

# June 2021 spotlight



**ANECCC**  
Association of North East  
and Cumbria Car Clubs



**ANWCC**  
Association of North Western Car Clubs

**ANCC**

Association of Northern Car Clubs



West Cumbria MSC : PCA Rally Test  
*Liam Charlton : Hexham & DMC*

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

***Volume 12 : Issue 6 : June 2021 : Maurice Ellison***

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# ANWCC

Association of North Western Car Clubs

## ANWCC NOTES – June 2021

At last things are moving forward with several events having taken place in England and the Isle of Man, but we are still waiting for Wales to wake up from the deep slumber of the First Minister. Hopefully, his June review will allow rallying back at Trac Môn (Anglesey Circuit) as there are three rallies scheduled there for July. Our May Sprints there were cancelled – does not seem right that Longton & DMC can run at Three Sisters but not Trac Môn which is a considerably bigger venue.

Mark Drakeford (Wales' First Minister) has been taking a (perhaps too) cautious approach although seems happy enough to allow "trial events" where up to 4,000 people can be massed in a stadium to watch the Welsh football team play Albania. There have also been concerts and religious events held as "trials" with big numbers attending. No results have been released to date, and all the events have been in south Wales, but the media being what it is would almost certainly have made a big thing if the events had caused an outbreak of Covid, so "no news could be good news".

Some calculations have been carried out, using Google maps, and the whole of the Cardiff stadium could fit into the paddock and car park area of Trac Môn ... so seems it is OK for 4,000 people to be in an enclosed stadium but you cannot have 400 socially spaced in the open air of the Anglesey west coast, where the virus would not be able to stand up in the wind that most of us have experienced there. An e-mail to the First Minister asking for a relaxation in respect of the rallies at Trac Môn, and also to explain such things as the numbers and the geographical location of the "trial" events has gone unanswered.

Hopefully, Motorsport UK are on the case although there has not been any evidence of this. They have issued permits for a couple of Autotest events in Wales, but there is the maximum number of 50 people that has to be complied with.

Everyone is keen to get back into motor sport and event entry list are over full within days, sometimes hours, of being issued. What is of concern that when the seeded listing has been issued there are noticeably a number of crews who have jumped the queue – anyone who compares the first un-seeded list with the final list will be able to see this. We would ask organisers to please give consideration to the first come, first served entries, although accept they must have paid the fees to complete the entry. Club entries are as important as the "stars".

Our website home page is getting full with info on forthcoming events, and also results of the events that have run. Equally, our championship tables are filling up and we are pleased to report that the number of registrations (206 as I write this) has now passed the final figure of 200 we had in 2020 – and there are still over 30 that have not taken up our offer of a free championship registration this year – as those people appear on entry lists they are being reminded! We will, of course, also welcome newcomers (of which we have 29 so far this year) and those of you returning to our championship (23 this year). The list of contenders can be found by clicking on the link on the website home page – primarily so organisers can check championships as cards not to be viewed!

Hopefully, the Trac Môn events will run and I can get to meet all our championship contenders there, from at least two metres away, of course.

We're getting back to normality slowly, hopefully it will be a full recovery – stay safe.

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*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 18

**(tales of an obsession with motor sport)**

***By Bill Honeywell ©***

By now I was working hard to make the business a success. John Meadows, my longest-serving navigator, was having great success in Internationals with the Mitsubishi Rally Team and his driver, Kenjiro Shinozuka. Together they won two rounds of the World Rally Championship – consecutive Ivory Coast Rallies – something that even avid fans of the WRC sometimes seem to forget.

John also co-drove for Colin McRae on his first ever rally. Jimmy, Colin's dad, reckoned Colin might be 'a bit useful' but Ian Grindrod thought he was too close to the family to give an unbiased opinion, so they asked John if he'd co-drive for Colin and report back on how he rated young Colin. He gave him at least 10 out of 10. I sometimes wonder how history might have been different if, just for fun, John had come back and said "He's useless..."

On another occasion John co-drove for BBC presenter

Tiff Needell, a circuit racer rather than a rally driver. On one forest bend Tiff dropped the inside wheel into the ditch, lifted off, then drove out before continuing. John, unhappy at losing time, advised him next time to just keep the accelerator down and drive through it, allowing the car to 'ditch-hook'. Which on the very next stage, when the same thing happened, Tiff did. And ripped off the suspension when they hit the huge tree root  $\frac{3}{4}$  of the way round the bend!

We had our heaviest roll ever just outside the old Calgary School (I must have had an affinity to rolling outside school houses). The accident started on the afternoon stages... from Dervaig we had a non-competitive section through Glen Aros, and just as we left the village I reached for my bottle of orange juice which was behind my seat. Distracted momentarily, I drifted left off the road and clattered some rocks set in the verge, instantly puncturing both nearside tyres. We stopped to change them, but as the afternoon drew on, a thick drizzle set in – and now I only had a full set of dry weather tyres. After a hurried search we found some tyres on wheels that would fit, but I wasn't happy with the grip.

Five miles into the 'long one', the second night stage starting from Dervaig, the car drifted wide on the medium-fast-right-over-crest just before Calgary School house. At this point the side of the road is shaped just like a skateboard park – the car was flipped up as it rolled, landing really heavily on the driver's door and ending upside-down across the middle of the road. We both managed to scramble out through the broken windscreen. I felt really sore. Spectators were soon running towards us, surrounded the car, rolled it back on to its wheels, though not before holding up John Cope's Sierra Cosworth for more than a few seconds.

"I think it'll still go!" shouted one. "I don't think I will!" I replied. My side really hurt. We sat, disconsolately, at the roadside until the road-opening car passed. They asked if I was OK and my answer was 'Not really'. Some time later I was lying on the kitchen table at the Bellachroy in Dervaig as one of the rally doctors gave me the once over and announced that I'd either broken or cracked two ribs - it didn't matter which, as the cure's the same for both. Rest, a few paracetamols, and a whisky before bedtime. (We landed so hard it was my elbow that broke the ribs.)

We'd hired a van from Rufus Carr, but I didn't feel up to driving home. John and Alison Fisher, our next-door neighbours at the time, had come to Mull for John's first attempt at the rally, and it was decided that Alison would drive the van back to Clitheroe with mum while John drove the rally car & trailer outfit, I'd go back with Dad, and Val and the children would drive... whatever was left, I can't remember! The van was only insured for me. John rang Peter Bryan from Rufus Carr, who we both knew well. If talking for England was an Olympic sport, Peter would have several gold medals by now. He started telling John that there might be complications connected with his request for Alison to drive the van. I'll never forget listening to John as he cut across Peter, saying "Peter, it's not a request. The ferry leaves before you get into work tomorrow, and Alison IS driving the van back to Clitheroe. So you need to sort it out. Got to go, 'bye!'"



**Calgary yump**  
**My favourite photo**

***Continued on Page 7***



## ***Rally Rambles***

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

The car needed a new shell, but Hellifield Garage sorted it all out, re-shelled the car (I now had a big-winged MkII for the first time ever!) I also had a 5-speed Sierra gearbox (never had five gears before). Gordon Birtwistle had found an electronic gizmo – commonplace now – which displayed a series of lights so that you knew exactly when to change up, the big red light meaning “If you haven’t changed up yet, DO IT NOW!” The speedo wasn’t at all accurate, but being curious I worked out how fast we’d be going if the red light came on in 5th – 123 mph.

On the Gribun stage, we entered the straight that goes past the telephone box and the ferry to Inch Kenneth. I’d thought it strange that there were at least two of those little yumps (you know, the ones where the back wheels lift off the ground and the engine note rises for a fraction of a second) when just before the telephone box, in 5th gear, the red light came on. All I thought was ‘Dear God!’ – Terry Harriman style...

