at Shelsley in July.

The bad news was that it was difficult to get into first and when it was in, it would jump out when the least amount of power was applied. No problem on a test day with starting in second but not too good for hill climbs. The change on the other gears was fine and with these ratios Blyton could be done in fourth and fifth. Mike is pretty sure that it was fine when the transmission left him although the first/reverse selector might have moved on the shaft. Andy thinks it might be the adjustment on the shift linkage. I will take it up to Yorkshire on Friday.

The other concerning problem was that when Mike brought it back after his afternoon run, he said that the left hand front brake was "Clunking". On investigation we discovered that a bolt had come out of the caliper carrier and the caliper was now pivoting on the remaining bolt. It had now started to snow, our hands were numb, enthusiasm had drained away on the wind and it was time to put it in the trailer and go home. The bolts will now be wired.

When Andy had the engine out to get at the transmission, he modified the exhaust system slightly so that it did not have to be detached from the engine to get the engine out. When it was out Sam Lander came round and set the tappets, Why you ask? It's so bloody tight that the cam covers cannot be removed in situ!

Andy did the usual spanner check, changed oil and filters and I picked it up on 12th March. We are off to a test day at Blyton on April 6th and I am hoping that Jim Payne will be fit enough to come over and get a few laps in. Also invited to be present are Olly Wright and Mike West from Shelsley. I have asked Olly if he would like to drive the car at Shelsley and he wisely said " Only if I am comfortable in it" He must have been listening to Jim Collins' excuses re the pedals! Hence his coming to the test day. Since Ewen Sergison has tried it before, he is also coming to advise on set up. With a young hotshot in the car, we shall see what sort of time the car will do with a non-geriatric pilote. Alex Brown reckons it is a 35/36 sec at Shelsley. We shall see!.

That's us up to date. Now to see how the 2021 season unfolds.



Bill Drysdale

Gemini Communications



Monday 31st May

Neil Howard

Bolton-le-Moors CC

Oulton Park

Sunday 13th June

Keith Frecker

Blackpool South Shore MC

Weeton

3rd & 4th July

M-Sport Rally

West Cumbria MSC

Greystoke

Sunday 4th July

**Altratech
SMC Stages**

Stockport1061MC

Ty Croes, Anglesey

Saturday 24th July

**Enville
Trophy Stages**

Warrington & DMC

Ty Croes, Anglesey

Saturday 14th August

Plains

Knutsford & DMC

Dyfi & Dyfnant

Sunday 22nd August

**Gareth Hall
Stages**

Bala & DMC

Trawsfynydd Ranges

Sunday 19th September

**Greystoke
Stages**

West Cumbria MSC

Greystoke

Saturday 30th October

Cambrian

Clocaenog, Betws y Coed

North Wales CC

Saturday 6th November

Neil Howard

Bolton-le-Moors CC

Oulton Park

20th & 21st November

**Glyn
Memorial
Stages**

C&AMC

Ty Croes, Anglesey

Golden Microphone Trophy 2021

O/A	Call Sign	Operator	Score
=1	G 01	Bill Wilmer	9 points
..	G 03	Les Fragle	9 points
..	G 04	Ian Winterburn	9 points
..	G 09	Keith Lamb	9 points
..	G 11	Mark Wilkinson	9 points
..	G 17	Robin Mortiboys	9 points
..	G 21	Derek Bedson	9 points
..	G 23	Ian Davies	9 points
..	G 25	Chris Woodcock	9 points
..	G 27	Roger Schofield	9 points
..	G 33	John Ellis	9 points
..	G 37	Jermaine Jackson	9 points
..	G 38	Sean Robertson	9 points
..	G 56	Tony Jones	9 points
..	G 59	Maurice Ellison	9 points
..	G 61	David Bell	9 points
..	G 65	Brian Eaton	9 points
=18	G 05	Steve Coombes	0 points
..	G 06	David Crosby	0 points
..	G 07	Tony & Avril Lee	0 points
..	G 10	Barry Kennedy	0 points
..	G 12	Ricard WM Jones	0 points
..	G 13	Stuart Dickenson	0 points
..	G 16	Bill & Robbie O'Brien	0 points
..	G 20	Peter Donnellan	0 points
..	G 24	Paul Henry	0 points
..	G 26	Mark Dickenson	0 points
..	G 28	Andrew Taylor	0 points
..	G 30	Ian Ackroyd	0 points
..	G 31	Duncan Stock	0 points
..	G 32	Bryan Flint	0 points
..	G 39	Kevin James	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 54	Peter Shuttleworth	0 points
..	G 55	Steve Broadbent	0 points
..	G 58	Geoff Ingram	0 points
..	G 62	Colin Evans	0 points
..	G 64	Bryan Wragg	0 points
..	G 66	Martin Rowe	0 points
..	G 70	David Mainprice	0 points
..	G 99	Tim Foster	0 points

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**





Forestry
England

Grumpy Old Git

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



NO EVENTS ON FORESTRY ENGLANDS LAND UNTIL SEPTEMBER 30th 2021

Forestry England certainly put the Cat amongst the Pidgeons at the end of March with their statement that they are *'Committed to accommodate the huge demand for events and activities that has built up because of the pandemic and their staff are 'flat out' dealing with the demand from the general public at each stage of the Government roadmap along with the expected increased demand as more people take holidays at home because of the continuing restrictions on foreign travel.'*

As a result, there is also the possibility that local staff may defer events due to capacity rather than just Covid-19.

The MSUK British Rally Championship almost lost the Trackrod on the 24/25th but as far as I am aware the only events that we have lost are the Keilder Forest Rally in June and the St Wilfreds Classic in August. The Forestry England Statement must have come as a surprise too to MSUK and the BRC.

At the moment there has been no equivalent statement from the Forestry and Land Commission Scotland or Natural Resources Wales. (why couldn't they make it easier for idiots like me and called themselves Forestry Wales & Forestry Scotland) By the time this edition of Spotlight comes out we should be more informed

Matt Edwards has started a Facebook appeal. He said *"I would like to try and open a dialogue between stakeholders in events affected by the decision and Forestry England ourselves, to better understand the situation they are in and to present accounts of how this affects us (as stakeholders be it competitors, organisers, motorsport business owners, marshalls, suppliers etc).*

Once contact has been established id like to diplomatically present these accounts to help portray the real life effects of this delay, as i feel the latest announcement bears little understanding of the knock on effects.

If anyone who has or will be affected by this; over and above the obvious frustraion at not being able to carry on the sport we are so passionate about, then please feel free to email me at merallysport@btinternet.com with 'your story' and I will collate them.

Im by no means trying to take over from those who work hard with forestry relations in the UK, but id like to at least do my bit to make our voices heard in a constructive manor.

I realise we were given the opportunity to email them directly about the use of the forest some time ago but that response doesnt really seem to have hit home.

I may be wasting my time but I am really tired of the constant bad news."

I sympathies with Matt Edwards, I am disappointed too, however, I can see Forestry Englands point.

I have been marshalling on a Stage when out of the blue mountain bikers have burst onto a live stage (I nearly had kittens). I think the 'Staycationers' will be out in the forests in droves and I doubt that we can supply sufficient marshals to police every track with enough marshals to watch and prevent the general public straying onto the Stage.

Forestry England, MSUK and every organizing club have a duty to ensure the safety of not just Competitors and marshals but also the general public who might be unaware of a Rally taking place.

Should an accident occur involving a stray visitor to the forest the publicity that followed could end all future rallying. It was bad enough following the accident on the Jim Clark and Mull. This would be far worse if Forestry England knowing that there would be a large influx of visitors into the woods.

I am not happy about the situation but I don't think Forestry England had much choice.

Ok I've had my say on the March Statement, now what I have heard nothing about is the new costs of putting on a Stage Rally in the Forests. How much is the increase going to be? I have a sneaky feeling that we could very well see an increase in clubs wanting to run a Closed Road event because we wont be able to afford the Forests

Last Month I pondered *'So is travelling to a Motorsport event as either a Marshal or a Competitor a Holiday?'*

'MSUK has confirmed that a marshal or other official attending an event is considered to be working, therefore travel and overnight stays are allowed within England. It's not clear if this extends to Wales & Scotland.

Statement: *"Working, including volunteer work, is permitted and the sporting and safety officials in the Organised sport context are 'working' and are categorised for this purpose as 'volunteer workers'.*

Accordingly the Event Officials including Safety Officials can legitimately travel and stay away from home overnight and make a declaration to that effect." Unfortunately, that permission doesn't extend to competitors, so maybe we will have to have some events where the only competitors taking part are those signed on as marshals !!!!!!!

Inside the Industry

May 2021

with Paul Gilligan

Semi Conductor Shortage Bites

Just as good news began to appear in terms of the vaccination programme, reductions in Covid cases etc component shortages have emerged as the next problem for the industry and a VERY big problem.

Last year with their factories closed just about all manufacturers cancelled orders with most of their component suppliers including those for the vital semi conductors. They reasoned that as big customers they could go back to the suppliers when things opened up again and reinstate the orders quickly. What they failed to understand is that there are actually BIGGER customers for semi conductors. Companies the motor manufacturers failed to take into account were the likes of Apple, Samsung, Toshiba etc. With demand for computers and tablets booming during lockdown they were keeping the semi conductor suppliers very busy on their own so when the motor people went back with fresh orders they were politely shown to the back of the queue.

The results are little short of catastrophic Most manufacturers have been forced to cut production. Worst news so far came yesterday April 15 when Ford announced they were stopping van production in Europe for 3 MONTHS to preserve the available semi conductors for cars. My sources tell me that it will be at least three months. I was surprised to see them stopping vans when that is a very profitable part of Ford of Europe, more profitable than cars. The vans are made in Turkey, the cars in Germany or Spain. I can only surmise that the costs of laying off staff are much less in Turkey?

The van market has been booming and there were already long waiting lists, now 3 months longer. As soon as Ford announced the major rental companies stopped selling their used vans as they need to keep them to rent now the new replacements will be delayed. So used prices already amazingly high will climb further.

Renault are building vans without radios or navigation even where those items are standard, because they haven't got any radios or nav units. Then the vans sit in France awaiting supplies, hundreds if not thousands of them.

Citroen today announced they wouldn't build any vans in the next 6 months, this presumably goes for Peugeot and Vauxhall as well? General Motors have closed at least one US plant until further notice and said the shortage of semi conductors could reduce this year's profits by as much as \$2 Billion.

The smart money says this whole situation will get worse before it gets better, and it won't get better quickly. The World's largest producer Taiwan Semiconductor Manufacturing Company has said it was expanding capacity and expected to reduce shortages in 3-6 months time. The Association of US Auto Makers has said they expect the problems to persist for 6 months and reduce production by 1.3 million units in that period.

Mondeo Comes To The End Of The Road

Ford (who seem to be trying to monopolise bad news this month) also announced that Mondeo production will cease in March of next year. Originally launched in 1993 around 375,000 were sold across Europe in 1994 and the UK peak was 87000 in 2001. Last year UK sales had dropped to only 2,400. The market area that Mondeo competes in has dwindled by 80% in the past 20 years as customers have switched to SUVs, and Ford have decided its simply not worth the vast cost of developing an electric replacement.

One thing many enthusiasts will remember is Mondeo's successful campaign in the British touring Car Challenge in the early 1990s. That supply for the was probably the heyday of that championship with up to 6 or 7 manufacturers involved. For once Ford decided that if they were going to do it they should do it right. The budget was a closely guarded secret and I had no real idea but when the end of production was announced I contacted a friend who I knew would have the facts. All the manufacturers ran three car teams and most I'm told spent around £5M-£6M a year to do that.

Ford went to Prodrive and made it clear that coming second wasn't acceptable. Prodrive engineered the cars on the basis that every component was designed to last one race or one long test session, then everything had to be replaced. The engines were developed by Cosworth and were full according to my source of "trick bits". They had to be rebuilt after every race, at a cost I'm told in today's terms of £100,000 a time.

Continued on Page 33

So Ford did win, at a cost I'm very reliably informed of £12M a season, just double what the others were spending. And that didn't include the significant extra to persuade "Our Nige" (Mansell) into one of the cars for the Donington race. Where he wrote it off by driving into the bridge parapet after only a few laps.

March New Vehicle Sales

March new car registrations came out at 284,000 11.5% up on last year. However you have to remember that officially we locked down on March 23rd last year, but in practice things stopped a week or two earlier. A realistic comparison is March 2019 at over 400,000 registrations so we're still a long way down. Showrooms were closed throughout March 2021 so the industry has done a great job of adapting and creating remote buying systems that customers are happy to use. More than a third of car sales were completed entirely online during the latest lockdown. Many people talk about the new entrants to the Market like Cazoo and Cinch who are the darlings of the stock market, but major dealer groups like Lookers and Pendragon are now each selling 10-15 times as many cars on line as these two new boys. With showroom now open again buyers can choose how they buy, it will be interesting to see how many continue to be happy with online.

Used car values continue to rise with dealers expecting strong business as soon as they were able to re-open, and this seems to have happened. As we know many people have saved a lot of money during lockdown, over £18 Billion it's said, and lots seem willing to spend it on something they will enjoy. Demand for sports cars, particularly convertibles is very high. Used diesel prices remain very strong and in fact continue to increase. While less new diesel cars are being sold the used buyers still want them so strong demand and limited supply means prices can only go one way.

Van sales are just amazing, over 85% up on last year, and would have been much higher again if more vehicles had been available. It's a crying shame for van dealers that shortage of supply will mean they can't take advantage of this very strong demand. Talking to a van dealer customer today he commented how ironic that just as he's allowed to open his showroom again the manufacturers shut the factories.

There Is Good News

Or there was until the semiconductor shortage hit home. And the good news seems particularly at the top end of the market. Rolls Royce posted the highest ever Quarter 1 sales in their long history. 1380 cars were sold, 62% up on last year. They said sales grew in all markets but were particularly strong in China and the US. Order books are full until well into the second half of this year. Parent company BMW also posted record Q1 sales up a third on last year. BMW, Mini, and Rolls sold a total of over 636,000 cars in the quarter with sales increasing in all major markets.

Not to be outdone Mercedes posted profits of over £4 Billion compared to £500 Million last year with strong Chinese demand the biggest factor. Lamborghini also report record sales so far this year and claim to be sold out for at least 9 months.

As a major supercar dealer observed the rich may be a little less rich than they were before Covid, but they are still rich. Many are in their senior years and the pandemic has brought home to them their own mortality. With no money to be earned by leaving your money in the bank why not spend some of it on something you can enjoy?

Will Home Working Hit Car Sales?

As all know many people have been working from home for most if not all of the last year. And it seems many office workers will continue to do so for at least part of each week. So those who commute by car will do so less, less miles means why not keep the car a little longer? People have got used to doing business remotely and meeting colleagues, suppliers, and clients via Zoom or something similar. Will there therefore be the same demand from the fleet market for cars to transport employees from one appointment to another? And will the fact that the remaining company cars are doing less miles mean that change cycles are extended here also, further reducing sales? Maybe when the first rush of pent up demand is over we'll see the market settling to a lower level than pre Covid.