One earlier year, just past this point and no doubt doing around 100 mph, a huge Red Deer stag suddenly appeared to the right, and almost stumbled on to the road. I remember laying some serious black lines on the road, then getting so close to the rear of the beast that I had the most intimate view of its rather large genitals! I would guess that we got within 12”, fortunately without making contact.

How to tell a rally enthusiast from a Muilleach (someone who comes from Mull) – car arrives at stage finish control with some damage. Spectators mill around. “What happened?” “We hit a deer!”

Rally enthusiast – “Is the car OK?”

Muilleach – “Where’s the deer?”

Our last Mull rally was 1994. We were having a pretty average run, when the gearbox started making strange noises and clearly wasn’t well. We didn’t have a spare, but Nick Considine asked around at Craignure service and by the time we arrived, he’d borrowed a standard RS2000 4-speed box, which was fitted in just over 20 minutes. As soon as we left service I realised that this was just a ‘get you home’ box. First gear in a standard RS2000 is unbelievably low. The gaps between the ratios meant that – with a cammy engine – as you changed up at maximum revs from one gear, the engine was off the cam in the next gear and a couple of seconds passed with the engine spluttering, before it got back on the cam again.

But we weren’t even going to make the finish. Towards the end of the next Gribun stage, the gearlever came off in my hands. In the haste of fitting it, the nylon cup screw hadn’t been tightened fully. I couldn’t get it back in for some reason, the engine stalled and wouldn’t restart, and I just thought “We’re not meant to finish this year”.

It was getting too difficult to keep a business going and rally once a year as well. I told Dad I’d decided to call it a day. His response was typical. At the age of 71, he said “Well, I’ll respect your decision, but if ANYONE asks, it’s YOU that decided to retire, not me!”

### ***Postscript.***

Although I almost wavered the following year, I knew I would never drive competitively on rallies again. Mull did that to me. Of all events, Mull seems to be the one where years after people retire, they find they can afford to make a comeback. Every year, old faces reappear after a long absence. In the vast majority of cases, drivers underestimate the damage a lay-off does, or overestimate their capabilities, and they haven’t done enough miles either to bed in themselves or the car. Most aspiring comebacks end in breakdown, a crash, or a finish way down in the also-rans. I suppose I’m just too competitive. As soon as I retired I realised this, and I also knew that none of the three outcomes would interest me at all. There’s lots of other things to do. Move forward. Never look back.

Not that long ago I bumped into Keith Watkinson, who like many competitors of that era is now in his seventies. He chuckled as he told me that some of the drivers today call him a ‘has-been’. “What they don’t realise,” he said “is that in order to be a has-been, you’ve got to have been there. They can’t ever take that away from you!”

Wise words – but I’ve saved the wisest till last, and as you can probably guess, they came from Dad. Right at the start of my rallying career, I remember him metaphorically taking me to one side; “Whenever you get to the end of a rally,” he said, “you’ll hear a lot of drivers and navigators talking a load of bullshit. It’s called ‘Why we didn’t win.’ And there’ll be all kinds of reasons – car not right, wrong tyres, held up by slower drivers, everything. Join in if you must (although I’d rather you didn’t.) But when you get home, remember this – there’s only ONE reason you didn’t win, and you have to admit it to yourself if no one else. Somebody else was faster than you. It really is as simple as that. You didn’t win because you weren’t fast enough. And until you realise that, you will never win, so learn it now – you win when you’re the one who was faster than anyone else.

And as Sergei would say, “Seemples”.

***Continued on Page 8***

## **Rally Rambles 18**

### **Continued from Page 6**

This series is dedicated to one gentleman - well-respected, often cantankerous, always conscientious, caring but at times bloody-minded, humble but not always easy to get on with, certainly not a sufferer of fools, Mr Frederick Roy Honeywell (29/1/1923 – 3/7/2017).



***Trevor Roberts : Roy Honeywell : Bill Honeywell***

***By Bill Honeywell ©***



***Left : 1973 : A young Bill Honeywell Navigating for Pete Whitaker***



***Above : 2018: An OLD Maurice Ellison navigating for Pete Whitaker (Devils Own Rally : Winster Ford)***



# Kirkby Lonsdale MC KLMC TARGA

## 22nd May

***Maggie & Geoff Bateman : West Cumbria MSC***

May 22<sup>nd</sup> saw the running of the much anticipated Kirkby Lonsdale Targa rally based at the excellent Cocker-mouth Auction Mart venue. The entries had "sold out" in about 6 minutes apparently and the entry list was certainly impressive with crews from all over the UK. Living locally we had been aware of the fine, dry weather we had been experiencing suddenly ending on Thursday morning to be followed by 2 days of fairly consistent rain. Saturday morning, however, dawned dry, if overcast, but the forecast for the day was saying the weather would improve as the day progressed.

Arriving at Cockermouth we were immediately struck by the number of very professional and well organised trailers etc in the parking area and immediately downgraded any expectations we may have had for a top half result. Half an hour after arriving the venue opened for document collection and once we'd got our wallet we went in for a most welcome bacon roll and coffee. I left Maggy to sort out the diagrams whilst I kept out of the way. We had not been called for a scrutineering check so it gave some time for a bit of a catch up with some people I'd not seen for a while and to have a chat with some new faces (to me).

Maggy finished marking up the test diagrams with about 30 minutes to go before our start time and I checked them through as I usually do. We were all set and joined the queue to start.

There was a simple road route down to Broughton Moor for the first three tests. When we arrived it was quite surprising to see how well the tracks had dried out but it was also noted how greasy it was when there was mud or other stuff on the surface.

We arrived at test 1 start with a couple of cars in front so had a last look at the diagram before getting to the line. The remote timing system was quite impressive and reminiscent of those we have used when marshalling on stages. We watched the countdown and then we were off. A short run down to a three cone slalom R-L-R and down to a muddy 90 right around cone D before heading up a fast straight track to a stop box. Out of the box and up through the gears before hard braking for the next stop box. Out again and up through the gears before easing for a tightish 120 right followed by a 120 left, through a gate and foot hard down before sharp braking for another stop box. A short run forward to the finish line stop astride and we were done.

A short transfer got us to test 2 and with just one car in front we were soon on the line.

***Continued on page 10***



***Photos Above Courtesy of Chris Ellison***

***Photos below Courtesy of Tony North***





### **KLMC Targa : Continued from page 9**

Out of the start and a slight right to go in on the right around "A" before a stop astride at the bottom of a short climb. Off again and we crested the rise to take a quick run down to a 3 cone slalom followed by a 90 left around a cone placed over to the right. Straight down to a flick in on the left on to a rather muddy bit around "G" before slowing for a 90 right with 3 cone slalom, followed shortly by a L-R-R before a 90 right onto a small pad, round the outside to the stop line. Out once more a longer run down to test 3 start.