Alternative Fuel News

Stellantis, parent of Citroen, Peugeot, Vauxhall etc have announced that these three brands will launch a hydrogen fuel cell powered medium sized van in Europe next year. A 4.4 kg hydrogen tank provides a range of 250 miles and can be refilled in three minutes. Meanwhile a 10.5 KWH battery provides a further 30 miles of range and can be fully recharged in an hour. Stellantis say they are "convinced" hydrogen fuel cells are the correct solution for zero emission commercial vehicles.

VW meanwhile have announced they intend to switch their electric cars to solid state batteries by 2025. Advantages are the cars will be faster, easier to manufacture, lighter, and cheaper. Charging time will be reduced by 50% and range increase by 30%. I've always had the view that electric was a blind alley with current battery technology, perhaps VW will produce an answer to change my mind?

Caterham Sold

Air Asia owner and ex F1 entrant Tony Fernandes has sold the Caterham Car Company to a Japanese guy who for many years has imported Caterhams into Japan and is himself a retired professional racing driver. The new owner Kazuho Takahashi claims to be a great enthusiast of the brand and promises to preserve and safeguard its heritage.

Uncertainty Continues To Hang Over Vauxhall UK Plant

This sad saga seems to have been going on for ever. It's now clear that unless a Government subsidy can be agreed Vauxhall's factory at Ellesmere Port near Liverpool will close next April. If cars are to be made there after next April they will be electric only and owner's Stellantis have already agreed plans to manufacture those cars elsewhere so are insisting only significant support will persuade them to produce electric cars at Ellesmere also.

Are Motor Shows Dead?

Well its just been announced that the biennial Frankfurt Show won't happen again. Britain hasn't had a proper motor show for years now, the Geneva Show was cancelled at the last minute last year as Covid took hold, didn't happen this year and seems unlikely to appear again in the future. Manufacturers prefer to save the vast costs and most launches now take place online. I always enjoyed shows and was luck enough to visit Geneva a few times and Frankfurt once, shame that like many other good thing their time is past. Classic Car shows meanwhile become ever more popular.

A blonde man shouts frantically into the phone, "My wife is pregnant and her contractions are only two minutes apart!"

"Is this her first child?" asks the Doctor.

"No!" he shouts, "this is her husband!"

Paul Gilligan

pg@gilliganvc.co.uk

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A couple who work at the circus go to an adoption agency.

Social workers there raise doubts about their suitability.

The couple produce photos of their 50 foot motorhome, which is equipped with a beautiful nursery.

The social workers then are doubtful about the education that the child would get.

"We've arranged for a full-time tutor who will teach the child all the usual subjects along with French, Mandarin and computer skills."

Then there are doubts about raising a child in a circus environment.

"Our nanny is an expert in paediatric welfare and diet."

The social workers are finally satisfied. They ask, "What age child are you hoping to adopt?"

"It doesn't really matter, as long as he fits in the cannon"

CHELTENHAM MOTOR CLUB

GET IT SIDEWAYS

STAGES RALLY

Saturday 17th April 2021

Phil Turner /Terry Martin : Clitheroe & DMC

Electrical Gremlins Strike

Two days before the rally, Phil rings me, "Are you getting excited"? and I reply "No, to be honest, I'm a bit nervous" its nine months since my last rally, I only did two last year, and its eighteen months since I sat in the car with Phil (the Mewla 2019), we had planned a full assault on the 2020 Protyre championship, as you know it didn't happen.

The Escort had a complete re-build over the last twelve months, engine back to Toovey, now producing 305 bhp from the two litre red top, gearbox back to Elite, Riegers overhauled etc. Even though Phil isn't into single venue stuff, I talked him into doing this as a shakedown for him and the car, before the Harry Flatters in July. "Use your old tyres, don't take it seriously, just blow away the cobwebs! Lets do the first stage and see how were doing."

Neither of us had been to Down Ampney before, ten stages sixty stage miles, and AWD cars not eligible for O/A results, lovely sunny dry day, I was getting in the mood. SS1 lots of fast stuff, tight and twisty sections, and a wet slippery HPR, no dramas 6.27 joint twelfth fastest time, third in class, through the time control, get our arrival time for ATC2, and into noise test before half an hour service, there's already confusion in the limited space between finish control and service, cars queuing up waiting to be tested, our turn, we fail, but I learn that eight of the other nineteen cars before us also failed, they even tell us to bung some wire wool up the exhaust, Phil is fuming, into service, I walk back to noise and try to explain the car always passes without a problem, and the meter must be wrong with so many people failing, we either come back and pass or we get excluded, back we go for re-test, I won't go into details, but we pass!!!! On to SS2, same stage, Phil is really on it, I time it at fifteen seconds quicker, check on Matthew Atkinson site, there's a two minute discrepancy, I have to txt Matthew with a query, ten minutes later its sorted. SS3 New stage, we change the rears too some 150 year old harder compound tyres, they didn't warm up before the first chicane, we are into the field and back on the track, without too much time loss, Phil is flying, car is awesome, joint fourth fastest and seventh overall. SS4. No drama, except dust from the previous cars, still seventh, not bad for someone who doesn't do single venue events, SS5 we lose ten seconds to our rivals, and drop to eighth. Were about to leave for SS6 but the car won't start, flat battery may be, we get a jump start and get to the arrival control on time, but the stage hasn't started, Phil notices that it's not charging, bonnet up, everything seems fine, check the wiring, fuses, nothing amiss, we switch it off, and diagnose it's the alternator, unfortunately game over, still, it's better than it happening somewhere over Epynt!

We had a good laugh, no damage, blew the cobwebs away, and may even come back, great venue, one that sorts the men from the boys, with a bit of everything, big thanks to Tan, for looking after the car, and to everyone who helped put on the event.

ST Motorsport. Toovey race engines, JD Motorsport tyres.

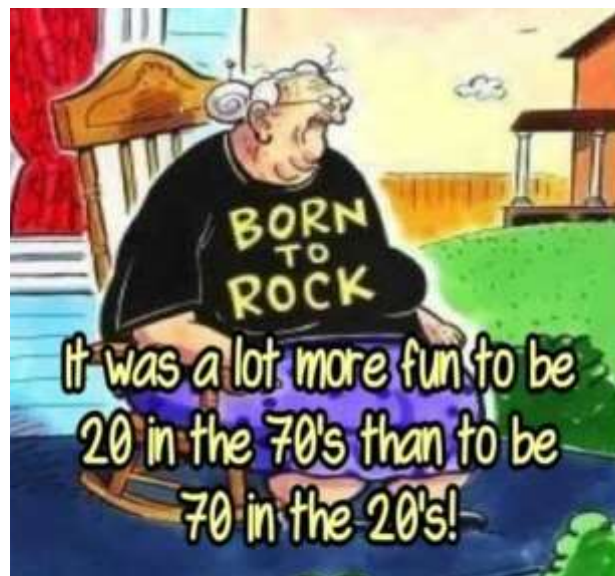


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FACULTY



Cockney for
'We have run out of PG Tips'



Britpart BXCC

attracts high quality entry

The Britpart British Cross Country Championship (BXCC) looks set for one of its most competitive seasons ever with an entry list that is high in both quality and quantity. With several weeks still to go until round one there are only two places left before the maximum entry of 50 crews is achieved.

Reigning champion Justin Birchall will defend the title he won in 2019. He'll be in his Lofthouse M3 again but he'll have an as yet unnamed new co-driver. Birchall will be one of nine Lofthouse cars competing with other drivers including former title winner Richard Kershaw, Paul Rowlands who'll debut his new car, Mark Jacques in his LS3-engined example and Rob Bool in his ex-Richard Wynne-Williams machine.

Bool's old car, an AT 4x4 Challenger which took Mike Moran to two British titles, has been bought by Phill Bayliss who finished third overall in 2019. Bayliss has been busy testing the car, including an outing at Tong forest.

Another driver with a new car is Mike Wilson who'll be in a Polaris after several successful seasons in a standard Freelander. The Freelander has subsequently been modified and will be raced by Reece and Sean Mathieson.

Chloe Jones will return to the BXCC after winning her class in 2019. She'll be in a Mitsubishi this year as part of Excite Team GB. Co-driving duties will be shared by rally competitors Claire Williams and Hannah McKillop.

Also making the journey over from rallying is Mike Faulkner and Peter Foy who are more usually found in the forests of Scotland. They'll be competing in the Trophy championship in a Warrior.

The BXCC will be reminiscent of Group B rallying with replicas of both a Metro 6R4 and Ford RS200 taking part in the hands of Phil Ibbotson and Gordon Monaghan respectively. Both cars are powered by BMW M3 engines.

The championship starts in June at Llechwedd in North Wales before rounds at Sweet Lamb, Kielder and Walters. Please visit crosscountryuk.org for more information.

Songasport



MINI REBUILD IS MINT

John Nicholson : Hexham & DMC

There's nothing better than a nice looking Mini and there can be none nicer than the 1340cc version that County Durham driver John Nicholson has had rebuilt for to contest the HRCR Mini Sport Cup with Kari Bates doing the co-driving. The car made it's debut at a wet Weston Park where the crew spent a considerable amount of time rotating as John came to grips with front wheel drive, having exclusively stage rallied a MK2 Escort for a number of years with considerable success winning the Motoscope/Northern Historic Championship 3 times and the historic class in the North of England Tarmac Championship twice along with class wins in the ANECCC Stage Championship. John has also campaigned an unlikely choice of vehicle, a Suzuki Baleno, on the popular Hexham & District Motor Club Navigation Series with long time navigator Andy Magee on the maps.

John came across the car, when visiting the dealership run by former well known competitor Fred Henderson, he mentioned he was looking for a Mini and Fred promptly mentioned "There's one out the back somewhere". Out the back actually turned out to be up in the rafters of Fred's workshop and a fork lift was required to retrieve the car from it's lofty position. It turned out to be the car that Fred's Son David, well known as the winner of the Ford KA Series and a pilot in Formula Renault, had used for autotests when he was just 10 years old. Time, and the dreaded "Tinworm" had taken their toll of the car but it was deemed suitable for restoration so it was stripped out and was despatched to be sandblasted, this resulting in a shell which John described as resembling a colander !. Undaunted he put the car into the safe hands of Simon Ruscroft, well known for reviving jaded bodyshells and started the search for a suitable engine. It has to be said that the paint job is quite fantastic and the car now looks absolutely pristine with an attractive livery on a white body, it certainly catches the eye and will no doubt stand out in the service area..

After carefully reading the Mini Sport Cup regulations, John settled on a 1340cc engine which he purchased from Mark Shelabare's SRD Engines concern way down in deepest Cornwall and with the shell restored and an engine sourced everything was shipped up to Ian Sandwith at Green & White Mini Centre, a man with years of experience in the ubiquitous Mini and all it's foibles. The end result sees the car, which runs on twin SU carburettors with trumpet air intakes rather than the usual pancake filters, produce some 118 BHP on the rolling road. A straight cut, 4 speed gearbox is fitted and suspension is via GAZ shock absorbers all round. The latest version of Safety Devices cage is fitted as are a pair of Cobra seats although these are a bit too big for the cramped Mini interior and John is contemplating retro fitting the seats which were previously in his MK2 Escort.



Continued on Page 38



During the build John received considerable help and advice from Mini Cup regulars Clive King and Peter Ellerby and he is most grateful for their input into the project. He is also very relieved that his co-driver, Kari, loves the car and can't wait for their next outing, something which has, of course, been frustratingly postponed for a considerable time while the Covid pandemic has raged.

Also eager to get back into action are John's long serving service crew, Bob Bowey, Tim Shield, Andy Magee and David Jewitt who are always on hand with the spanners (And not forgetting the girls providing the a la carte, Vicky and Claire). With the car all prepared and ready to go John, like drivers everywhere, can't wait for the rallying season to begin and is looking forward to his forays in the Mini Sport Cup series although, as he readily admits, the first few events will be very much a learning curve but, with Kari's enthusiastic assistance, it won't be long before the likeable Northern driver will be up there fighting for the podium positions.

John Nicholson : Hexham & DMC



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Rallying to be used as motorsport's return to the forest trial

Motorsport UK announces that, in advance of rallying's return to the Forestry England estate, the Trackrod Rally Yorkshire will be used as a test event on 24/25 September.

After continuous consultation between Forestry England and the governing body for UK motorsport, the Trackrod Rally Yorkshire will go ahead as planned in September and will be a test event for Forestry England as they continue to carefully manage high visitor demand.

The two-day event, which is set to be the fourth round of the British Rally Championship as well as points scoring rounds for the British Historic Championship and BTRDA series, will be used to test Forestry England's capacity for re-starting large scale events. This will facilitate the preparation of supplementary insight and guidance will be produced to allow other events to be run in the forests shortly afterwards.

Motorsport UK CEO, Hugh Chambers said: "We are pleased to continue the progressive dialogue with Forestry England, and we are delighted to see a return for rallying in the forests. We have an excellent track record having organised over 1,000 COVID-19 secure events in 2020, and with the guidelines and protocols we have created as the national governing body, we look forward to working with Forestry England to demonstrate how a safe and successful event can be run in the forests. Following the rally, we hope we can create a model for all future forestry events around the country."

Jade Colston, Recreation Forester Yorkshire District, Forestry England explained: "We've been under intense pressure for months supporting safe visits to Dalby Forest and the surrounding woodlands during the pandemic. We're looking forward to gradually re-starting events and I'm grateful for Motorsport UK's understanding and co-operation that means we can host the test rally in North Yorkshire."

"It's a great opportunity to gather insight, and provide guidance for other motorsport events as lockdown restrictions start to lift. I've worked with the Trackrod organisers before so I am confident we will host a successful event."

Rod Parkin, Trackrod Rally Yorkshire Clerk of Course said: "We are really pleased to have early confirmation that we can run on our scheduled date. We are extremely grateful for all the help and support from Forestry England and Motorsport UK. The team can now finalise our plans as we can now prepare for an exciting weekend of rallying."

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With Joginder Singh

Ian Harwood : Knutsford & DMC

In 1971 I competed on the RAC Rally with Joginder Singh. but sadly not in a PV544 – it was in my Twin Cam Mk1 Escort. Stuart Turner phoned me at home one evening to say that he had just received a Provisional Entry List for the RAC Rally in 4/5 weeks time and he noticed that I wasn't doing it – but would I be interested???. Fortunately I knew and had spoken with Stuart many times and so recognised his voice otherwise it could have been thought to be a 'hoax'. Well after taking a deep breath I said that I would be delighted in doing the event and then he expanded on the plan which was for me to share the driving with Joginder who would fly from Nairobi....my Escort would be fitted with a 'works Twin Cam engine' for the rally (an all steel phase 4 BRM built engine which had just won the Cyprus Rally) and Ford would give me the latest Atlas axle and Rocket gearbox as a thank you as well as paying for the Entry and Hotel expenses for us both – very nice!! I duly delivered my Escort to the Competitions Dept at Boreham and was lent Bjorn Waldegards Capri to come back home, returning the following week to collect my 'baby'.