Test 3 started off going through a gate for a tightish 180 before exiting with a 90 left around a cone. A nice quick run up through the gears before reaching a stop astride, ably manned by Maurice. About 50 metres to a 90 right followed by a greasy 90 left to do a 90 left around "D". That's where it all went wrong!! "Where's D" I said to have the reply "I can't see it". We'd stopped the car and looked round to see if we could see it. Suddenly we saw it, way off to the right so I put my foot down, realised that it was going to be a 180 not a 90 left, but went to the left instead of to the right of the cone. The result of this was we then couldn't see where the next cone was either as we'd come out the wrong side of "D". Instant decision and I went off left, totally disorientated, luckily the window was open a bit and I heard the marshals shouting and suddenly realised we were heading back down the test in the wrong direction! A rapid stop and reverse out and as we flicked round we found the gate we needed to go through and managed to get out and back on route again. Not realising we had wrong tested, at that point, I then set about trying to get some time back. It seldom works. We went through the series of cones, out of the mud and down the track to the next 3 cone slalom which we got through with no problem, but then, as I accelerated away the back end of the car swung round 180 and we were heading down the track backwards. I still haven't worked out how that happened, in a front wheel drive, pulling hard how do you spin it? Anyway, the engine stalled but we had sufficient momentum to roll up the bank backwards and I managed to get it started and got it round and heading in the right direction again. Off again to a stop box for a "split and merge" around a short square and we had car 36 up behind us, having lost the best part of a minute and still not realising we had done a wrong test. We were let out of the box as 36 arrived and shot round the square, getting to the next stop box just in time to be let out as 36 entered. We got round the square again and pulled over at the first opportunity as the track widened by cone "P" to allow 36 to pass. An uneventful run out to the finish before heading back out to the road. On the way out I became more and more convinced that we had wrong tested and this was confirmed as the results came through and we were given 9 minutes penalty.

***Continued on page 11***



*Photos Courtesy of Tony North*



## **KLMC Targa : Continued from page 10**

That put us down in to 63<sup>rd</sup> out of 66 at the end of test 3. It didn't matter, we were enjoying the tests and the car was going OK so we just decided to enjoy the rest of the day and see how it went.

A road transfer saw us back to the Workington Speedway, this time via the new "temporary" access road with it's manned railway crossing. We got to the test in good time and there were several cars waiting in front. We eventually got to the start and were off round the grass which was rather slippery before getting on the sealed track for a right flick around a cone, which we managed to hit!! Never mind, on we go, onto the large circular track with a 5 cone slalom on to the grass and mud, before getting to a stop box and then a second go at the slalom before leaving the circular track, out through a couple of gates to go in to the right for a 180 round a cone before another short run over the grass to the finish. All done we headed out of test only to find the railway crossing gates closed to wait for the "Workington Express". 15 minutes later the gates were opened and with a huge queue behind us we set off for the next test at the old Alcan site at Distington.

We arrived at test 5 with only one car in front and informed the marshal of the impending rush coming behind. A short look at the diagram and we were off, through a gate in to an old car park to a tight 180 before exiting the gate, 180 left down to another 180 left followed by yet another before a 90 left, 120 left, 180 right then a 90 left through a gate to go round a building to a stop box. Out of the box and back through the gate to go half way back round the building before exiting left, through a 3 cone slalom. Past a couple on the right then a left, right, left into a tight left gate before heading down to a 180 left around cone "U". Here we had another "moment" as we hadn't realised how far down it was to cone "V" and nearly turned short. However, we avoided the error and finished the test.

Out on to the A595 and out via Distington and Gilgarran and up to the Pica road where left and down to Dean Moor motor cross track. This looked like it was going to be fun and it didn't disappoint. All on loose stony clay it was a bit slippery and slidey but with easy navigation as it was just basically following the track around. It was rough but good fun and we came away smiling.

We headed back to Cockermouth for lunch, well beyond our "due" time and needing fuel. We got back with just 17 minutes before we were due out again and went in for a "quick coffee" only to find they were serving pie, chips, peas and gravy!!!! I managed the pie, which was very nice, and most of the chips before we had to go back out for the second circuit. It was a shame, it was a really nice pie.

***Continued on Page 12***



*Photos Courtesy of Tony North*

## ***KLMC Targa : Continued from page 11***

Anyway we got out to TC2 on our minute and headed off for fuel before heading off to Broughton Moor again. Test 7 was a repeat of test 1 and we managed to shave 17 seconds off our test 1 time. Test 8 was basically a repeat of test 2 but with a modified end which saw us pass the area of the test 2 finish with just a kick in to the right past a cone before a tight 3 cone slalom on a right hand corner before a kick in left and finish.

Test 9 was a return to the previously fateful test 3 but with a start which had been moved back to allow for a 90 right from the start to a very tight 180 before a 90 right out to a 3 cone slalom. A right turn was followed by a fast run down to Maurice's stop astride, now relabelled as "G". Away and round the 90 right, 90 left to where we had previously gone wrong but this time the offending cone had been moved and was in the line of sight allowing us to easily go round and through the gate correctly. I approached the 3 cone slalom with a little more caution this time but the track was now drier and giving more grip and it wasn't a problem. Down to the stop box to go round an extended rectangle with a couple of cones tucked in on the left where it was very greasy. Got round them all right and down to the 90 left in to the second stop box. As we got to the box car 36 was approaching the other box but we were allowed out with plenty of time and went round the circuit again before exiting and out to the finish. We'd managed to get through it without a problem and headed off to Workington for test 10.

We had another hold up getting over the railway but only for a couple of minutes but this gave us a queue to get in to test. The second speedway test used the same layout with a modified route and on entering the circular track did a 180 left to go round clockwise this time. With only one "lap" to do before a stop box, 180 left and out through the gates before the same run out as the previous test. All done with no problems and this time we managed to get over the railway without being held up as we headed off to the next test.

Test 11, at the old Alcan site, was a repeat of test 5 and we managed to knock 21 seconds off our previous time as this time we knew where we were going. Test 12 at Dean Moor was a repeat of test 6 and we managed to take off 9 seconds over our previous time.

Back to Cockermouth and time for a coffee and a scrumptious bit of cake. We had got back a bit late again and despite the organiser's increasing permitted lateness at TC3 we decided to go off on our allotted minute. No fuel was needed this time and we headed off to Broughton Moor for the last time and test 13 which was a repeat of tests 1 and 7. We managed to shave off another 5 seconds here and were getting close to the times that were set by some of the faster cars on test 1. However, they too were now going much quicker! Test 14 was a repeat of test 8 and we took 15 seconds off our previous time.

Test 15 started as test 9 down to Maurice's stop astride but then changed slightly with a stop box following the 90 right/left. A 3 cone slalom, through a gate, tight left then 90 left through another gate then over to the right for a 90 left and left again and through a gate to the next stop box. Turned left, repeated the slalom, the right out of the gate for the rest of the test which ran as per test 9 to the finish. Unfortunately we had a bit of an off to the right, narrowly avoiding a metal stake which meant having to stop and reverse as to have driven over it would have taken out the tyre.

Test 16 was cancelled so we made a slight change on the road section to get to 17 at Alcan. A repeat of the previous 2 tests 5 and 11 saw us a little bit quicker again cutting a further 4 seconds off our time for test 11.

The final test of the day at Dean Moor followed the same route but in reverse with just a minor change which avoided a steep uphill hairpin right which we had missed on the road book so it was a bit of a surprise when we got to it that we didn't have to do it after having worked out in my head how I would approach it. Anyway it was quicker and safer as set out and we got round 9 seconds faster than for test 12 in the other direction. So, big smiles all round, the car was still in one piece, apart from the rear number plate which got broken when we spun on test 3, and we headed back to Cockermouth to get loaded up, back home and to the pub for grub and a couple of pints of Loweswater Gold. Later in the evening when we managed to get a look at the final results we found out that from our low point at 63<sup>rd</sup> after our disastrous test 3 we had managed to drag our way up to 48<sup>th</sup>, a climb of 15 places so, in the end, we were quite pleased about that.