I met Joginder wearing his Turban of course on a cold day at Crewe station and then we had the benefit of his company at home for the next 2-3 days always wearing his Turban before leaving for the start of the rally at Harrogate. Joginder took over my wifes kitchen for a few hours while he prepared a delicious 'Peri Peri Chicken' Dinner in true Nairobi style – which was fantastic and fully appreciated by all the family"!!. Our 2 young daughters loved his company and he was very much a family man – whilst sitting on his knee our youngest daughter aged 3 looked at him and his Turban very hard and asked...'Jo,have you really hurt your head'!!.

Jo and I arrived to a very cold Harrogate the day before the start – did all the required 'paperwork',met up with the Service Crews etc and stepped outside the following morning to 6" – 8" of overnight snow,all the rally crews struggling to identify their cars in Parcfermebut much to the amusement of several other crews our car had written on the boot lid and in the snow...'This car is Turban Driven'!!.

Ford gave me an updated Atlas axle with floating hubs – well, whilst driving in a very slippery Kielder Stage I felt the car drop on the left rear thinking initially it was a puncture and then realising that we had lost the Minilite wheel and halfshaft assembly. The Ford axle was one of 3 that gave a problem due to the manufacturers fitting incorrect wheel studs – not high tensile as was normal...now if I had used my old axle!!!!.

We kept in touch with Jo for many years – he sent me a signed copy of his book 'The Flying Sikh' which I felt very privileged to receive!.

Ian Harwood : Knutsford & DMC



2019 Lake District Classic

Photos Courtesy of Tony North



AWARD WINNING MARSHALS

The North West Region of the British Motorsport Marshals' Club (BMMC) have announced the winners of their annual awards.

This body of safety cover-providing volunteers are vital to the sport we love. If they were unwilling to give up their time to stand out in all weathers and their multitude of roles had to be carried by paid employees, entry fees would be prohibitively high for most competitors.

As it was for all of us, 2020 was a difficult year for the marshalling community. To minimise the risks from Covid-19, a restricted number of officials were allocated to each event and additional measures were required when dealing with competitors and their vehicles to avoid spreading the dreaded virus.

The awards are named in remembrance of many of the marshal club's legends with the exception of the Bellini Award which is a model of a vintage Austin that was donated by '80s sportscar ace, Ray Bellm.

The following tributes were written by friends of the award-winners and Mike Broadbent, Regional Chairman.

Dave Williams

A Eulogy(!) for the winner of the Don Hall Flag Marshal of the Year by his true friend – John Francis

Normally a eulogy is reserved for somebody who has recently passed, but on this occasion, happily, this particular person is, as far as we know, currently only half dead.

At this point I should like to make crystal clear that these are the words of the winner's so-called friend.

This year, to choose our flag marshal of the year has been quite difficult. Some of our flaggie friends are of, shall we say, more mature years, and naturally with the Covid situation, many of them have understandably been self-isolating. Since it is only fair the award should go to somebody who has actually attended a good few meetings on behalf of the club this season, then the pool is somewhat, shall we say, shallow on this occasion.

However, our winner this year has in fact marshalled for around fifteen years, and for the last ten of these has actually been a useful member of our track side team. Always happy to help, a cheerful pleasant manner, a ready supply of pork pies and always with a can-do attitude. But mainly the pies.

This person is always happy to mentor new marshals whether "just doing the flags" to get a track grade, or more serious candidates going through the grading system to become a dedicated flag marshal. There is always the appropriate degree of instruction and constructive feedback to be seen.

This genuine Oulton Park marshal has grown from being one of our trainees, through to National standard, with many trips to Pembrey and Brands Hatch and even Silverstone, to becoming a truly international marshal who has waved his flags at the Canadian Grand Prix on many occasions and in 2020 at the Nürburgring 24-hour GT endurance.

As well as excellent flagging skills this person is also a renowned alfresco chef, who, over the years has produced many quite respectable full English breakfasts in a variety of carparks and more recently, a quite palatable meat and two veg in the middle of a forest. Albeit aided by a petrol generator and a microwave, but hey, nobody is perfect and you have to move with the times.

Of considerable note is that off circuit this person was a key member of a group of Oulton marshals who a few years ago organised an annual charity track day and together they raised over £30,000 for various children's charities. A credit to the dedication and sincerity of this person's character.

Finally, this is also a very selfless person. It is not unknown for him, if a meeting is a bit dull and the rescue crew are looking particularly bored, with no thought for himself, he will give them a shout they can truly get their teeth into. Naturally, I refer to his mid race cardio-vascular incident a few years ago when one minute he was happily waving his flags on the Island Spine and the next he was laying on his back.

Thankfully the great racetrack in the sky will have to wait a bit longer before they get a flag marshal of this calibre, as our first-class rescue team together with our wonderful medics, and medical facilities, played a critical part in his pretty much full recovery.

Still very much alive, and here with us today, it is a pleasure and an honour to give you **Andrew Galvin**, Flag Marshal of the Year.



Continued on Page 43

Stuart Ashford Trophy

The recipient for the award this year is a young man who was originally cited last year but missed out on the accolade due to the outstanding actions of some of his fellow cadets during a medical emergency.

This young man has worked well in Assembly and has maintained his usual jovial and mischievous demeanour, coping well with the challenges from the 2020 season.

The winner of the Cadet Award is **Charlie Goode**.



Fred Byatt Award

Noteworthy acts of marshalling not covered by any other award.

The recipient of this years' award is a marshal who come rain or shine arrives at Oulton Park on a race weekend. I would say with a smile on his face but that might be pushing it!!!!

This individual has been marshalling for over 12 years and has missed very few events.

In 2019 he suffered ill health at the end of the season for many this would have curtailed their marshalling career. However true to form he arrived at our training weekend in 2020 ready for the new season.

Thankfully, he has never lost his sense of humour, which let's face it is a key requirement for any marshal. Due to a slight side effect of his ill health, he has ventured into the pitlane to marshal, he has needed every ounce of that sense of humour to work within that environment!!!!!!

I am sure you will all agree that this person really deserves this award as he has shown strength of character and dogged determination to enable him to continue to enjoy his hobby.

This years Fred Byatt Award goes to **Graham Stenson**.



Veterans Trophy for Outstanding Service

This person has given continual, tireless work in the organisational side of running motorsport events in this region; including but not limited to ensuring all marshals who have volunteered for events receive their tickets on time. In addition she signs on officials and marshals in the morning in her role as Chief Marshal for many events held in the North West. This mammoth task had been made even more difficult in 2020 due to the Covid-19 pandemic. However, this person has been more than a match for this undertaking; having the unenviable task of having to turn marshals away in order to comply with social distancing measures on post has been particularly hard.

This person is also a fantastic presence at race meetings and makes the effort to visit marshals out on circuit to check on their wellbeing and ensure everybody is happy. Regularly making the journey to the far afield posts such as Shell and Island/Brittens at Oulton Park, and posts four and eight at Anglesey were just part of the duties done.

This person always puts the wellbeing of marshals first at every event she is Chief Marshal for, and always "fights the marshals' corner." This person also goes out of her way to support marshals, whether that be hearing grievances and escalating them appropriately, or thanking them for their efforts at events.

Meetings in the North West could not run without her.

The award goes to **Margaret Simpson**



Photo copyright of Rachel Bourne

2020 Recipient of the Bellini Award

The Bellini Trophy is awarded to the marshal showing outstanding service to the region and to marshalling. It has been presented to the North West Region members since 1985.

We will always remember **Peter Rowcroft**

What can we say about Peter? He was a loving and devoted husband to Kath and father to Jack. For those of us who knew him from marshalling, he was known for always having a smile on his face, no end of laughter and his cheekiness.

His ability to raise money for good causes was legendary, always putting others first and helping out when and wherever he could. How many of you can remember his persistence with those buckets in getting people to donate?

Then of course his Oulton Park Marshals on Tour flag, which has virtually been all over the world with other Oulton Park marshals.

The Oulton Park flag raised the profile of our local circuit globally, I was a fantastic point of discussion for Oulton Park marshals when overseas. On its travels the flag has been to Australia, Canada, Singapore, Baku, U.S.A., Belgium, New Zealand and many other circuits worldwide.

Peter's flag has helped so many of us gain friends overseas with it often being remembered more than the individual flag bearers. "Is the marshal from the UK with the flag coming back" was a Whatsapp question on a Singapore thread in 2019. Peter had been scheduled to travel to Singapore himself for the GP himself in 2019, however his illness unfortunately prevented him doing so.

After fighting for almost two years, Peter sadly lost his battle with cancer in September 2020. He did not let it get him down and was always upbeat. When colleagues visited him in hospital, he was still joking with the nurses and causing trouble; typical Peter.

Oulton Park and especially CarFest North will not be the same without him. A good friend to many, the racetrack in the sky has gained a great marshal. It is a big loss for all of us, but we all know Peter would not want us to be sad, he would want his life to be celebrated and his memory to live on.

Fitting tributes were subsequently paid during the Fun Cup meeting at Oulton park in October, with the infamous Oulton Park Marshals On Tour flag being driven around the circuit to by the safety car while colleagues waved flags trackside, before the flag was presented to Kath and Jack.

Rest in Peace our Orange Army Friend; we have lost a true gentleman and friend; we know you will always be with us in spirit ☐ and his posthumous nomination for this year's Bellini Trophy is well deserved in recognition of his outstanding service to the region.

The committee is delighted to present the award to Kath and Jack in memory of Peter.



The Bellini Trophy

**How tight should the oil plug be?
Asking for a friend ●**



Hartlepool MC

Plum Pudding Autotest

Easter Sunday : 4th of April

Liam Charlton : Hexham & DMC

I was one of the lucky 35 entry's to get a run at the Hartlepool plum pudding autotest. The event used an old runway at Teesside airport. It must be the only event in the country that's ran on a active airport.

The event consisted of 2 main tests and one joker test. One test involved reversing whilst the other was all forward. I had never really done a proper autotest so the reversing was hard to get my head round. Not to mention my mx5 is fitted with a hardtop and bucket seats meaning I collected a lot of cones. Also with out having someone to tell me where to go I kept getting a big lost. I ended up with a couple of wrong tests that put paid to any chance of any kind of good result.

The all forward was slightly easier being more like what I'm used too. But I still managed a wrong test first time round. I decided after that, I'd just test myself and the car and I managed to burn though a set a rear tyres in 4 runs (that could have been from my over exuberant driving).

After blowing a tyre on one of the tests before lunch I change to a new set of rears. I had managed to pack 4 spares in to the Mazda.

The joker test you only needed to do 3 times, but this was the most like a targa test so I did as many runs of that as I could. But before I had completed all the 16 tests I ran out of rear tyres. Unwilling to risk the tyres I had to drive home on I called it a day and spent the last hour watching the experts do there thing.

Massive thanks to Hartlepool for putting on a fantastic, covid safe event assisted by the marshalling team from Croft racing circuit.

I can't wait for the next one.

If anyone is looking to do one get in touch in Hartlepool great friendly club who will do anything to help a beginner get in to autotesting. Fingers crossed that the next one will be soon!"

Remember if you are doing an event or up to something interesting being it building a car competing on a table top whatever it is we'd love to hear from you.

More reports to follow soon!!

Liam Charlton : Hexham & DMC



Lymm Truck Stop AutoSOLO/Auto Test/PCA 25th April 2021

This was my second event since the third COVID national lockdown. I was really excited to test out the car, as it had undergone some changes since the last event in October. The Micra is sat on 35MM lowering springs, and that definitely stiffened up the handling. The course, was very big compared to what I was used to, and I was very nervous about that.

This event was big; I am sure there was about 50 or so people competing. On my first run, I was nervous about getting the course right despite walking three or four times I was still unsure so I decided to take it easy on my first run. I got it right on my first three tests which I was very pleased about and my speed had definitely improved.

There was quite a long period of time between my other section of runs, and I did get three wrong tests throughout the day, which I was a little gutted about but I still had a good time driving and got fairly decent times on the ones I did right.

The day was a bit eventful to say the least, a Mini rolled over and a Renault damaged their back bumper and rear light. Luckily though, everyone was okay and that is the main thing. I have entered and paid for the same event in May, which I am hoping to really focus on getting no wrong tests and learning from my mistakes.

I have mentioned this in previous articles, but anyone who is considering getting into Motorsport, Autosolo in particular I would strongly recommend it! You will have so much fun and it is relatively cheap to get into, you also learn quite a lot along the way. £300 bought me a Nissan Micra, and I can honestly say it is the best thing I have ever bought.

However, I am actually saving up to be able to modify the car further. Hopefully get a Rally air intake, uprated shock absorbers and possibly even save up for a 1.4 engine, but that will cost a lot of money. Obviously though, a big priority is maintaining the car and being able to repair anything which might possibly go wrong.

Overall, the event was very good, and I cannot wait for the next one!

Milo Unwin : U17MC (NW)

**We all live in a
yellow quarantine.**



Lymm Truck Stop AutoSOLO/Auto Test/PCA 25th April 2021

Sunday at Lymm was the first event back in the mini since-well a very long time and you could tell I wasn't the only one excited to be driving again, as this was the biggest turn out I'd seen at Lymm. Before my group ran, I marshalled at the start line, which was a lot easier now with the app, and a lot less pressure than using a stopwatch.

In all honesty, I was a little nervous when waiting at the line but after my first run, the next two flew by and I was having a great time. Then it was my dad's turn, and he must have been really threatened by my driving, he tried so hard to catch up to me and ending up putting the car on its side. That's definitely one way to wreck my day, which would have been rather successful.

After he had stopped trying to wear the door handles off, he embarrassingly climbed out of the car, I obviously had a tear in my eye, somebody said not to worry it looked like dad's okay. I opted not to mention that I was upset about the poor car. However, dad claims we will be back next time to properly finish the event. Can't wait.

Jessica Crawley : Warrington & DMC



Novice Marshals : Event Planning

The best way to reduce problems is to plan to avoid them in advance. When you offer to support an event, put a note in your Diary and Calendar plus a Reminder Note three days earlier. The Chief Marshal should acknowledge your offer. During the week before the event, [with the current regulations], you will be asked to complete an online Declaration, rather than signing on, on the day. If you have any friends who don't have an email address, please offer to help them to act as their Proxy. You don't need a computer to receive or send an email; with a web-based email address, it can all be done on a Smartphone.

It is a good opportunity to actually read the Declaration and understand it. It is vital that you complete the Declaration to get full Insurance cover. It is assumed that you are Physically and Mentally fit. If you have any handicaps, please advise the Chief Marshal, so that they can make the appropriate allocations. It is likely that advanced signing on will be a legacy benefit into the future.

Please supply the Chief Marshal with some details of your experience, so that they can allocate an appropriate role for you. Chief Marshals prefer to appoint a Group to undertake Timekeeping as they are already a cohesive Team.

A few days before the event, the Chief Marshal should allocate the duties and supply you with your Joining Instructions. Take time to read all the Instructions, as there will be a lot of event specific details in it. Take a copy of these instructions to the event.