It had, however, been a superb day out. The event lived up to expectations with the previous event last October being a hard act to follow, but, Martyn Taylor and his team certainly managed to do that with aplomb. All tests were excellently marshalled with local clubs West Cumbria MC, Wigton MC and Eden Valley MC all out on the tests at Workington Speedway, Alcan and Dean Moor respectively and many marshals from all over on Broughton Moor. A big thanks to all who helped make this event so enjoyable and such a success. It is rapidly acquiring "classic" status in our book and will be a "must enter" event in 2022.

***Geoff and Maggy Bateman,  
West Cumbria Motorsport Club,  
Car 35.***



# Kirkby Lonsdale MC KLMC TARGA

## 22nd May

*Chris Hunter / Fiona Tyson : Wigton MC*

There was no denying there was a buzz leading up to the event, it seemed that everyone that maybe mildly interested in motorsport was hoping to get an entry, crews were ready to get back out there and after the success of a very similar event in October, even I realised that popping my entry in the post, just would not cut the mustard. Fe did the online entry bang on six and after a tense moment or two, we were in, entry number forty two. This event was definitely going to be well supported.

Getting an MOT for an ageing Mazda is never a formality, I reckon optional extras should have included a MIG welder, it's fair to say that the old girl is starting to be a bit like Triggers brush but with a new ticket and new tyres we were good to go, even the forecast looked good.

Maps marked and bacon butties eaten we were soon waiting for our start time, it seemed the new green light timing system was simple and efficient, soon we were off to the venue that, let's be honest, we had all come to do. Broughton dump.

It is fairly well documented now that it is an ex WW2 munitions dump. Set in 1000 acres with all types of terrain and infrastructure, totally ring fenced and other than the farmer, largely untouched by humans for the last thirty years or so. Perfect for a rally.

Pulling up to test one and watching the car in front go, I realised two things, **1** I quickly needed to grow a bigger pair. And **2** maybe I should have invested in some gravel tyres after all.

The three tests in the dump were all brilliant, long, fast flowing, some stop in boxes, some stop astrides, sheep on test, cows on test, gravel concrete, tar, railway lines, it was all in there but above all it was quick and hell that felt good.

We done our first three tests and headed out, we did not think we had made any mistakes but it was difficult to tell. I felt off the pace but there was a lot of rally left, we were just settling in, off to the speedway track.

I was only on here a fortnight earlier doing an event with West Cumbria, it should have been a doddle but for one, "not to scale" cone. A back up always costs time but after four tests we were still clean- I think.

One long test made good use of the Alcan site, it was again familiar land to us as Wigton have used it a few times. A double lap of a block of buildings, a stop box, chicane then a sequence of cones on a bare yard, before a blast to the finish. One back up moment but still clean so off to Fultons scramble track.

This test definitely had the, "how could you go wrong" look on paper. A loose surface simple test, cones marking the corners in a "don't cut" sort of way, uncomplicated, rough and muddy, ideal for an auld farmer like myself. All went well until we missed the exit after cone F and started doubling back on ourselves, "bollocks"! With a hefty test maximum of four minutes we were out for the fun of it from now on.

In a funny sort of way it was quite liberating really, the subsequent laps were basically reruns of the first with a few tweaks, the route was drying out nicely especially in the dump. I felt like we could play with it a bit, holding the nerve, braking later, posing for the cameras, it was a brilliant event and we were enjoying it.

Another wrong test at the speedway totally sealed our fate with the results, totally my fault, getting my "m" and "n" mixed up but with a good final run round Alcan and a thoroughly enjoyable reverse run round Fultons the day was done.

After my dismal performance it was maybe as well there was no meal and results at the end, I deserved the ridicule, I guess I still have it to come. The KLMC targa was our first in nearly two years, it took us right out of our comfort zone and showed our weaknesses - I just can't wait to do it again.



*Photos Courtesy of Tony North*

*Chris Hunter / Fiona Tyson : Wigton MC*

Ps as always thanks must go to the small army of marshals and organisers that made our days fun possible.



# Kirkby Lonsdale MC KLMC TARGA

## 22nd May

## After the Lockdown!

In October 2020 Claire and I were cruising down the M6 on our way home from the Devils Own inaugural targa rally, listening to Boris on the radio announcing we had to stay home to prevent the spread of Covid. Well, we think that's what he said as we were in the MX5 which had an out of shape drivers side tyre rattling away and it was pouring down! We had the iPhone on speaker and we were straining to hear the poor lad!

6 months later and we were on the M6, this time heading north in the sunshine in our Saxo Vtr, looking forward to a great weekend in sunny Cumbria on the 2021 Devils Own Targa Rally. Martyn Taylor was determined to make this event run in the face of an ever-changing landscape of virus types and his team had a cracking event lined up for us. The entry was full after 4 minutes of opening giving an indication of just how popular this event is and how keen everyone is to get back out dodging cones!

One of the big plusses Covid has brought along is the process of completing all signing on before arriving at the venue allowing more time to enjoy the fab bacon butties being provided by the Cockermouth Auction Mart team. You never leave this event feeling hungry, in fact, I think I put on a few Kg's by the end of the day. We settled in to marking up our test diagrams and working out how to call each manoeuvre and how to stop me driving round the cone I can see not the one we need to go around! After a few failures on previous events we have got quite a good system but I still headed for the wrong side of cone K on one test but Claire 'positively' directed me to the correct side, my ears are still ringing and the bruising on my left leg is going down!

We have been fortunate enough to continue motorsport in one form or another so were comfortable with working in the car and listening to each other but that still didn't stop the butterflies from having a full on rave in my stomach as we sat at the start of the first Broughton Moor test. This is a great venue with obstacles such as railway lines and cows! Test 1 was straight forward and settled both the nav and driver into the art of cone dodging and transferring what they are hearing in to steering and braking input. I'm sure there have been lots of studies carried out in the field of multi-tasking but when I go from managing standing up and breathing to listening, steering, braking, accelerating, handbraking, picking lines and looking for cones my male brain goes in to meltdown! Fortunately I am sitting down when doing all this otherwise I would no doubt fall over, but something has to give and it's usually breathing!

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## After the Lock Down Continued from Page 14

The good news was our calling and notes worked well and we trundled across the moor to the next test and I took 5 minutes to catch my breath. We had been seeded 32 out of 67 and had two other likely crews around us, Steve and Ian Mitchell behind us in their trusty Corsa and Peter Scott and John Pinder in front of us in the ever evolving MR2. We are usually within a car or two of Peter and know to sit well back when he sets off as he likes to ensure the wheels are spinning when he leaves the line and with the MR2 being rear wheel drive he usually clears any loose stones or rocks from the ground! This time Peter had fitted a handy warning device he was about to launch in the form of a stainless-steel exhaust system which sounded glorious as he wound the tortured Toyota engine up before rasping off into the distance. We spent all day smiling as he left the line in a crescendo of stones dust and noise leaving the start marshals turning to each other to discuss the quality of sound coming from the car!

The first three tests were on Broughton Moor and got progressively longer and more technical. Arriving at a gaggle of cones on a loose surface with the instructions coming thick and fast requires all your attention but when a huge kerb appears in the grass on the line you have decided to take everything gets blanked out and thoughts of ripped tyres, bent steering and 'how am I going to get home' start racing through your mind. Well, that's my immediate thought process which happens in fractions of a second then I snap out of it and am back in the car hurtling towards another cone and reaching the end of my oxygen reserves!

One of the notes Claire had made on test 2 was where our friends, Henry and Sioned, had said they were marshalling! Fortunately, we performed well on their section and gave them a wave as we glided towards the first cone. From Broughton Moor we headed off the speedway site at Workington which required a live railway crossing to get to the test site, manned by a few guys who were enjoying the variety of cars coming through but had a job to do and after waving us through as we left the test venue, closed the gates and held the competitors behind for 30 minutes. I appreciate life is a bit slower in the Lake District but a 30 minute crossing closure is a bit much. Unfortunately this delay saw a lot of frantic competitors wolfing down their lunch and the last visit to the speedway site cancelled.