Establish where you are going to meet up and enter the Test / Stage. Go to [Bing.com/](https://www.bing.com/maps) Maps and print off the O.S. 1:50k and / or 1:25k maps. If you have a Sat Nav – charge it up. If you need the Postcode – use NGR to Postcode converter. Get your Kit together in advance [use a Packing List], don't leave it until the last minute.

Use a route finder [like Google Maps] to determine the best route to the event from your Home or the place you're staying at before the event. Whatever the suggested journey time, add half an hour to allow for heavy traffic or diversions. Subject to current regulations, share transport to reduce travelling costs and reduce parking issues at the event. You may wish to set up a WhatsApp Group with your friends that are going to the event to coordinate the gathering. Mobile signal may be sketchy, but it is worth a try. Take an opportunity to refresh how to use the Timing equipment and / or learn how to use different equipment which is required in the current situation. The enforced Layoff means that we may need to get back up to speed. YouTube videos are available to use the enhanced ECM process.

John Broughall

Lymm Truck Stop AutoSOLO/Auto Test/PCA 25th April 2021



The 25th of April saw the first post-lockdown autosolo (again) in the North West. Boundless by CSMA NW were the hosts with the most(s) at Lymm Services on Sunday. As I donned my mask and re-filled my hand sanitiser, I could feel the nerves building, and I wasn't even competing! I soon realised that I was excited! I couldn't wait to see my autosolo family and take in the sights, smells and sounds that I'd missed so much over lockdown.

I had made the decision to marshal on Sunday for a number of reasons. I always recommend marshalling to anyone who loves motorsport. Not only do you get a front row seat to all the action but, without marshals, motorsport couldn't exist. Plus, if you're timekeeping like I was, you get to mess with everyone's times and take bribes ... (just kidding). Seriously though, anyone who wants to get involved with motorsport should marshal, it's always a good laugh. I was given the task of timekeeping which was a little daunting as it was my first time using the TimingAppLive application. After a couple of goes on the demo event, I logged in to the live event and got stuck in. The app worked like a dream! It was easy to use and easy to teach and my fellow timekeepers also picked it up in no time. It wasn't long before we were in full flow and could have 3 cars on the course at the same time.

However, it wouldn't be an autosolo without a bit of drama and the first of the day came from Alec's Caterham which started making a very disconcerting "putt putt" sound about half way through the first test and had to be pushed off the course. By the sound of the sigh on his video from the on board camera, I think it might have been quite an expensive "putt putt" sound. Our thoughts and prayers are with the poor Caterham and of course with Alec who might be eating beans on toast for a while.

Things soon got moving again quickly but it wasn't long before one of the young drivers, Monty, ramped up the drama by clipping an obstacle next to the test site with his back bumper. Luckily, neither Monty nor his passenger were hurt and Monty was back out competing once his bumper had been stuck back together. If nothing else, this was a perfect demonstration of the beauty of autosolos. Monty is a learner driver and was pushing the boundaries of his skills and the car in a safe and controlled environment which meant that only minor damage and no injuries were sustained. He can now use these skills to know what not to do whilst out on the road (or on maccies car park). Well done to Monty for getting back out on the course and finishing the day.

After a quick clear up, we continued with the event for a short while until unfortunately, another competitor, Andy, felt that there hadn't been enough drama for the day and decided to throw his mini around one of the corners so hard that the mini decided to have a lie down... on its side... Thankfully, Andy was absolutely fine and jumped out of the car as if this was just an every day occurrence (hopefully not). The car suffered some minor injuries but likely nothing terminal and I'm hoping that Andy and his daughter Jess will be back showing the tarmac who's boss in no time. After another quick clear up which included an oil spill kit and some cat litter (standard apparently?), we finally completed the first set of runs at around midday. All that in just one morning!

We started the afternoon with a short interval when awards were presented for winners and runners up of the ANWCC championship of 2020. Of course, this would normally be done in a posh hotel with everyone dressed in their finest tuxedos and dresses but we made do. This culminated with Dave Thomas of ANWCC receiving the Brian Molyneux award for all his hard work. Massive thanks to Dave for everything he does and for putting so much effort in to making sure everyone received their rewards.

We finished the day off with 2 more sets of runs for drivers which meant that everyone got 8 runs in total. Not bad considering the average time was between 70 – 80 seconds for each run and there were nearly 50 drivers entered including plenty of newbies and young drivers who did a fantastic job. As always, we finished the day with a quick tidy up which ended with me driving Steve's Zafira and trailer around while others loaded and unloaded cones. Why he would entrust me with his car, I have no idea. I think maybe the heat had got to him? Whatever the reason, I am so grateful he did. I'm always up for any driving challenge and, having never towed a trailer before, I was made up to be able to give it a go. I even did some reversing, with the help of the master HGV driver himself, Gary Sherrieff, AKA dad. It was quite honestly the best way to finish a fantastic day.

Well done to all the competitors and thank you to all the organisers and marshals for a wonderful day. Hope to see you all soon. Stay safe!

Mel Morgan : U17MC

Airedale & Pennine MCC Rock & Heifer PCA

18th April 2021

Back to the Rock at last!

Gorgeous weather for Airedale and Pennine's pca series that started quietly with only seven drivers but we were not at all upset, allowing us to ease back into the summer series smoothly.

The track surface has deteriorated somewhat over the year off and a couple of potholes had to be avoided but a few runs saw the area cleared of small loose gravel and times began to tumble.

Steve blasted his Proton round faster even than Malcolm's spectacular Mexico and Harry's amazing BMW. Funny point was when, in response to a local well known anonymous complainer and police time waster a huge and tough looking video van pulled up and the officer requested to speak to the person in charge. Being absolutely squeaky clean with permits and licences and on private land we had nothing to hide. All cars were very effectively silenced and the blue smoke from the RWD tyres had blown away.

We chatted very amicably whilst the youngsters drove their Micras around but he soon got video of the BMW and the Mexico blasting round too. This was not for official business but to send to his traffic officer mate with a suggestion that they should pick up an old panda car cheap and join the club so they could play out too.

More to follow next month.

Results are on the website, <http://www.apmcc.co.uk>

John Rhodes : A&PMMC



David Goodlad



Steve Johnson



Neil Jones



Scott MacMahon

2020 ANWCC Awards

25th April 2021



Howard ?



James & Andy Robinson



Garry Sherriff



Milo Unwin



James & Andy Williams



Andy Crawley



Lauren Crook



Jess Crawley



Brian Wragg



Colin Moreton



Mel Morgan

INGRAM EARNS WRC CHANCE

- Briton set to begin debut WRC campaign in Croatia Rally
- Targeting step-up to WRC2 for 2022
- CarFinance 247 signs up as key partner
- Ingram: “I’ll never give up and never stop believing, I will give it everything”

Chris Ingram will follow in the wheel tracks of his rallying heroes Richard Burns and Colin McRae when he embarks on an FIA World Rally Championship adventure for the first time. The 26-year-old from Manchester in the United Kingdom won the FIA European Rally Championship in 2019, the first Briton to do so since motorsport all-rounder Vic Elford claimed the coveted title 52 years previously.

He has joined forces with the vastly successful SXM Competition team from Belgium to pilot a Škoda Fabia Rally2 Evo. Fellow Briton Ross Whittock, 29, will co-drive. Whittock was previously awarded the Michael ‘Beef’ Park Trophy for the highest ranked British co-driver under 25 on Wales Rally GB. He also won the European title with Chris. “I have known Chris and Ross already for some time and I’m sure they form a fantastic team together. I think that we all have the same goal for 2021. We all want to show our potential and that’s why I believe so much in it,” said Fred Miclotte from SXM Competition.

Having previously Crowdfunded his rallying career, Chris starts his World Rally Championship programme in a very different situation with growing support from commercial brands. Under the Rally Warrior banner and with SG Financial and Fladgate acting as advisors, Chris Ingram has secured a number of new sponsorships, backing his world title ambition.

Adam Shore, Director of Rally Warrior said, “Chris has battled for several years to finance his career. We felt the desire to step in and make sure Chris and Ross are given the chance at WRC which they deserve. They exemplify resilience and outstanding performance, and fans really want to see these rising stars compete.”

Rally Warrior has announced long standing supporter, CarFinance 247 as key partner of Chris Ingram. “We’ve been part of Chris’s journey for the past four years and have been continually inspired by his dedication, skill, and willingness to triumph over adversity,” said Louis Rix, co-CEO of CarFinance 247.

Chris also announces further partnerships with Protec, Kroon-Oil, Fleetback, WS Transportation, HAH Whisky, Stilo Helmets and race-wear partner FreeM, who are all backing his campaign to reach the highest level.

Ingram is hard at work preparing for the first event of his debut season at World Rally Championship level at the Croatia Rally, which gets underway in the capital Zagreb on April 22. The Tarmac event, a new addition to the WRC calendar for 2021, will mark the start of a six-event WRC3 programme for Chris and Ross ahead of WRC2 bid in 2022. Chris, a 4-time FIA title winner, who won the Colin McRae ERC Flat Out Trophy on only his third start in the ERC, plans to announce the remainder of this 2021 schedule in due course. What will be the realisation of a childhood ambition follows more than a year of struggles with mental health and battles to secure the funding needed to compete in the WRC. “There have been some really tough moments to get this far but it feels so special to be able to say I’m a World Rally Championship driver,” said Ingram. “I’ve given everything I have to get this opportunity and I have so many people to thank and so much to be grateful for.

“Winning the ERC title in 2019 opened up lots of doors and I was close to landing a really good drive in 2020. The pandemic slammed all those doors shut, but I never gave up and never stopped believing my dream would come true. I’m so lucky to have this chance. “It’s a two-year programme and I can’t lose sight of that fact. It’s been almost 18 months since I last drove a top level rally car so I’ve got to build up my confidence, learn the events and adapt to the championship because it’s the biggest thing I’ve ever done. The World rally rounds are another level. I’m going to give it everything.”



NORTH WEST RACERS

With Dave Williams

THE PLACE WHERE SPEEDWORKS!

Many people dream of turning their love of motorsport into their profession but through their hard work husband and wife team, Christian and Amy Dick, have turned their hopes into reality as they run a thriving BTCC & GT team – Speedworks Motorsport. Their base in Great Budworth on the outskirts of Northwich is just down the road from Oulton Park in a corner of Cheshire that is a real hot-bed of racing as Mike Newton's Tiga factory at Antrobus is close by.

Christian's love of motorsport was embedded in him from an early age as his step-father raced and it wasn't long before he too acquired a competition licence.

After many years of track action, as well as fielding cars for others, in 2005 Christian, in conjunction with Amy, decided to set up Speedworks Motorsport – a name which was dreamt up by the latter.

Becoming a team principal didn't prevent Christian from continuing to get behind the wheel and the following season he finished second in the Mazda MAX5 Championship, just a couple of points adrift of Martin Byford. Success quickly followed as Dick and Speedworks moved up into higher profile series. They took the Team's title in the Ginetta G50 Cup while Christian won the G4 Class of the 2010 British GT Championship in the same make of car with Jamie Stanley as his co-driver.

For 2011, Speedworks entered the UK series with the highest profile of all – the BTCC – with a Toyota Avensis that had been built to the newly introduced NGTC regulations. Tony Hughes was their driver during this maiden season.

As Speedworks progressed along a steep learning curve, they switched to a two-car entry for 2012. Hughes continued with the team although he handed his car over to ITV pundit, Paul O'Neill, for a couple of rounds at Croft and Knockhill. The other entry was driven throughout the year by Adam Morgan who joined after claiming the Ginetta Supercup title and has since become a household name in Touring Cars.

The following season Speedworks fielded experienced hands Dave Newsham and Ollie Jackson before switching back to a single car entry for Tom Ingram in 2014 although they also supported Handy Motorsport's entry for Simon Belcher as that team made their debut in the series.

Ingram was a promising youngster – a BRDC Rising Star who, like Morgan, came into the BTCC with Speedworks as the reigning Ginetta Supercup Champion.

This year also saw the team return to their sportscar roots as they fielded a Ginetta G50 in the 24HR series. They took a class win in Dubai but the campaign ended early when, with Christian at the wheel, the car was involved in a sizeable accident at Zandvoort. The shunt caused Dick to break two ribs, his sternum, and left fibia, as well as puncturing a lung.

The team bounced back in emphatic style in 2015 as their cars finished 1 and 2 in the SP3 Class of the 24HR Series which had become an FIA-approved Championship. John Gilbert and Devon Modell were joint winners with an Aston Martin while Tony Hughes ran with Speedworks once more and finished as runner-up in a Ginetta.



Debut BTCC Season for Speedworks



***British GT Class Champions 2010
Photo motorsportimages.co.uk***



***First BTCC win
Courtesy of Toyota UK Magazine***

Continued on Page 52

North West Racers **Continued from Page 51**

Meanwhile, on the domestic scene, a major step forwards was taken in the BTCC with Ingram securing a couple of second places during the course of the season at Rockingham and Brands Hatch then, back at the Kent track for the first round of the 2016 series, he went one better with a lights-to-flag maiden victory for himself and the team. The continuity of retaining Tom as their driver enabled Speedworks to build and bring in new sponsors.

The momentum continued throughout 2017 and 2018 as the Northwich-based squad became established as front-runners. In these two seasons, Tom Ingram and Speedworks claimed the Independent BTCC Drivers' and Teams' titles – the first time both had won championships at this level. Indeed, in the latter of these two years, Ingram came close to winning the overall crown, finishing second to Colin Turkington.

Throughout Speedwork's involvement in the BTCC, they had always fielded Toyotas. This marque loyalty, and their constantly improving on-track performance, was rewarded in the final year of the 20-teens when they received manufacturer backing from Toyota GB and ran as Team Toyota GB with the all new NGTC Corolla.

This association brought many benefits. These included increased financial support, a huge amount of prestige and unrivalled media support. For 2020, the team came under the umbrella of Toyota Gazoo Racing – a great honour as this is the Japanese giant's motorsport and performance car brand which also oversees its involvement in the WEC and WRC.

After Ingram finished fourth in last season's Covid shortened BTCC, Christian is raring to go to build on that and see his team challenge for the overall title in 2021. He will be fielding 2 cars with Rory Butcher and Sam Smelt as his drivers.

The former is switching across from the Motorbase Ford Focus and will be taking part in his fifth season in the BTCC. He usually goes well in qualifying and has 6 wins in the series. Dick believes he is more than ready for a shot at the title and anticipates that he will be at the sharp end of the field from the outset. Rory will have a better idea than many as to how to put together a successful challenge as his brother-in-law is multiple BTCC title winner, Gordon Sheddon.

Meanwhile, Smelt is moving across into Touring Cars from Speedworks' GT team where he impressed Christian with both his speed and his attitude. He knows what to expect from the BTCC as he raced in the series in 2018. The team expect Sam to surprise a few people this year.

It is expected to be a particularly busy year for Speedworks as, aside from their touring car commitments, they are returning to sportscars once more by running a Toyota Gazoo Racing Supra in the British GT Championship.

For many teams, this would be a logistical nightmare but Christian and Amy have everything in hand although they are grateful that there aren't any date clashes between the country's premier Touring Car and Sportscar series this season.