This didn't detract from the excellent tests at the site which started on grass, then onto tarmac then around a big circle of narrow tarmac which had loads of grip then no grip, then on to smooth dust covered concrete and finally on to loose gravel! Trying to judge the amount of available grip was a waste of time and just added another thing to think about so getting it right was our aim and we managed to do so and got a reasonable time.

**Continued on Page 16**



## ***After the Lock Down Continued from Page 15***

The other big plus for us at this test site was the warm welcome from the West Cumbria Motorsport Club marshalling team which included our friends Ann Forster and Stephen Dixon who were bearing gifts in the form of the world-famous flapjack! Stephen was doing the stop line timing and was under instruction to hand over the much appreciated food parcel! We didn't see Ann but she was keeping an eye on us in the test and cheering us on.

Talking of times, the reason we compete, the results were live so we could see how we were doing as we trundled between test sites. After the first three tests we were 16th overall and first in class! How about that? However, we had another team only a second behind us in a Peugeot 106 and they had a penalty on the first test so were obviously quick! And there were another 14 tests ahead of us so lots could change in that time. The team snapping at our heels were Jack Morton and Essi Salonen who hadn't sat in the car for two years so were doing extremely well. We ended up trading times all day which added to the enjoyment of the event.

Test 4 completed with another clean run and we were off to a new venue at an old aluminium works, Alcan. We had been warned about this site by Geoff and Maggy Bateman who gave us the heads up on hidden kerbs, solid girders and large concrete blocks! And they were right! At one point I think we were driving through the old canteen then up between two buildings and a huge concrete block was put to good use as a junction post, right for the first time round then left on the second! The guy at the stop-go box was treated to a lot of cars leaving the cone before him sideways and he showed his appreciation in an equally exuberant raising of the go board! Brilliant!

The Alcan test was full on and required a lot of concentration as it was easy to go wrong and plenty of obstacles to hit. We cleaned it and had gone well so were in a relaxed mood as we headed off to what we thought was lunch. As we watched the clouds clear and the sun start to light up the amazing scenery around us, we spotted what looked to be another event taking place on the hillside to our right. It looked great fun with a dark red dirt track crossing the hillside and some people obviously having a good time. It turned out to be test 6 which we hadn't noticed in the road book! Another new venue in the form of a motocross track with a warning from the road book of a steep downhill! This sounded like fun. Our tired road tyres had seen a couple of scatters pass under them through the last month so were worn to say the least and the only bit of tarmac on this test was the road we turned off. The rest was grass and gravel, it was going to be a steady run. And it was. Along with the cones to go around there were a few bricks to navigate and the steep hill was a short drop down a bank which was fab! We went the right way and left with the car intact. This was an excellent test and a great end to the first round.

As we headed back to the auction mart for lunch we checked the results and we were now 2nd in class by a few seconds having lost 11 seconds to Jack on the last test. One of the other concerns for us was that we needed the car to finish in one piece as we were driving it home! Jack had also driven his car to the event so it was a level playing ground for us both but a lot of other teams had trailed their cars to the event so a retirement would be disappointing but they had an option to get home if anything dropped off. For me, driving your competition car to and from events makes it a real event as you have to drive to keep your car in one piece but at the same time trying to be competitive. True clubman motorsport?

After our meat pie, chips and peas lunch we headed back to Broughton Moor to run the 6 tests again, some had changed so the food coma I was fighting wasn't helping! Fortunately, the first test was the same and huge fun. All the stop box marshals were smiling and livestock were keeping clear of the test! The turns around some of the cones had dug up a bit but there must have been 67 different lines round them all, so we just ploughed through. When I am at rallies as a marshal, I get to see how everyone takes the particular junction or turn I'm on, and of course I would drive it better than them all! But I also see what happens when a car hits something with full lock on. It usually results in a broken or bent part of steering and in some cases destroyed drive shafts.



***Photos Courtesy of Tony North***

***Continued on Page 17***



## ***After the Lock Down***

### ***Continued from Page 16***

I always try to make a point of hitting things with my wheels in a straight line but I had so much lock on at times I didn't have time to react. The Saxo seems to be fairly robust and the multiple times I hit something we did manage to continue but I think there might be a few pictures with me cringing and us both going oohhhffff!

We both agreed the Alcan test was our favourite as it was full-on both in terms of driving and note calling. The highly sprung stop box marshal made us smile and the nimble Saxo threaded its way neatly through the narrow walkways and isles of the demolished factory. Another great part of the event is something I haven't experienced since doing the Jim Clark road rally. In one of the villages we went through there were kids waving at the cars as we drove through. It was great to see and they seemed to be enjoying themselves!

After the second round it was back to the auction mart for tea and cakes then off out to take on the last tests. We were still second in class but within reach of Jack and Essi. We could see we were matching their times but not taking anything out of them. The sun was drying everything out which helped the smooth Saxo tyres grip on the Alcan test but we knew they would be no good for the motocross test which was to be run in reverse this time. We continued to keep Jack and Essi honest but they were improving as the day went on and we found ourselves 13 seconds behind going in to the last test. After getting a puncture on the York targa in the MX5 and only having a space saver in the boot we learnt that we can get punctures and that carrying two spares is a good idea. Gaz Wriggo was on hand on that day to lend us a more suitable wheel and tyre so we took the space saver off and carried on. So for this event we had two spares, one under the car in the Saxo's normal space and one secured in the boot. They had virtually brand new gravel tyres on which cost nearly as much as the Saxo did! We made the decision to go for a last ditch attempt at clawing some, if not all, the time back we needed to give us first place by putting these ribbons of gold on the car! I'm a tight bugger so didn't take this decision lightly and was happy it was on rough loose ground so wouldn't wear the tyres too much. We found a field entrance to jack the car up and got to work using the standard car jack which was hard work to say the least!

We arrived at the venue and got ready to go for it. What I needed now was a bit of confidence and positive thought to perform the best I could to achieve a 14 second faster time than Jack. That's when Ann and Stephen turned up after finishing their duties over at the speedway test. Stephen was on hand to offer support in the form of this motivational speech 'we know the tyres are ideal for this so if you don't do it, we know it's the driver that hasn't performed!' He's full of good advice like that! We had left it a bit late to go for the win but we were still in with a chance although Jack had been 11 and 6 seconds faster than us on this test previously. I lined the car up for optimal grip off a very loose start line and watched the clock. This test was all new to us so Claire was preparing to call the route as the clock counted down 3...2....1.... we were off! the difference in grip was instantly noticeable and the car turned, stopped and went so much better and I had confidence it would turn in when asked to do so. The rollercoaster drop had been bypassed and we sped through a small quarry area and into a tight left right combination then back out on to the open part of the track. As well as giving the tyres some hammer I was also passing over potential car damaging surfaces much quicker but the bigger tyres gave more clearance. It was great and as close to stage rallying I have been for a while.

We had cleaned the test and gone as fast as we could, it was a great feeling but had it been enough? We drove back to the auction mart keeping an eye on the results website hoping for the best. About 1 mile from the finish the page refreshed and we were showing as 12th overall and 2nd in class by 8 seconds. We had clawed 5 seconds back but it wasn't enough. However, we were still well chuffed with that result. Jack and Essi were 11th overall and first experts which is no mean feat in the field we were competing in. I was hoping for a top 10 position but in a £700 car that's a tall ask as the Targa cars get more competitive and faster. Having said that 10th was only 16 seconds away, we won't mention how far 1st place was!!