Tom Ingram
Photo Speedworks



The Speedworks Simulator



Toyota Gazoo Racing Supra
Photo Speedworks



BTCC Hybrid development car
Photo carmagazine.co.uk

As the team has developed over the years, the number of people they employ has increased. Christian says, "We use a combination of full-time staff and contractors to get the job done as efficiently as possible. We only have a small number of permanent employees (seven) but in the build up to events and at race meetings, the team swells to around 30.

"We can't use the same people for both of the major projects that we are involved in (Touring Cars and GTs), even though there are no clashing race meetings this season. The time required for preparation before and after each event makes it impossible – and that's before you consider any testing or 'worse case scenarios' like major repairs following accident damage."

Due to Covid-19 the contact with Toyota is remote at the moment and takes place online via Teams/Zoom meetings however this has proved to be a really efficient way of working and is unlikely to change.

The other impact of the coronavirus on the team has been the closure of their state-of-the-art simulator as it requires at least two people to be in the room to operate it. Christian plans to re-open the facility at the appropriate time.

The simulator can replicate any car from BTCC to Ginetta Junior, LMP3 to F3. This includes changes to the seating position to match each type of car. These adjustments are electronic and can be made in a matter of seconds. Speedworks hire out their virtual racing world in hour-long slots and usually supply a driver coach although external reputable coaches can accompany their clients by prior arrangement.

Although the simulator may be unavailable, Speedworks remain very busy as, in addition to their racing programmes this year, they are also supporting the organisers of the BTCC, TOCA, in the development of the Hybrid powertrain due to become mandatory for the 2022 season. The package utilises battery technology developed by Cosworth.

Knowledge of this cutting-edge hardware will surely help keep Speedworks at the forefront of Touring Car and GT racing making them a team to watch for some time to come.

Dave Williams



Wallasey MC Cataclean Promenade Stages Rally

3/4th September



It is with great regret that the Organisers of the Cataclean Promenade Stages Rally have taken the difficult decision to cancel the 2021 event scheduled to be held on 3rd and 4th September.

The organising team has been working tirelessly to try to secure the landowner's permission to run the event, but the Council is currently unable to provide us with guidance as to a timeline when they expect to be able to consider allowing spectator events in the Borough. We, in turn, are mindful of our responsibility to protect the health and safety of Wirral residents and all those attending and organising the event and fully understand the Council's position in what remain uncertain times.

As organisers, we are at a point where we are required to confirm event personnel and most significantly, commit to booking the substantial amount of externally sourced equipment that is required to set up the venue and stages. This would put the club at risk of considerable financial loss, hence the need to make this disappointing decision now.

We are, as ever, conscious of the local community, sponsors, Council, spectators, event personnel and enthusiastic competitors who have unfailingly supported our event for the past 39 years. Following the challenging period we have all suffered since March 2020, the team was keen to organise a landmark 40th running of the event that could have benefitted both the local economy and motorsport community as a whole. Sadly, this is not to be, but we remain optimistic that we can return on the 9th/10th September in 2022.

Signal flag specifications

2.5.2 Signal flag specifications

Dimensions - the minimum size of all flags is 60 cm x 80 cm, except for the red and chequered flags which should be at least 80 cm x 100 cm.

Colours – flag colours should correspond to the following references in the Pantone coding system:

- Red : 186C
- Yellow : YellowC
- Light Blue : 298C
- Green : 348C
- Black : BlackC
- Orange : 151C

Skiddaw and the 750 Motor Club

In 1960 seven Austin 7s entered a trial to the summit of Skiddaw in the Lake District something that would be impossible in these enlightened days. The best of ideas often begin by accident and in this case there had been a 750 MC club member, one Geoff Benson, fell walking in the area in the late '40s when he came across some faint wheel tracks near the summit of Skiddaw. Some investigations followed and it transpired that during WW11 Army practice manoeuvres had been held in the region with Jeeps and with the exception of the track from Peter House Farm to Skiddaw House no other tracks in the area had been regularly used by motor vehicles.

The 750 MC Cumberland Centre was an active club based in Carlisle with meetings generally held in the Turf Hotel behind County Garage at Hardwicke Circus. In 1959 as a follow up to the Skiddaw wheel track discovery the more adventurous members led in many such hair brained schemes by Geoff Benson decided an A7 would be suitable with a bit of manpower as pushers to tackle the climb to the top of Skiddaw. A suitable 1930 saloon was acquired for thirty bob and was named after its registration number JO. I didn't become a 750 member until the following year but the photos from the climb show a group including – **Geoff Benson, George Rice, Mike Telford, Alan Thompson, Brian Barling, Alan Palmer, Ray Theakson and David Bowman**. The successful climb took place on 20th September 1959 and was applauded by enthusiasts far and wide, if not by the Friends of the Lake District.

The following year 1960 was to be World Refugee Year and the club decided to hold events to contribute to the charity the first being a race to the top of Skiddaw. An entry of seven Austin Sevens began from the Lattigg car park about 3 miles distant from the Skiddaw House start used for the solo attempt the previous year. Easter Bank Holiday Monday was the appointed day. Saloon car entries were allowed a crew of six to help with forward motion on the ascent and to provide some braking on the descent. Specials were permitted a team of three helpers in view of their lighter weight. You might think that in 1960 an escapade like this would have gone ahead without any official intervention but the race almost didn't happen. The landowner Col. Spedding – also Sheriff of the County of Cumberland at the time – granted permission but a week before the event the club chairman Brian Mitton, was approached by the Chief Constable of Carlisle who told him that he had been instructed by the Clerk to the County Council to intervene and stop the race. A quick visit to Col Spedding resulted in him declaring the race must go ahead. "You tell the Clerk that if it doesn't go ahead I'll want to know the reason why!" The race went ahead despite a protest by the Friends of the Lake District at the start. The winning car was a Special - 'Instedof' - HH8921 built by Ron Graham of Prospect Garage, Aspatria specially for the event at a cost of £25 who conquered the mountain in 47 minutes. Second was the 1931 A7 saloon SM9004 of Geoff Benson which had cost him £10 taking a time of 63 minutes. The doors had been removed for ease of access and the crew consisted of Geoff Benson, Alf Sewell, Ray Theakston, Cowan Scott, Ron Palmer, George Rice and Les Blair. Third was David Bowman of Carlisle in the 1934 A7 tourer UP8668, fourth Brian Barling in his Chummy Special, fifth was Mike Telford who had returned from his honeymoon with his new wife Shirley to take part and sixth was John Wetherall from Penrith in his A7 Ruby which cost £1 to buy and thirty shillings to enter. The seventh car was entered by two Glasgow youths who failed to make the summit because of clutch trouble. The desire to climb mountains with old cars remained with the 750MC and although they made two attempts on Ben Nevis neither rewarded them with a run to the top but it wasn't for the lack of trying. A further idea to sail an A7 across the Solway with 40 gallon oil drums lashed to the sides was canned before anyone got wet, just as well because that could have ended in disaster.

To top off our support of World Refugee Year fund raising, the club organised an Interesting Car Exhibition in the Market Hall, at Carlisle on 25th – 30th April which attracted a fine collection of local veteran and vintage cars plus a Drone aeroplane belonging to Ron Graham which was displayed suspended from the hall roof. There was a mouth-watering array of what today would be high value exotica but were much more affordable then. I recall going out to Greenwood House near Wigton the home of Mr Sanderson the MD of Cavaghan and Gray who had a FWD 1928 Alvis built to take part in the Ulster TT of that year. It was not completed in time to race but a sister car finished 2nd. It did race at Brooklands and was perhaps the first race car to be front wheel drive and have all wheels independently sprung. We took a battery and a two gallon can of petrol and after getting it started drove it back to Carlisle, a thrilling experience.

Ron Palmer



Vintage cars get to Skiddaw's peak

SIX of the seven vintage Austin Sevens which on Monday attempted the ascent of 3,054-ft. Skiddaw in the trial organised by the 750 Motor Club (Cumberland area) completed the course, though with varying degrees of success, and some by going quite a distance in reverse.

It was part of the Club's effort to raise funds for World Refugee Year—£15 was taken at the Trial in collection boxes and entry fees—and was also held to draw attention to the Club's Exhibition of Historic Cars, which takes place next week in the Market Hall, Carlisle, also in aid of the Refugee fund.

The winner receives the George Dias Cup, and each car to complete the course receives a plaque for the car, stating that it has climbed Skiddaw.

The event was organised by Mr Geoff Benson of Carlisle, competition secretary of the Club, and the timekeeper was Mr Laurie Keen, Carlisle.

The cars were taken by the Gale Terrace road up to the hut called Halfway House, which was the starting point, and were started off at intervals. They were watched by a large number of spectators, many of whom climbed up to the starting point, and others with binoculars watched from the rallying point at the top of Gale road.

The winner was Ronald Graham, of Asprey, in an aluminium-bodied Austin Seven specially built for the event, which did the distance to the

top in 47 minutes; second was the organiser, Geoff Benson, in his everyday runabout 1931 saloon, who took an hour and 3 minutes; and third was David Bowman, of Carlisle, in a 1934 two-seater tourer, who took 1 hour 8 minutes.

Also in the event was a 1936 Ruby Saloon purchased for £1 for the event, which cost its six occupants 30s to enter; it finished sixth.

The 1934 tourer driven by Mike J. Telford, of Carlisle, who came back from his honeymoon to do the trial with his wife as one passenger, finished fifth, and Brian Barling, of Hayton, in his Austin (nicknamed "Joe", the only car which had been to the top before) finished fourth.

The seventh car was entered by two Glasgow youths, but they failed to make the grade through trouble with the clutch.

Firemen turned out to deal with a grass fire on the railway embankment near Bankhouse Road, Mirehouse, Whitehaven, on Monday. In the evening Egremont firemen were called to a grass fire on the fells above Dent Cottage.

The institution of the new Vicar of St. Andrew's, Penrith, the Rev. R. B. Bradford, will take place on Wednesday, May 25.



061 Targa Rally
2nd May 2021
Weeton

POSTPONED

With the current covid restrictions and overnight stays not possible until 17th May, we have taken the difficult decision to postpone the event, which is a shame as we have the event ready to run.

We are currently working with MOD over an alternative date, unfortunately they return from tour of Kenya on 4th May so the available dates are restricted at this time.

We would like to thank our event sponsor mailordercarparts.co.uk for their support too.

As soon as we have more information, we will publish on our website.

Thank you for your understanding at this difficult time.

2021 KNC Groundworks Scottish Rally Championship

Following on from last weeks announcement from Forestry England that there would be no events until 1st October, due to an expectation of increased demand from the general public to use the forest estate throughout the summer, we would like to clarify that there has been no such announcement from Forestry & Land Scotland, and as such organisers of the Scottish, Grampian & Galloway Hills events continue to plan for their events to take place.

The 2021 calendar remains as detailed below, but is of course subject to the easing of regulations in relation to the Coronavirus pandemic continuing to follow the roadmap.

Organisers of the first round, the Dunoon presents Argyll rally are continuing with their preparations apace, and anticipate making further announcements around the end of April.

The SRC management team are currently finalising the amended championship regulations and plan to have these available for competitors to download ASAP.

We can all help to try and ensure the sports return as quickly as possible by continuing to follow the government guidance as we eagerly await the return of the sport which unites us.

Calendar

- | | | | |
|--------------------------|----------------|--------------------------|-------------|
| 1. Argyll Rally | 25/26th June | 4. RSAC Scottish Rally | 24th July |
| 2. Galloway Hills Rally | 11th September | 5. Grampian Forest Rally | 14th August |
| 3. Carlisle Stages Rally | 23rd October | | |

Cannon Trials Car Re-Build & More

When I was a teenage a Cannon trials car was spotted by my father in the garage of the Dufton brothers in Carlisle in the 80s. No matter how hard we tried we couldn't buy it because of a legal dispute which went on for years. One day many years later when I was around 17 years old my father bumped into one of the brothers who said "if you want that buggy come and get it tomorrow or else it'll be gone."

Needless to say we went, paid the princely sum of £100 pounds and brought it home. We began stripping it and learning about it. It was known to have lived for a while up in the fells above Castle Carrock and so it was a bit sorry looking but before this it had belonged to Ron Graham of Prospect who some of you will know owned his own garage. Ron bought the car from Major Ian Walker who had brought it up with him from Kent to the Borders. When Ian traded up to a newer Cannon Ron bought this mid fifties car from him.

We visited Ron soon after we bought the car and he brought out some photos including a great photo of the trials car beside his Invicta, Cooper Climax and his Morgan Racing Trike pictured at home at Prospect. He invited us into his now non operational garage and low and behold the Invicta and the Morgan and the Skiddaw Trials Car were there. We were offered the Invicta at what seemed like a quite large sum of money considering it's state, however now in hindsight it would have been an eye watering investment and something never to be forgotten now. Oh how I wish!!

Anyway as time went on life took over and work halted on the car until Mike Telford offered to buy it. He and Chris Hodgson did a lot of work on the car up until Mikes life was sadly cut short. My father and I bought back the car as in that time I'd come to realise how much I'd regretted selling it. I'd discovered more about its history and photos of it competing in the late 50s which makes this Cannon one if not the earliest chassis'. I've evidence to back it up but that's for another day.

Anyway, in the mean time I'd found the owner of the Invicta to be Mrs Jo Moss, whose husband restored the car, found the original engine and its original RRM 500 number plate but she had no historical photos. Needless to say she was over the moon when I sent her some and we've kept in touch since.

So now thirty years on and the Cannon trials car is nearly complete (yes that's a pretty long time to take to complete a project I know) and Jo and I have made plans to reunite the two cars again for a photo. Only trouble is she lives on the Sussex Kent border, tuther end of the country but it's got to be done hasn't it! Jo has competed in the Invicta in hillclimbs but hasn't in recent years sadly but she's really keen to reunite the two cars with Cumbrian history and only just this week I was able to find her a photo of Ron competing at Barbon in his Cooper Climax which he apparently towed behind the Invicta. Imagine that, what a sight!



Ron Grahams cars inc



Mark Milne

Forestry Liasion Officer Report on Forestry England Review

As a new master agreement was due to be negotiated between Forestry England (FE) and MSUK, the opportunity was taken last Autumn by FE to appoint outside consultants to explore the current and future status of both 2 and 4 wheel motorsport activity undertaken on FE land. This independent review considered the impact of motorsport, identified where change may be necessary to minimise impacts and maximise opportunities and the implications of change for both FE and the motorsports community. It was also to determine how best to balance the objectives of environmental protection with public access and amenity delivered via a commercially viable operating structure.

The full report which runs to 75 pages (which I have read and can make it available to anyone who wants to plough through it !) and a smaller executive summary have been issued. The link to the executive summary is :-

https://www.forestryengland.uk/sites/default/files/documents/21.01.12%20EXECUTIVE%20SUMMARY.final%20V2.DM_.pdf

In simple terms, the 2 main areas of concern to FE are a) the financial return to FE from motorsport and b) the environmental effect of motorsport. The report suggests that there appeared to be 3 options available :-

1. To Stop - The agreements with MSUK and the ACU are not reinstated and motorsports on the FE land does not resume.
2. To Continue - Maintenance of the status quo.
3. To Evolve and Adapt - Continue, but in an evolved manner, to permit motorsport activity in an adapted format.

The positive and negative effects of each of these 3 options are explored in the document without giving any firm recommendation to any one of them.

One of the problems highlighted by the consultants has been the lack of firm figures as to the cost of holding motor-sport events in the forests. Despite this, the report says the "Evidence would suggest that that at present motorsport operations represent at best a break-even commercial activity". But then go on to say that in order to put in place a new charging structure and enable a fair apportionment of costs to form a new permit and mileage charging strategy, a detailed cost analysis audit is required to quantify the degree of change required to cover costs. This is shorthand for you will be paying more!

As far as the environmental impact of motorsport, the consultants highlight that motorsport is perceived as environmentally damaging even though the impact is relatively low because of the low numbers of events and participants.

Option 1 whilst remedying the environmental impact of motorsport would also have a negative effect on the social and economic benefits and would likely be a PR disaster for both FE and MSUK organisations.

Option 2 is seen by the consultants that it does not solve the alleged problems of motorsport not making a surplus to FE unless there are significant increases in fees charged, and it would not make any progression on the environmental issue.

On Option 3 the consultants suggest that there are 3 opportunities to allow motorsport to continue, but that it must adapt and evolve by:-

1. Innovating to reduce environmental impact with a focus on evolving motorsports to be undertaken with alternative fuelled vehicles. This presents an opportunity to retain motorsports in the forests and uses FE's influence to accelerate and promote the transition to electric and other alternative fuelled vehicles which are starting to be introduced across other motorsports disciplines.
2. Amend charging structure – determine an appropriate charging structure for the continuation of motorsports that ensures events are undertaken without an unacceptable cost to Forestry England.
3. Zoning and dedicated sites for motorsports - this could involve undertaking motorsports predominantly on sites identified as designated motorsports forests to enable more efficient management, as well as potentially furthering the development of motorsports through dedicated facilities.

Having been involved as FLO for over 37 years, I have a great deal of knowledge of how things work in North England Forest district and elsewhere from which I have drawn on that knowledge to return a detailed response to Ian Davis at MSUK, who unfortunately will not be involved in the negotiation of a new English master agreement.

Continued on Page 58

Unlike the suggestions in the report, motorsport in this area is supported by the local population because it has been around a long time, only happens a few times a year in each area, and does generate income for the local communities. It seems clear that the views of people from towns and cities who come to the forests for purely recreational purposes and often don't spend any money in the area, are being considered more important than those of the people who live and work in the area.

In our district motorsport has always had a good working relationship with the Forestry officers, and rallies are organised in harmony with full cooperation and with the minimum of unnecessary complications. We are fortunate that our forests are very large compared with many areas, and that allows us to avoid many of the issues that the review report highlights.

Finally I have issue with a number of comments in the report which are either lacking in supporting information, or are generalisations which may well apply in some areas, but do not in ours. Don't be fooled by the good news press releases issued, its not all cut and dried and the future is likely to be that we will have to pay considerably more to use the forests. Clearly FE consider motorsport to be purely a commercial activity and disregard its social, recreational and community economic benefits.

The future of Forest Motorsport does not look to be secured, you only have to look at the final paragraph of the executive report which says "should the environmental objective and responsibility to the widest group of forest users be determined to be more important than the loss of the positive social and economic contribution made by motorsport, the ceasing this activity maybe the appropriate course of action!" Enough said!!

John Parker FLO North of England : 9th April 2021



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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.
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- 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
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FOR SALE

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Ideal for the 2021 Roger Albert Clark. Professionally built and painted in George Hill Martin Group colours. The car was fully rebuilt prior to the 2019 R.A.C. with new engine, gearbox and rebuilt Salisbury axle.

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Both vehicles can be viewed at Wizbang Fabrication in East Yorkshire.

**For more information please phone
Simon on 07785 308165**

R.I.P

John Bloxham

1943-2021

During the Motoring News championship days back in the 1960s, there were many up and coming drivers who stood out from the rest. In 1967 there was one such driver, namely John Bloxham who campaigned the whole championship in his Mini Cooper with Richard Harper. He certainly was a force to be reckoned with. I was navigating for Jim Bullough and John was a constant threat throughout the year where he finished 2nd to us in the championship. In 1968 he finished 9th and in 1969 he trounced the lot of us with 8 outright wins in his newly acquired MK1 Escort Twin Cam. He also competed on the 1970 London – Mexico rally and he won the RAC Rally Championship, the BTRDA Gold Star Rally Championship & the Motoring News Rally Championship all in 1969.

I also helped John by navigating him to a win on the 1969 Gremlin MN rally in mid Wales; I remember arriving at his garage in Wolverhampton and meeting Sue, from where we set off for Brecon. It was unusual in that he knew the way and I was able to enjoy the scenery all the way to Brecon. We were seeded at No 3 which suited me fine, when with 45 minutes before the start we were informed that we were to run at car No 0, because another late entrant, Roy Fidler with Barry Hughes, did not fancy leading the field and Roy suggested we run at No 0. I was not very happy and spoke with the organisers and told them we were to run at No 3 as listed in the entry list and the late entrant can run at No 0, as the mechanical hare, which he did not like. Furthermore, it would confuse the marshals as they would not be expecting to receive a competitive forerunning car.

The 200 mile event consisted of a very tight technical road sections and various Selectives. We were in scintillating form and we soon passed the cars in front and started to open up a large margin. We won the event with a clear cut 30 minutes lead over the 2nd place crew on a MN rally, beating Will Sparrow, George Hill and Frank Pierson, a great performance indeed.

John competed at all levels of motor sport including various forays in Europe and Ireland and was also involved with the Rootes/Talbot rally team and later Peugeot in chauffeuring either the team manager or service crews around the UK for the RAC rallies. He was a versatile guy who would 'muck in' if an extra pair of spanner hands were required in a serious situation.

After rallying his trustworthy Escort Twin Cam he acquired a Fiat 131 and a SAAB which he prepared and rallied into the 1970s, here again with great success and many wins.

Knutsford & DMC were fortunate to have John & Sue as regular marshals on the Tour of Cheshire over a fair few number of years accompanied by Carol & Robin Tyler-Morris. Their involvement was always greatly appreciated and naturally they were very thrilled indeed with their Son, Nick, who won the last ToC event run in 2020. A fitting result for a chip off the old 'Blox', the driving talent was a natural progression within the family.

And so, it was a huge shock to us all that on March 16th, we all learned that John had passed away, apparently John had been ill for a while but he did not wish it to be known. Sadly his departure is a sad loss to motor sport.

On behalf of KDMC, Gill and I would like to offer our most sincere condolences to his wife Sue and the family of Nick, Jonty, Anelli and their families.



Don Barrow – 19th March 2021.

New-look to 2021

BRC
British Rally
Championship



Calendar

The prestigious British Rally Championship will return in 2021 with a revised calendar of events after a radical overhaul from the originally planned schedule.

With ongoing restrictions forcing a change to the provisional programme set out last December, the first three qualifiers, the Circuit of Ireland Rally, Corbeau Seats Tending and Clacton Rally and Beatson's Building Supplies Jim Clark Rally were forced to cancel.

But the re-formatted BRC will now start in July with six challenging events across the four home nations, before closing out the season in November. Four gravel and two asphalt events will make up a compact yet thrilling 2021 season, offering a formidable mix of events.

The Nicky Grist Stages will become the opening round of the championship, with a one-day blast across classic Welsh forest stages from its Builth Wells home providing the perfect backdrop to kick-start the series.

Originally announced as a qualifier back in December, the "Grist" hasn't appeared on the BRC tour since 2017 but is a firm favourite for many championship protagonists.

In a first for the BRC line-up, crews will make the trip to Kincardineshire in North East Scotland for the Grampian Forest Rally. Ultra-fast and flowing stages will provide crews with a new challenge and offers up a perfect leveller to the 2021 championship in August.

Trackrod Rally Yorkshire makes a welcome return to the calendar in September, offering flat-out Dalby Forest tests both under the cover of darkness on and in daylight. Last seen on the BRC roster in 2013, the English forests are renowned for throwing up a few surprises.

One of the most popular stage events in the UK steps into the fold in early October, as the Beatson's Building Supplies Mull Rally hosts a spectacular weekend of closed road rallying on the Isle of Mull. Arguably the toughest challenge in rallying, the island event houses a unique format with much of the competitive mileage in the dark, offering an additional challenge to crews and worthy of inclusion of the BRC tour.

Opening the series during the past two years, the Visit Conwy Cambrian Rally switches to an October date in 2021, providing imposing forest stages made famous by Wales Rally GB from its base in Llandudno.

The final round of the 2021 British Championship will be played out across the infamous and tricky closed-public roads of Northern Ireland at the Today's Ulster Rally. In a shift from its traditional August date, the unpredictable climate in the North Channel will provide a dynamic twist on the BRC curtain call as the battle for the title could well be played out on icy stages this November.

British Rally Championship Manager Iain Campbell said:

"It's been an extremely tough time for all forms of motorsport over the past 12 months or so and the British Rally Championship hasn't escaped the challenges caused by the pandemic. But we have been working very hard behind the scenes to create a calendar worthy of the British Championship title and I truly believe we have come up with an exciting, challenging yet cost-effective offering for our BRC top-flight, Juniors and National competitors.

Of course, we were disappointed to lose the opening three rounds of the planned 2021 calendar and we were eager to ensure we could still provide a six-round series that encompassed both gravel and asphalt surfaces, as well as each event having a unique format and style.

I'd like to thank all of the events in the calendar that have worked with us and it goes without saying that we are all looking forward to finally getting the season underway in Builth Wells in July."

2021 Motorsport UK British Rally Championship Calendar

Round 1 – Nicky Grist Stages, Builth Wells

10 July

Round 2 – Grampian Forest Stages, Banchory

14 August

Round 3 – Trackrod Rally Yorkshire, Scarborough

24/25 September

Round 4 – Beatson's Building Supplies Mull Rally, Isle of Mull

8-10 October

Round 5 – Visit Conwy Cambrian Rally, Llandudno

30 October

Round 6 – Today's Ulster Rally, Newry

20 November



Fourth Place In Silver Cup For Frank Bird At Monza



Cumbrian driver Frank Bird kicked off the season with a fine fourth place in the Silver Cup class at Monza when the opening round of the Fanatec GT World Challenge Europe powered by AWS commenced with three-hour race for the Endurance Cup.

The legendary Italian track is notoriously not the most favourable for the Audi R8 LMS, but the three cars of the Belgian squad showed good pace in practice, qualifying and also in the newly inaugurated SIM racing class. On Saturday evening, Ryuichiro Tomita scored the team's first three points towards the Silver Cup as he won his class in the E-Sports race while on Sunday the number #32 entrusted to Kelvin van der Linde, Dries Vanthoor and Charles Weerts took fourth in qualifying with #31 Ryuichiro Tomita, Frank Bird and Valdemar Eriksen qualifying in 16th and the #30 of Benjamin Goe the, Stuart Hall and James Pull in 18th.

The race on Sunday saw 43 cars take the start, with no problems for the WRT teams initially, as Weerts ran third in the opening laps, with Penrith-based Bird in 14th and Hall in 17th. However, after few laps, the rain appeared and it soon became heavier, forcing everybody to pit, reshuffling the order and invoking several full course yellow and safety car periods.

In the middle part of the race, issues with the rain tyres took a heavy toll, as many cars suffered punctures, including Team WRT's van der Linde, who had to retire whilst fighting for second.

That left the team's two cars entered in the Silver Cup to battle it out and they gradually started to climb positions through the field, with an excellent performance coming from all drivers. Eventually, they crossed the line sixth and eighth place overall and despite Bird's opening stint, the #31 car had to give second best to their teammates but were importantly the best-placed Audi cars, taking second and fourth respectively in the Silver Cup.



YORKSHIRE WOLDS

MOTOR CLUB

Rallye East Yorkshire

Yorkshire Wolds Motor Club are pleased to confirm that our event has been issued with a permit and as such we can confirm the event WILL go ahead.

The supplementary regulations will be issued on Saturday 1st of May. These will be published on the club's Facebook page as we do not have a website yet.

Entries will open on Sunday 9th of May time subject to confirmation but we think 12 noon.

As ever the life blood of any event Marshals and Officials are needed. The club will provide further details in a separate communication very soon regards how to volunteer for marshalling.

The event will offer 9 tests in the morning and 8 in the afternoon, all run twice so 17 tests altogether covering 22 test miles + road mileage.

Frequently asked questions;

Tyres- full details contained in the regs but tyres are as per Blue Book for road rally. There are no additional restrictions such as "tyres are road pattern only".

Trailer parking is at the start and finish venue (full details in the finals) and there is ample room for everyone.

No maps needed to keep costs down but if you like to use a map it's all on 101. You do not need to waste money by having the latest version any map 101 will do.

For those interested and who may be travelling a distance you will be able to overnight camp at the start and finish venue free of charge. Toilets available, no water or power available but it's free. To book camping email entriesyorkwoldsmc@gmail.com

All at the club look forward to receiving your entries, to see you on the day and to get out rallying once again as it's been way too long.

Difference between cyclists and motorcyclists:

Cyclists: Assume it's everyone else's responsibility to look out for their safety

Motorcyclists: Assume everyone on the road is a hired assassin out to kill them

My Grandson has just failed his Driving Test

When the examiner asked him 'What sign would you expect to see down a narrow country road?'

Apparently 'Fresh Eggs For Sale' was not the correct answer. . . .

Liverpool MC Aintree Sprint

24th April 2021

This year I have decided to contest the Longton Northern, Liverpool MC, Hillclimb and Sprint Association (HSA), and the Lotus 7 Club speed championships in my Caterham 7. I will also do some selected events in my Formula Ford. It goes without saying of course I will be also challenging in the SD34 and ANWCC championships.

First event of the season was the Liverpool Motor Club sprint held at Aintree, the track hugging the inside of the Grand National Course on the South side of Melling road. The extensive final instructions perhaps gave a glimpse of the extensive work and organisation put in by John Harden and his team to get the event off the ground. On arrival each vehicle was checked in, confirmed they were well, checked for illegal spectators and allowed in. David Hunt had done a tremendous in marking out the paddock. Each competitor being allocated their space marked by name and car number. Although this was part of the Covid preparation it meant that there wasn't the usual "parking free for all". Your space was there even if you were a little late, and it was much easier to get the cars in the right order at the start line. A Covid improvement I would say.

Scrutineering was by self-certification backed up by spot checks. It was good to see Chris Mansley looking well. Although he didn't inspect each car individually, I don't think he missed much.

It was the first time I had driven the Caterham since the end of 2019. I'd fitted tandem brake master cylinders and a balance bar plus new tyres and that was it. At the noise check I noticed a momentary puff of black smoke as I revved the engine but thought little of it. On the track it was quite a shock feeling just how quick the car was after not driving it for so long.

Back in the paddock someone pointed out I was missing a piece of foam air filter. It seems it was ingested by the engine at the noise check. Cut the remains off with scissors, luckily the filters were clean, so no apparent harm done.