With the kind loan of John Gornall's trolley jack changing the tyres back was a doddle and we were heading up the A66 in no time. We had 110 miles ahead of us to reflect on our day and enjoyed a spirited drive on the A65 back to Leeds. Martyn Taylor and his team had done a great job putting on some brilliant tests on a variety of sites and pulled a huge gang of willing marshals together to make the day run smoothly and efficiently. In a Facebook conversation with Martyn back in February I pessimistically suggested we wouldn't be back out playing like this until August, he said he would make it his personal challenge to do it earlier than that. And he did! Thank you to everyone who made it happen.

Lessons learnt from this event. Get some decent tyres. Get a better jack! The Rallye of East Yorkshire is our next event and we are both looking forward to that. If you see me there, I might be looking a bit pale as I will have bought some more tyres and that means parting with some brass!

***Neil (Basket Weaver) Raven : Ilkley & DMC***

# Kirkby Lonsdale MC KLMC TARGA 22nd May

*Tom Pimlott Wallasey MC*

Ever since I can remember, I've always wanted to be a racing driver. It's one of those classic things little kids to aspire to. I went through all the cliched phases; cowboy, astronaut, commando, football player, the lot. I never did play for Everton or go to space, I'm in social services instead. But the thing that's stuck with me to this day, despite all of my other unrelated interests and at 34 years of age, is the fascination with motorsport. I do wonder if this infatuation is partly a generational thing, seeing as I was born in the mid 80s and so grew up through the 90s with heroes like Colin McRae, Michael Schumacher, Damon Hill and Tommi Makkinen being not only household names, but also front page news. Formula 1 barely merits a mention on the news these days, let alone the World Rally Championship or the BTCC, and kids are far more focused on screen time in 2020 than pushing Bburago cars around the carpet. I also grew up walking the dog along the roads that make up the Promenade Stages rally, and perhaps seeing this event annually in the flesh, along with playing all of the Colin McRae video games, is why I've always gravitated to rallying over any other form of motorsport. Just like most of the music I love, rallying is rough, rugged & raw, and most importantly, accessible. Now that I'm finally a "grown up" and I'm lucky enough to be able to, I'm ready to finally dip my toe into competing

My journey began a few years ago now, when I stumbled upon something I'd never really heard of before; targa rallying. I'd always thought, like most people I assume, that stage rallying was the only kind of rallying. I'd heard about road rallying, but it turns out my vision of stuffy gentlemen with pipes doing regularities was entirely inaccurate. Targas were full of diverse cars going sideways on gravel, mud, tarmac and concrete, and at low cost to boot! Road rallying had spot-lamp heroes tearing up the lanes at 2am! Unfortunately, at the time I was certainly not in a stable enough situation where I could actively pursue any of this, having spent most of my 20s making a racket across the world, and scraping by with whatever work I could find in between. Fast forward a few years to 2020. I've finally become an 'adult' of sorts. I have a career, a fiancé, a house and even a cocker spaniel called Dougal. OK, time to get involved. Except that no, it isn't; COVID-19 has other ideas. One small mercy of this situation, however, is that it slowed down my excitable mind and allowed me to take a slower and more considered approach, as there wouldn't be a realistic chance of any involvement in motorsport until the pandemic had died down. I spent a lot of time trying to absorb as much info from the internet as possible through groups and forums (this alone is like trying to infiltrate a secret society, it's really difficult for an outsider to even stumble across it, let alone get involved!). I had offered to marshal on a few events, but these all ended up cancelled. So I thought that the best use of my time during lockdown, aside from spending an absurd amount of time 'rallying' on my Xbox simulator rig, was to make a plan of action. First and foremost, if I was going to compete, I would need a car. I wanted something small, light, reliable and FUN that I could run in various grassroots-level events. I think if I'd had more to spend at the time, I would have gone for a Mk1 or Mk2 Escort, but I'm glad I didn't. That's no slight to the Escort of course, which is still one of my favourite cars to see and an irrefutable rallying legend. I've just come to learn that British motorsport is overflowing with them, and I wanted something (a bit) different. I scoured the forums, watched a load of videos and the general consensus seemed to be that for smiles-to-the-gallon, you can't beat an MX5. Cheap, light, tough, rear wheel drive and generally considered one of the best driver's cars ever made (not my words, Lynn...). Most importantly, as you're basically sat on the floor, 30mph feels like 60 in an MX5! I also have a huge soft spot for the right cars in the wrong place, and little sports cars on gravel absolutely fit the bill. There seemed to be a few ready-to-go road rally MX5s for sale during the pandemic, and I bottled it a fair few times before striking a deal with a lovely fella called Dave for his high-riding 1.8 NB MX5, complete with limited slip diff, roll bar, Cobra seats, beefy spot lights, mudflaps, sump guard and a pencil holder. Perfect.



*Photos Courtesy of Tony North*

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*Continued on Page 19*



## **KLMC Targa** **Continued from Page 18**

After many months and many long phone conversations with Dave about his rallying exploits, Covid-19 and spaniels, it was 2021 and Dave finally rolled up outside my house on a snowy February afternoon with my new ride in tow. The Silver Bullet had arrived! My neighbours must have thought I'd lost the plot as I stacked up 14 spare wheels and two spare bumpers and parked up a rally car outside the house. At this point, I feel I have to be clear; I have never in my life been mechanically minded or have worked on a car before, nor do I have a garage or driveway, so I wasn't really sure how to tackle this side of things. Dave had advised me when I first enquired about the car that it needed a couple of broken suspension springs replacing, and it was clear that there was a bit of rust going on around the rear arches. I set about getting a fresh set of standard springs, to keep the car sitting nice and high and away from any nasty rocks that I'd eventually be sliding over. Being spanner-shy, I called a few garages to get a price on installing the springs. It turns out garages generally don't like you supplying your own parts for a job, which is fair enough. Or rally cars. So, I just decided to learn how to do it myself on the pavement in front of the house. And I'm really glad I did this, because a few months later, with a bit of help from YouTube and my cousins, I've replaced all four springs (twice in fact, as I accidentally put them back to front the first time), replaced a track rod end and a lower ball joint, repaired rust on both rear arches and both pillars, tightened up the cam belt, rewired the spotlights and painted two sets of wheels. Not bad for someone who gets stressed building IKEA furniture!

OK, so the next move was to get familiar with driving the car. I'd never had a rear wheel drive car before, or done any aggressive driving outside of video games and a V8 Supercar experience day at Oulton about 10 years ago, so I decided that before jumping straight into competition I needed some kind of test day in the car. Luckily, I got a message from Paul Gorge, who was taking one of Paul Sheard's MX5s to Oulton Park for one of their Drift Days, so I signed myself and my dad up for the day. It was a cracking day out, taking place on Oulton's two little tarmac rally stages on the infield, which they periodically sprayed with water to keep the traction and tyre squeal to a minimum. I was quite nervous, because if I'd come this far only to find out I was completely useless behind the wheel, I would have been gutted. I managed to get the hang of sliding the car around quite quickly though, and despite a few spins I managed not to hit anything. Result. Paul also took me for a blast in Mr Sheard's car, and showed me how it's really done. That lad is quick. We had a great day all round and met some great people, although my dad learned that he is not up to navigating, as he got seasick very quickly after sitting in with me! Soon after our little test day, I started getting messages from people telling me that entries were soon going live for the Kirkby Lonsdale Motor Club Devil's Own Targa up in Cumbria, and that this would be a great first event. After hearing about how quick the Kemble event filled up, I knew it would be fastest fingers first. After a few pro-tips, I was ready at 6pm on entry day. I'll tell you what, I may not be a quick driver, but I'm quick on an entry form! There was smoke coming off the keyboard and everything. I originally had my partner Emily signed up for the Silly Seat™, but upon learning that she would be up early in the morning and possibly back home late, she promptly backed out. Luckily, my cousin and fellow armchair motorsport fan Joe offered his services on the maps.