My brake pedal was extremely heavy and I will be fitting smaller master cylinders before the next outing.

The rest of the day ran with typical Liverpool MC efficiency, two practice and a timed run before lunch, four more timed runs in the afternoon. The sun shone all day. The competitors mainly stayed on the track. Live timing provided by "Resultsman" meant you could keep track of the action on your phone.

I was running in class 2B, roadgoing spaceframe and kit cars over 1800cc. Just three in the class. I managed to come out on top with a time of 48.68 seconds, crossing the finish line at 134mph. Also finished 16th overall out of 99 starters.

A great start to the season. A great credit to John Harden and Liverpool MC for making it happen.

In May I'll be at Curborough for the Lotus 7 event then the two Longton weekends at Blyton and Anglesey.



'Start as you mean to go on.'
But there will be
consequences

Nigel Fox : Clitheroe & DMC

Liverpool MC
Aintree Sprint
24th April 2021
Laslow's Story

John Pinder : Airedale & Pennine MCC



So imagine being 18 years old. Up to recently you have led a very sheltered life then without warning you become the regular

victim of abuse at the hands of a man that is old enough to know better. Don't panic or make a report to social services because I am only a car. To be specific I am Skoda Fabia 1.4 MPI 8 valve. For many years treated with respect and the pride and joy of my owner, regular services, heated garage and all the other privileges that come with being an only car. So what happened? There I was coming up to my annual Mot test when my owner was told he could no longer drive, before I knew it I am parked in a field with a broken spring, no Mot, no prospects. Not looking good.

2 months later someone comes and has a look, away for an Mot, money changes hands and back in service. Owner seems OK. Nice and gentle. Until the day they went away. I sat in their garden for a few weeks. Someone disconnected my battery and came by from time to time to check if I could still be started. Then it happened, another new owner. First run out to somewhere called Harewood, so far so good. My Czech racing green bodywork washed and polished to within an inch of my life, oil water checked, a thing called a "timing strut" fastened to my front bumper and a gentle run downhill to the "Start". Hang on a minute, "Start". What the hell is going on?

This is the story of Laslow the Skoda. All 67 bhp of him and that of course was the best part of 20 years ago and we can not be certain of how many of the original 67 horses have escaped. Laslow would not normally be the first choice vehicle for sprint and hill climbs but "Sexy Geoff" my 200 + bhp Fiesta ST is indisposed with engine issues and so "Laslow" had to be pressed into service. The car was free of charge when my neighbour went to resume his life in the good old USA. He had owned it as a cheap runabout and had no further use for it when he was eventually allowed to travel back to America in the early days of the first covid lockdown. As described above the first event was a hillclimb at Harewood in late August. Unfortunately Laslow proved slower than even I thought and on my first practice run was the wrong side of the 85 second class bogey time hmm. So, to get something out of the day I decided to use the lack of power to highlight where I was slow and set about putting those areas right. I was surprised by the progress I made and stopped worrying about being almost the slowest car on the event, instead I concentrated on one sector at a time and made a 3 second improvement over the remaining practice and 3 timed runs. I hope that will be of use when I get back into the Fiesta. Since then Laslow has been used without mercy on numerous auto test type events, although many of the planned winter events were curtailed by covid 19. On to 2021 out of lockdown and another hill climb at Harewood, albeit on a very cold day, further consistent improvements and a lot of fun. Once you get your head around the fact that you are only racing yourself you can concentrate on the task in hand and find where you are slow without having any power to flatter your ability.

Last weekend involved a drive to Liverpool to compete in a sprint at Aintree. An excellent event with very slick organisation resulting in 2 practice runs followed by 5 timed runs. Perfect for someone new to the venue. I was happy with my progress through the runs and in fact was improving run on run. I might even have been competitive had the event lasted until the following Thursday.

So it is official, you can have loads of fun in an underpowered cheap car. 7 events in and total spend £149 insurance. Cheap tax (can't actually remember how much, but not expensive). Recent Mot £40.00 and £120.00 on 4 Uniroyal rain expert tyres. The car is also used to travel to Hull every week to carry out my external transport manager duties in order to keep the mileage off of my normal road car. It managed 45 mpg does not use any oil and is probably the best car I have never had to pay for

John Pinder : Airedale & Pennine MCC

R Tech 180 Mig Welder

Over the Moon & Back again

Keith Thomas.

Every now and again a tool or product comes along that is either fantastic value or does a job way beyond ones expectations the R Tech 180 Mig welder I bought recently fits into both these categories.

My Snap on Tools MIG and SIP arc welders had given great service over a number of years but were getting old so I felt I needed new ones so I sent an e mail around to a number of skilled people who are into restorations and building competition cars asking for recommendation for new welders. Immediately I had two or three replies all recommending R Tech and telling me to look on You tube at some videos, they also offered to allow me to try out their 180 MIGs and said the R Tech MIG will also act as a manual arc welder, this seemed too good to be true, two for the price of one generally is a poor compromise because I wanted top quality machines and expected to pay top money again to get what I wanted. With lockdown in place due to Covid trying out someone elses welder wasn't really viable before purchase.

I checked out the videos which were a revelation, some from R Tech themselves were professionally made and excellent but a number from a mechanic called John Mills a Geordie who is a motor mechanic in the Newcastle area showed him using the equipment in his own workshop doing various jobs like those that arise every week in a business like mine which is running a small village garage. One such job was welding a rusty exhaust flange back on a rusty exhaust pipe without cleaning up the parts to be welded as sometimes there is just not enough room to clean up parts in real life situations

He has had so many views R Tech now send him various R Tech products for reviewing, he shows how to set up the various machines and use them, its not a slick PR job but a really down to earth demonstration and appraisal, view the videos for yourself and you will see what I mean.

The R Tech website says their machines come with a three year no quibble warranty, In the unlikely event that a problem arises but they accept occasionally it can happen R Tech send UPS the day after you report a fault to collect the machine, the fault is sorted and R Tech return it to you free of charge, this fact alone puts R Tech way above all other firms I deal with in my business I have to say.

Still being a "doubting Thomas" I rang R Tech a couple of times where very helpful people answered any queries I had, they confirmed the warranty details and explained their machine I was interested in can be used as a gas or gasless MIG, a manual arc welder and with the optional extra of a spool kit and a bottle of pure argon it can weld aluminium. If a flow meter was added it can be used as a TIG welder, quite unbelievable from a single machine that is not expensive, the chap I was talking to stressed these two additional uses gave decent results but obviously were not as good as using one of their proper TIG welders with foot control and other refinements.

They told me any orders received before 3pm would be dispatched the same day from their factory near Tewksbury in Gloucestershire and would arrive the following day, they were so helpful and reassuring on every point I raised I placed an order and sure enough my welder arrived exactly as they said it would. It not only arrived on time but it was in a specially made protective box that in itself is a work of art that really protects the contents from damage.



Continued on Page 67

Mig Welder

Continued from page 65

The machine is very lightweight as it uses inverter technology and can be carried just as easily as you would a bag of shopping but the gas bottle is heavy of course and as we use our MIG in various locations I ordered a trolley from them too, this was superb value at £75 very well worth the money I have to say and once again the protective packaging was a work of art.

I have used the MIG repairing the thick metal on the bucket and front blade on my Kubota tracked excavator and we also used it on some very thin metal on a broken exhaust pipe flange on a catalytic convertor on a BMW X5 an almost identical repair to the job John Mills did in his video, both jobs were done with ease.

Its been used as a manual arc machine to weld some girders, again it was superb, it took me very little time to adjust to the infinitely variable voltage and wire speed controls rather than the six very distinct amperage settings on my previous Snap On machine but a very clear chart is provided giving all details of the thickness and type of steel to be welded, nothing is left to chance.

As yet I haven't used the spool kit to weld aluminium but I am looking forward at some stage to using it, I'm now 74 years old, originally I served an apprenticeship as a structural plater so fabrication and welding with oxy acetylene and electric arc has always been part of my life, my hobby involved building and restoring cars which is how I ended up running a small village garage of my own.

The first two replies to my initial enquiry for recommendations for new MIG were answered by Ian Cowan and Dave Smith, both are highly qualified engineers but more importantly both are very practical guys also into building and restoring cars. Ian has built a replica GT40, and Austin 7, restored his E Type Jag, and built loads of Escorts and other cars too. Dave Smith recently built a Mini Marcos fabricating lots of brackets etc for that car as well as restoring and developing their 1930s Alvis 12/70 for speed hillclimbs, these guys can handle machines I assure you.

Thanks also to Graham Millar who also recommended R Tech he has a TIG welder and he says it is a fantastic piece of kit, his normal job is building the gearboxes for the works WRC cars for M Sport as well as the gearboxes for the works Bentley race cars, when guys like these give a product their seal of approval it is very reassuring to hear and their praise couldn't have been higher which is why I felt compelled to share it with others that may be thinking about purchasing equipment.

My machine is so versatile and of such quality I am delighted with it, amazingly the prices of their equipment is so reasonable that I intend to buy some more things from them, the 180 amp MIG was £415, the manual arc cable was £28.95 spool kit £133, trolley £75 and a flow meter is £7.50 all plus vat of course, fantastic value indeed.

Keith Thomas.



The Yorkshire Motorsport Festival will be held over the weekend of 25th to 27th June near Holmfirth, West Yorkshire.

The competition element will be the Wolfstones Hillclimb over a 0.8 mile closed public road to the west of Holmfirth. Friday will see Bentley's compete with two practice & two timed runs.

There are a number of 'star cars' doing demonstration runs, or on display. These include an 1930s ex-Le Mans Aston Martin team car; the 1980s

ex-Gerry Marshall Aston Martin V8; the 1970s ex-John Pope Vauxhall Viva GT Aston Martin-engined Special Saloon; an ex-works Sunbeam Tiger rally car, plus a number of others.

The weekend has mostly pre-1986 saloon & sportscars competing - again over two practice & timed runs. The exact entry will be confirmed closer to the event.

A whole array of displays & activities will support the hillclimb, from

Hot Rods, car clubs, vintage tractors - over the hill from the David Brown factory; bulldozers & classic plant plus food & music festivals, fashion shows, shopping, kids activities & competitions.

Free camping is available for officials.

If you're volunteering for the event, please contact Chief Marshal

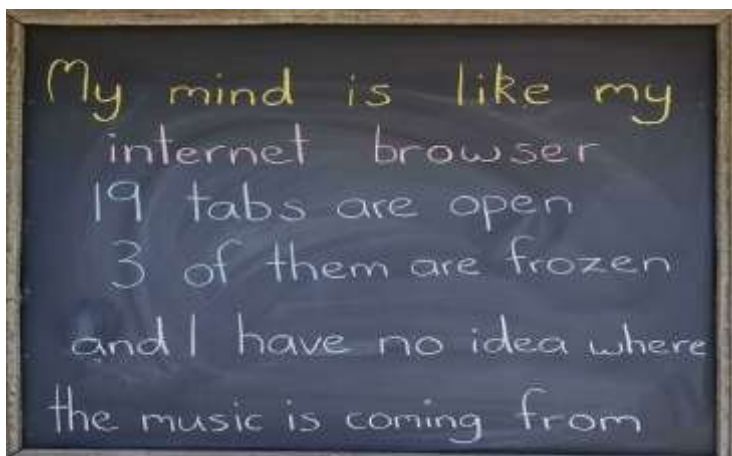
Karen Spencer

at Karen.spencer@buccaneermisc.co.uk

or Tim Bendelow at tim62cb@gmail.com

The Yorkshire Motorsports Festival website is ymsf.net or

info@ymsf.net"



IMPORTANT



Rallies Committee

PROPOSED RULE CHANGES

PROPOSED MOTORSPORT UK RULE CHANGES FOR CONSULTATION

Proposals have been put forward to make changes to a number of regulations affecting aspects of motorsport that are relevant to many, these include-

- **Section B– Nomenclature & Definitions- Rally- N- Targa Rallies**
- **Section B – Nomenclature & Definitions - Rally- 7.1.10- Endurance Road Rallies**
- **Section R – Rallying- Changes on Tyre regulations for road rallies.**
- **Section R – Rallying- Changes on Historic Road Rally (eligible vehicle dates)**

These proposals were drafted at the Motorsport UK Rallies Committee Meeting on 10th March 2021.

Particular attention needs to be made on the proposed changes on tyres, which your club or individuals within your club may wish to comment upon.

The publication of the Rallies Committee's Action Sheets will begin a period of consultation that will end on the 26th April 2021. Once the consultation period has concluded, the proposed regulations will either proceed to the Motor Sports Council for final ratification (in original form or amended as required) or will be returned to the respective Committee for further consideration.

Please send your views directly to The Motorsport UK Rallies Committee via the following email address, which appears to have been omitted from the consultation form: ralliesconsultation@motorsportuk.org

To download the PDF document listing the proposals follow this link:

<https://www.motorsportuk.org/.../Action-Sheet-for...>



Clitheroe & DMC

MOTORSPORT

**Club Nights
and**

Outside Broadcasting

Tuesday 4th May @ 8:30pm
SCATTER Round 6
O/S Map 103

See CDMC Facebook Page
for more details

CoCs Colin Blunt / John Gribbins
15 Car Maximum

Tuesday 11th May @ 8:00pm
Committee Night

Tuesday 18th May
Catch Up

& With a bit of luck
Outside at Waddy Club!

Tuesday 25th May @ 8:00pm
Devils Tests
Forum

At the moment by Zoom
But
By then things may be a
little more Normal

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



anglesey
circuit
racemot

**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 17th
SUNDAY

MAR 15th
FRIDAY

APR 13th
SATURDAY

JUN 29th
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	CANCELLED
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	Confirmed date with Club
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
13/14-Nov	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

the registration link for the Sd34MSG U18 Championship is [SD34 u18 championship](#)

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
2-May	Targa	Yes	Stockport 061 MC	MOCP Targa	CANCELLED	
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
4th 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	CANCELLED	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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On 23 March it was one year since the first U.K. lockdown for COVID-19. Since then millions of people have been bereaved, both as a result of the virus and due to other causes. The restrictions we've been living under have meant that many people have had to grieve without the comfort of having friends and family around them. Marie Curie, supported by many other organisations, organised a National Day of Reflection to acknowledge grief and loss over the last year. A time to reflect on our collective loss, support those who've been bereaved and hope for a brighter future.

As the restrictions start to lift so we have the go ahead to start motorsport in England from 29 March (<https://www.motorsportuk.org/covid-19/>) and hopefully the devolved powers will follow soon. We start this season as we finished the last season - with limited numbers on post and maintaining social distance. However as long as the country continues on its roadmap out of lockdown we should be able to invite trainees back to events from May and restart assessments too. This is great news for everyone who just needs their last few signatures or assessment to upgrade. Please ensure you book your assessments with the Chief marshal when the time is right so that they can ensure you are allocated to an Examining grade marshal.

We are looking at how and when we can restart taster days whilst remaining compliant and may have to make a few adaptations to enable these to continue going forward too.

Hopefully you were able to join a training session on Zoom - the NW region ran a series of refresher Webinars and other regions have been able to run smaller Zoom sessions. There will be other sessions being offered over the rest of the season and we may have the opportunity to have some face-to-face events later in the year as well. Fingers crossed!