A fair few weeks later, and we were ready to compete in our first ever motorsport event. We don't have a trailer, so our sophisticated plan was for Joe call at my house at 5am to cram a load of tools and spares into his car, and then we would each drive the 140 miles up to Cockermouth where the rally was based. I got up at 04:30 on the Saturday, had my Weetos and waited. And waited. 5am came and went. 5:30 came and went. I tried calling Joe, no answer. My messages weren't even getting through. I panicked, jumped in the car and floored it up the hill to his house and did my best Merseyside Police impression on his door, which finally raised the dead. Turns out his brother had been texting us in the middle of the night (a few cans deep boasting about his times on Dirt Rally 2.0 as it happens) so he had turned off his phone and the alarm didn't go. Anyway, crisis averted and we ended up reaching the rally HQ at an auction yard in Cockermouth without incident and plenty of time to spare. We picked up our roadbook and rally plates, at which point the nerves kicked in. We'd had plenty of help from various people providing us with old test diagrams from other events in the run-up (cheers Maurice!), but I'll be honest, we felt very out of our depth once we opened the roadbook and saw other people with furrowed brows marking things in highlighter and whatnot. A walk around the cars only furthered this. There was an incredible lineup of amazing cars, including some very serious looking Imprezas, classic Escorts, 90s hatches and historic Volvos which was both exciting and intimidating. Everyone seemed to know each other, and more importantly, know what they were doing, but I told myself, this is always the way when you dive into something new. We got chatting to a fair few of the other crews in the Novice class, which included some other first-timers which was reassuring, and everyone was really friendly and encouraging. This is something I've noticed every step of the way on this little 'journey' of mine actually, so thanks to everyone for being so sound!

"Four and a half thousand, please", said the marshal at the starting time control. I just laughed nervously, thinking it was some rally joke I didn't understand. Then Joe said, "He wants you to rev at four and a half thousand". The noise test, of course. At least I'd got my first embarrassment out of the way early! And at 11:00 we were off, in search of the first test at Broughton Moor, which is an old decommissioned Navy munitions storage area. I'm glad I read the Wikipedia page *after* the event, as it mentions unexploded ordnance still on site! We got there without any issues and were soon sat waiting for the clock to count down on the first test. The rally consisted of a loop of six tests over four venues, and this loop was to be driven three times (with a few twists and variations to keep you on your toes) for a total of eighteen tests. The surface varied from rough



***Photo Courtesy of Chris Ellison***

***Continued on Page 20***

The surface varied from rough tarmac, gravel, mud, a bit of grass and broken concrete, and were an absolute blast to drive on. The first test started on gravel (I think??), the clock counted down to go-time and we squirmed off the line towards the first little chicane of cones. I can't actually remember too much from the first test, except lots of nondescript shouting and laughing, along with a feeling of "oh my god this is well faster than I thought it was going to be", but I do know we managed to go the right way, not hit anything or spin out, so far so good. I think the first test was the simplest and fastest in terms of straight line speed, and I definitely found myself holding back a bit as I just couldn't comprehend that we allowed to go that quick! Of course, in reality we weren't really going very fast and from the outside we were probably just bumbling along, but as far as we were concerned inside the car it might as well have been the RAC in '95. By the end of the first test, my face was already hurting from laughing and smiling. I'd never driven quickly on loose surfaces or done a handbrake turn in my life until the Broughton tests, but somehow it all just felt natural. I should thank Neil Philpotts at Park Garage for rebuilding the handbrake last minute, and also Dirt Rally 2.0 on the Xbox for apparently teaching me how to drive! In all seriousness, the parallels between playing on my simulator rig and actually driving in a rally blew my mind a bit. Technology is off its head.

Tests 2 and 3 were also based at Broughton Moor (what a venue, by the way), and seemed to get more technical as they went on, which we loved. We ended up with a wrong test on the second test, not sure where we went wrong, but I definitely believe it. Test 3 had a little loop where we had to go around twice before continuing on, and after the first time round we were supposed to go left, but I went the "other left". Luckily we corrected ourselves without too much trouble and went around again, although I distinctly remember the marshal shaking his head! There was a road section to get us to the next test, based at a speedway track, and Joe worked the maps like a pro to get us there with no issues. However, the local railway had other ideas. There was a railway crossing to get to the venue, and half of the rally ended up stuck waiting for a train to pass, which wasn't too bad really because it gave us newcomers at the back a chance to see how each other were getting on. It was safe to say everyone was having a great time, some perhaps too much of a good time, like the car ahead of us who I thought were going to rev their engine into orbit and managed to deposit themselves in a hedge early on, losing a mudflap in the process, but were still having the time of their lives. We did ok on the speedway test, apart from almost missing a cone but just managing to save it. Back on the road to find test 5, and the running order was all out of whack by this point thanks to the train tracks and a few people getting lost. This one was based on mostly dirty concrete at an old industrial estate, and could well have been my favourite test of the day, even if our rear calipers didn't quite have the muscle on the grippier hairpins at the start. The more slippery concrete did a great job at giving me the illusion that I could drive though, with plenty of handbrake and tail-out action. Cue yet more smiles. Another road section before test 6, which I'll also be calling The Safari Test. It seemed to be half mud, half rocks and there was even a crazy steep incline to descend, which luckily was left out when the test was reversed later. My most vivid memory from The Safari Test was trying to listen to Joe, whilst also screaming "SORRY CAR! SORRY CAR!" as the rocks slammed into the underside. I genuinely thought I was going to have a Timo moment at one point!

So we completed the first loop of tests, and we were absolutely *buzzing*. We couldn't believe how much fun we were having, it was even better than I thought it was going to be. We hit the road and headed back to the auction yard for a little break and a bite to eat before the next loop commenced. Or so I thought. We rolled in, parked up and I jumped out to stretch my legs. I looked over to the time control, and realised mid-stretch that car 52 was waiting to leave. The dusty cogs in my maths department slowly came to life, and I realised we had about eight minutes before we were due to leave the time control. PANIC. We legged it inside, did what we had to do and eight minutes later we were on our way back to test 1, attempting to inhale a box of chips and a bottle of water while keeping ourselves on the right track. I'm surprised I didn't get a stitch on the next test. We started to build a bit of confidence at the start of the second loop, and we managed to not get any wrong tests this time. We did, however, have to dodge a gang of sheep, a horse and a cow at various points during the Broughton Moor sections. All in a day's work! Although we were still getting to grips with how to call out and interpret the manoeuvres, our teamwork was improving and I was even managing to slide the car with the handbrake and pick it up with the throttle mid-slide, which has left me giddy since, and I hope it never ends. We had a very quick stop for fuel after the second loop, and arrived back at HQ only to realise we had three minutes until we had to go again this time. We didn't even have a toilet break (how hard are we?), we just turned around and joined the queue. We were told at the time control that test 16 was cancelled, and that all lateness penalties were to be ignored. It seemed that the railway delays (we were held up again on the second loop) had thrown everything a bit out of whack and test 16 was cut to keep everything on time.