Thanks to Ben Edwards for his time on the Natter and Noggin on Tuesday night. I hope some of you were able to join and hear how he started out into his commentating career and thoughts on the year ahead. Good luck with your own racing Ben!

Thanks also to our ambassadors and supporters who have been sending messages of support. You can view them all here on our YouTube channel: https://www.youtube.com/channel/UCzHb_BsGhaNI4TL5XD2C8Uw/videos Finally... if you are out and about please remember - hands, face, space.... but most of all enjoy and stay safe!



Marshal registrations are now open for the double header weekend of **the Lee Holland Stages (PDMC & GPMC) and the SMC STAGES (061 MC) for the 3rd/4th 2021 July** respectively.

Both events are rounds of the 2021 MSN Rally Championship.

Registrations for the Lee Holland Stages by email please to Ian and Vicky Swallow

at iswallow1960@gmail.com with your name, contact details and MSA registration number and relevant marshal experience/grade.

Registrations for SMC Stages to Ken Wilkinson at kenneth@stockport061.co.uk

Subject to Covid restrictions being lifted as planned, overnight camping will be available at the circuit for those marshals registered for BOTH events.

Many thanks to those of you that have registered already



NESCRO

Historic Motorsport In
The North Of England & Scotland



2021 Calendar & Challenge Rounds Update

Sat 22nd May	KLMC Targa	Kirkby Lonsdale MC	Historic/Targa
Sun 6th June	Rallye East Yorkshire	Yorkshire Wolds MC	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
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
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



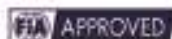
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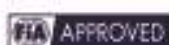
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- Back Mount Capable
- Cool Air Induction
- 4 Sizes to Suit all Body Shapes



9119 SERIES SEAT

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- Head Restraint
- Back Mount Capable
- Cool Air Induction
- 3 Sizes to Suit all Body Shapes

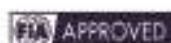


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HEXHAM & DMC

THE NORTHERN DALES CLASSIC

18th July

The Hexham & District Motor Club are delighted that the popular Northern Dales PCA will return again this year, based once again at the well known Eastgate venue in Upper Weardale. The event will run on the 18th July and the organisers are planning the usual hectic programme of some 20 tests, all located within the former cement works complex with no public road mileage whatsoever.

Given the current Covid restrictions, the organisers will be strictly following the current government guidelines, social distancing will be enforced in the paddock and no spectators will be admitted to the venue while competitors will be asked to complete track and trace forms and to verify they have had their Covid "Jabs".

The event will run its usual format with classes for both Historic and modern cars, the Historics competing for the Northern Dales Classic Trophy and the modern cars for the Northern Dales Targa Trophy. As usual the organisers will provide on site catering and toilet facilities and the proceedings will finish with the usual pie and chips meal in the comfortable surroundings of Eastgate's 16th century Cross Keys Inn.

For further details of the Northern Dales Classic, please visit the Hexham & District Motor Club website or Facebook page or contact Ed Graham at **edgraham01@btinternet.com**

GREYSTOKE STAGES ANNOUNCEMENT

On behalf of the Greystoke Stages committee I would like to advise that we have made a decision to reschedule this year's **Greystoke Stages from Sunday July 4th until Sunday 19th September**. The reasons behind this decision are that the organising committee have been approached by Malcolm Wilson and M-Sport and asked if we would consider running another M-Sport Rally Event in Greystoke Forest this summer. I trust many of you would have been involved in supporting the M-Sport Stages last year. From the initial discussions we have had and the ideas being discussed so far this looks like it could be another rather special event. The very difficult job has been when looking at the calendar and considering the very different dependencies each event has as well as the availability of key people for both events is to find a suitable date. In the end it was felt that the best compromise to enable both events to run is to reschedule the traditional **Greystoke Stages for Sunday 19th September**. **This will allow a two-day rally to run in Greystoke on 3rd/4th July.**

New Plans

**July 3rd/4th
Sept 19th**

**M-Sport Stages
Greystoke Stages**

***(2-day Rally Event)
(traditional one day format)***

We appreciate that we have already asked all of you to commit to the July 4th date and as always you have been very supportive. We hope you can understand the reasons for the date change and we hope you share our enthusiasm to be able to have two forest rallies in Greystoke in what has been a very quiet year so far. Also, we really appreciate the support that Malcolm has given us over many years in allowing us to use Greystoke Forest so we are pleased to be part of organising these special events in return.

We really apologise to anyone who by these changes of dates / plans may no longer be able to be involved in either event. We do hope as well that as many of you who wish to support either or both events, still can. The main purpose of this email is to let you know the change of plans as soon as we could and before whispers reach too far. Between Roger and myself we will be in contact shortly to discuss availability for both events. However please feel free to respond to this email to let us know your availability or if you have any initial questions. We will share with you the details of the newly proposed M-Sport event in due course and as soon as we have more finalised plans in place. For now, the competitive stages will be in Greystoke Forest for a full day on Saturday 3rd July with a continuation on Sunday 4th with the aim of a mid-day or early afternoon finish.

Thank you for your understanding of the situation and we really hope to see you in Greystoke again and again this year.

Richard Christensen and Roger Fisher



MSN Rally Championship

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

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 :-

- **19th May,**
- **23rd June,**
- **21st July,**
- **22nd Sept,**
- **20th October**
- **17th November.**
- A possible date of 25th August is also being considered.

More details and the sessions booking links are on the ANECCC website www.aneccc.co.uk <http://www.aneccc.co.uk/?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	lmacdonald555@aol.com
Anthony Jamieson	anthony.jamieson@live.co.uk
Neville Simmons	Neville.simmons@live.co.uk

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 solree 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





For further information about Two Peaks Motor Club email us at: info@twopeaksmotorclub.uk

December 2020












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14th June


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WIGAN
MOTOR CLUB

THE COMPBRAKE 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 SD3MSG Inter Club League 2021 supported by Gazzard Accounts.
 5 The SD3MSG 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:- tj909@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.

Manx A uto 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 a 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 intension 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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MULL CAR CLUB

Friday 25th & Saturday 26th June

Mull Car Club tried to resurrect the Argyll Rally eight years ago and despite attracting quite a bit of interest, insufficient competing crews came forward to maintain the event without the support of a major championship.

Thanks to the perseverance of the club, the event blasted back onto the British rally calendar in 2017 with a new name, new challenge and classic stages. The Dunoon Presents Argyll Rally was re-born thanks to the invaluable support of the local folk and businesses.

Euan Thorburn and Paul Beaton took a well-deserved win in their Ford Fiesta R5 and return of the KNC Groundworks Scottish Rally Championship in 2018, will ensure some of the best drivers in Scotland and beyond will head to Dunoon this summer.

This years' event will move from the forests to closed public roads. It will be run over two days, Friday 25th and Saturday 26th June 2021, and will be based at Dunoon Stadium.

The event will consist of 13 stages on public road, with five stages on the Friday Night, and 8 stages on the Saturday. The first two stages on the Friday night will be around Dunoon Town Centre, with first car due at 18:30. The remaining 3 stages on Friday night will be around the Cowal Peninsular.

The Saturday stages will consist of four stages double run around the Cowal Peninsular. First cars on the Saturday will depart Dunoon Stadium at 09:00, returning back at Dunoon Stadium around 16:30.

The event will form a round of the KNC Groundworks Scottish Rally Championship, and the North England Tarmac Rally Championship. Rally HQ, Scrutineering and Service Park all based in Dunoon Stadium.

More Information

Regs / Marshals etc

www.argyllrally.co.uk

2021 Protyre Motorsport UK Asphalt Rally Championship Revised Calendar



The Old Forge Garage Mewla Rally has been included in the revised Protyre Motorsport UK Asphalt Rally Championship – with the popular Epynt Motor Club organised event now hosting the opening round of the 2021 series on Sunday 29 August.

Despite Covid-19 restrictions forcing the cancellation of four rallies and forcing a rescheduling of the series, Britain's premier sealed surface rally championship will consist of five top quality events – including one double-header event, making six qualifying rounds.

The first of three closed road stage events, the Hills Ford Three Shires Stages Rally, follows the Mewla, with the Cheltenham Motor Club-organised event taking place across Gloucestershire, Herefordshire and Worcestershire on Sunday 5 September.

The PokerStars Rally will be a double-header event, with Championship points awarded at the end of day one (Round 3, Friday 1 October) and day two (Round 4, Saturday 2 October). Organised by Manx Auto Sport, this event replaces the cancelled Manx National Rally.

The Ford Parts Cheviot Stages Rally will host the fifth and penultimate round of the series. Organised by Whickham & District Motor Club and Hadrian Motor Sports Club and held on the Otterburn military range in Northumberland, it will take place as originally scheduled on Sunday 24 October.

The sixth and final round will be the MJE Wheel Repair Specialists Tyrone Stages Rally in Northern Ireland. Originally scheduled to run in July, the Cookstown Motor Club organised event will now take place on Saturday 6 November.

Keeping everyone safe has always been the top priority in motorsport, and the Protyre Motorsport UK Asphalt Rally Championship will work closely with all the event organisers to ensure that everything operates within Covid-19 guidelines.

All the competitor awards and prizes will remain, including the very generous overall and class tyre incentives offered by Protyre.

As well as sponsoring the series, Protyre Motorsport – the largest supplier of Pirelli, Michelin and Hoosier motorsport tyres in the UK – will continue to offer registered competitors very competitive special rates on all brands of competition tyres, as well as operating a comprehensive on-event service at each round, offering tyre delivery, tyre fitting, emergency supply of tyres and advice.

OnThePaceNote will offer junior competitors in the 2021 Protyre Motorsport UK Asphalt Rally Championship an array of incentives and awards – the top one being a free test in a Hyundai i20 R5 rally car going to the best placed junior driver at the end of the season.

Mintex will offer a fantastic event-by-event award for the best improvement on seeding, plus a draw at the end of the season to for an Under 25 driver to win a cheque for £500.

The Hendy Ford Performance Trophy, plus a voucher for £100 redeemable at Hendy Ford Motorsport, will be presented to the driver of the highest placed registered two-wheel drive naturally aspirated Ford, in the overall points table at the end of the season.

The winning driver in the new Ford Escort Challenge will receive a custom made and fitted stainless steel exhaust system courtesy of Scott Williams Motorsport, while the winning co-driver will receive a voucher worth £100 from Nicky Grist Motorsports.

The series will also continue to have a dedicated press officer and photographer, and all rounds will be filmed and streamed live by Special Stage TV – in a continuation of a service that has received in excess of one million views (2018-19 season figures combined).

Competitors who registered for the Protyre Motorsport UK Asphalt Rally Championship in 2020 will have their registration fee rolled over for the 2021 season. Competitors will need to pay their 2021 BTRDA membership fee.

2021 Protyre Motorsport UK Asphalt Rally Championship – revised calendar

- | | |
|----------------|--|
| 1. 29 August | Old Forge Garage Mewla Rally |
| 2. 5 September | Hills Ford Three Shires Stages Rally |
| 3. 1/2 October | PokerStars Rally |
| 4. 24 October | Ford Parts Cheviot Stages Rally |
| 5. 6 November | MJE Wheel Repair Specialists Tyrone Stages Rally |

Alnwick & DMC
The Tyneside Stages
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



MARSHALS REQUIRED

THREE SISTERS CIRCUIT
21st November 2021

Chief Marshal : Russ Henstock
chiefmarshal.knutsfordtarga@gmail.com

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 75 miles through great countryside. The Route book is in the style of the 50's event with simple written directions.

BRC
British Rally
Championship

motor
sport
UK

Oulton Park to host British Rally Championship opener

The iconic Oulton Park Circuit will provide the Motorsport 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



THE ND CIVILS Ltd
Lee Holland Stages
Ty Croes, Anglesey
Sunday 3rd July
REGS & More

www.pendledistrictmc.co.uk

ENTRIES

www.rallies.info/webentry/2021/leeholland

We need Marshals

Chief Marshal Ian Swallow

Tel. 07989 600764

Email iswallow1960@gmail.com

Pro-Rally.co.uk

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Motorsports Photography and Journalism

Classic Rallying | Historic Rallying | Road Rallies
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Phil James

Motorsports Photographer & Journalist

07771 76 86 57 | 01772 69 00 34

phil@pro-rally.co.uk

@ProRallyPhoto

Pro-Rally.co.uk

1

www.pro-rally.co.uk



2021 Events Provisional dates

Round 1

2nd May Dixies Challenge,

Epynt

www.forresterscarclub.com

Round 2

20th June Mid Summer Stages ,

Caerwent

www.forresterscarclub.com

Round 3

4th July Brawdy Stages,

Haverfordwest

www.pempkeshiremotorclub.com

Round 4

25th July Harry Flatters, Epynt

www.breconmotorclub.co.uk

Rounds 5 & 6

3 & 4th September The Tour of Flanders

Roesleare, Belgium

www.omloopvanlaanderen.be

Round 7

16th October Wydean Stages

Forest of Dean

www.wydeanstages.co.uk

Round 8

24th October Cheviot Stages Rally

Otterburn Ranges, Northumberland

www.cheviotstages.org.uk

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

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	19 Jun	East Anglian Classic	Cancelled
3	3rd Jul	North Yorkshire Classic	York MC
4	1 Aug	Cotswold Classic	Tavern MC
	8 Aug	St. Wilfreds Classic	Cancelled
6	21 Aug	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

BXCC21

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

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

BRITPART British Cross Country Championship

motor sport UK

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



May 22nd 2021

First glimpse of the rally plates for the KLMC Targa, taking place on the 22nd of May 2021.

Looked at lots of roads never used for motorsport, with a plan formulating for the October event. We also picked up a couple of the test venues for the KLMC Targa taking place on the 22nd of May.

Regulations are out and entries open on the 26th of April at 6pm and was full within 6 mins. Now looking for **Marshals** email : mileswhitelock@hotmail.com



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/>

Acknowledgements

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

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

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

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

Jokes, Photographs, Information, reports etc

Terry Martin,	Steve Entwistle,
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Greg Harrod	Tony Vart
George Jennings	Keith Thomas
Tony Lynch	Bill Drysdale
Tommi Meadows	Ernie Larton
Bob Hargreaves	Tony North
Songasport	Ed Graham
Paul Goodman	Dave Williams
Niall Frost	Bill Honeywell
John Harden (LiMC)	Matt Hewlett
Dan Willan (KLMC)	Dave V. 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 12th
By Zoom

ANCC



Next Meeting by Zoom

Monday 28th June

www.ancc.co.uk



ANWCC

Association of North Western Car Clubs

Next Meeting, via ZOOM

Tuesday May 11th

<http://anwcc.co.uk/>

ANECCC



Tyne Group Meeting

Tuesday 1st of June

Might be by Zoom - Might Not

Teeside Group Meeting

Thursday 17th of June

Stockton Bowling Club, Norton

<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 June Edition is

Saturday the 29th of May

which is due out on

Wednesday the 2nd of June

(because I will be at Oulton Park on the 31st of May)

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