The final loop started pretty well for us, but during the second of the Broughton tests it felt like the clutch was slipping. The car was revving high but felt like it wasn't engaging properly. We struggled through the test at half pace, and I told Joe that we might have to retire. Joe replied to me "err, is the handbrake on?" During the first hairpin, I must have accidentally flicked the locking button on the fly-off, because the handbrake was partially on and basically sapping all the power for the whole test. WHAT. AN. EEJIT. To make matters worse, I was so focused on trying to work out what the problem was, that I wasn't listening to Joe and we ended up getting a wrong test through a three-coned section. Anyway, upon realising that the car was fine, we were over the moon again and had a ball through the remaining tests, which were probably our quickest of the day (felt like it anyway!).

After rolling back into the auction yard, we were absolutely ecstatic; we had survived our first ever rally! The Silver Bullet had come through without a scratch or a complaint and had somehow done everything we asked of it, including driving a 280 mile round trip to and from the event. I actually forgot about results until I had got home, and I had a message from Dave who sold me the car to say we had somehow ended up 6th in class out of 12, and 49th overall! Without wanting to sound cheesy, competing in this event was a real childhood dream of mine come true, and I'm so happy and grateful I had the opportunity. So, thanks to all the organisers, marshals (I tried to remember to thank everyone on the last loop!), venue owners and fellow competitors for a brilliant day, we had an absolute blast. If you're reading this and have yet to take the plunge into competing, just do it do it do it. We'll see you out on the next one!



# Kirkby Lonsdale MC KLMC TARGA

## 22nd May

"After rebuilding my Escort during lockdown we entered the Devils own Targa but sadly our typing skills weren't quick enough and we ended up 8th reserve.

I ploughed on with rebuilding the car and thanks to some garage sessions ending at 1 am I was ready the day before the event but we still didn't have an entry.

Then on Friday whilst watching the entry list we were getting closer until finally we were given an entry running car 66!

We made our way to the start early on sat morning and were picked out to be scrutinised along with a few other crews including fellow club members Chris Dodds and Hannah Davison.

All was fine and we had a nice breakfast before having a quick look at the maps and then waited till the rest of the field set off and we were away to the first set of tests at Broughton moor. After heavy rain the day before everywhere was very wet and slippery with lots of 'mud' all over the road.

Having not done an event in this car in 4 years I was a bit nervous and having no proper test didn't help either!

We set off on the first test with very little grip but managed to keep it down the middle of the track. The second test I got a bit carried away and slid wide up a bank and stalled. Luckily it restarted and we carried on. After some words from Josh I was calmer on the next test!

Then a small road section to Maryport speedway which was good despite getting caught out by the lack of grip and stalling again. Then a further road section to the disused Arcan factory which was good fun blasting between the buildings and big potholes!

Then onto a motor cross track before heading back to the start venue for lunch. Unfortunately Due to getting stuck at a railway crossing twice we only had 8 minutes for lunch so wolfed down our pie and chips before doing the same loop of tests again.

These had a few changes in but were largely the same and were drying out nicely in the sunshine so we were getting quicker and I was remembering how to drive. However I started getting over confident and made a few stupid mistakes like over shooting a stop box!!

On the next road section we noticed a slight knock on the front of the car Despite stopping to investigate we couldn't find the cause so carried on.

We completed the next tests despite the knocking getting worse! We were having a good battle with Darren and Nicole moon in their mk2 escort with next person in our class a few minutes behind. Unfortunately this ended when Darren and Nicole got a wrong test incurring a test maximum.

This meant that all we had to do was not make any stupid mistakes and we could win our class. Even though I did destroy a cone on the last test we still maintained the lead in the class till the finish and 20th overall.

Other Hexham member that were out did very well.

Chris Dodds and Hannah Davison finished in 16th on place ahead of Simon Jennings and Colin Fish

With Jack Morton and Essi Salonen in a fantastic 11th place overall and winning their class.

Found the cause of the knocking to be the brand new top mounts on the suspension struts have disintegrated!!

I need to get this sorted along with a few other jobs before rally East Yorkshire in two weeks time where hopefully we will be a bit higher up the leader board!

Thanks to KLMC for a fantastic event Jeff Tait for trailering the car to and from the event!



*Photos Courtesy of Tony North*

# Lancashire A.C.

## Rally of the Bridges

### 22<sup>nd</sup> May 21

My last outing regarding an LAC run was just to take photographs below Pendle Hill and then over the Herders. (Picture Les Fragle in his Porsche on the St Georges Day Run.)

After that I was asked if I fancied doing a run, with Les, in his Porsche Boxster. This was to be the Rally of the Bridges Run.

One of the last times I had been out on an LAC event was in 1997 I think, on the Manchester Blackpool Run in this vehicle with a gentleman called Charles Bailey Gill. The event started in the studios of Coronation Street and was very successful for us.

Apparently the Rally of the Bridges run was originally a 12 car or navigational event taking place in the 1950s and was organised by Bill Turner. In its original format, which of course would not now be permitted, the route basically required entrants to navigate their way between Preston and Lancaster and cross most of the Canal bridges before doing the same returning from Lancaster to Preston.

In reviving this event the organisers asked entrants, just for fun, to count the number of canal, river, railway and motorway bridges traversed in the 73 mile route. The route was given in a descriptive format, pre supplied with signing on declarations to meet present Covid regulations.

Since the event started and finished at Garstang I drove over to meet Les at his house. Not trusting the weather I had taken fleeces and waterproofs but the weather was kind, if a little cold, so the roof was lowered and off we went to the start where the cars, which were the large array of old classics and cherished automobiles, were assembled in a car park ready for the start. Cars were dispatched at approx. 30 second intervals but with no official timings.

The run left Garstang and recrossed the A6 and travelled northwards towards Nateby, crossing Bells Bridge and joining the B5272 to Cabus Cross Roads and back to the A6. Following a similar pattern we weaved our way between the A6 and B 5722 via Forton, Cockerham, Condor Green, Galgate and then back across to the B5722 to arrive on the edge of Lancaster. Quite a few narrow roads which I hadn't been on before, or had forgotten, with quite a few bridges.

The route then turned Eastward crossing the A6, passing through Scotforth, crossing the motorway to the Blea Tarn Reservoir cross roads and heading SW back to the A6. A short journey down the A6 brought us to the junction just below M6 junction 33 where we turned Eastward to Hampson Green, and then SW to Five Lane Ends, Bay Horse, Hollins Lane and then Eastwards again to pass Clevely Mere and down to Scorton which was obviously a very popular place on a weekend.

In some places we were in a convoy with other entrants and at other times completely on our own. It was very busy around Scorton, Wyresdale Park, Nicky Nook, Slean End and by-passing Eddsford Lane to New Hall and all the way down to Ducketts Farm and Spaddock Hall. From here we headed NE through Scotch Green, Brock Bottom, Brockmill and then round Tootle Hall, past the Gliding Club Windy Harbour and the through Chipping. On past the Wild Boar park, the Tardis and on to Burholme Bridge reviving memories of many night rallies. Southward now through Whitewell to Gibbon Bridge, Thornley Hall and Hesketh Lane before travelling W and then SW down to Goosnargh and across to Barton and the A6.

A short journey S on the A6 before turning W through Newsham passing Cuddy Hill, back to Billsborrow and the A6 N to the B6430 and Garstang and the finish. A very enjoyable ride out and visiting a lot of roads regularly used on past night rallies, which brought back many memories.

Thanks to LAC for putting on the run and Les for asking me to join him.

**Alan Shaw : Pendle & DMC**

PS I think it was said that there were 57? Bridges of which Les and myself collect 53.





# Snetterton

## Bird Clinches Second At Sunny Snetterton

A week after his GT race success in Monza, it was back to rally action for Penrith-born driver Frank Bird this weekend where he was contesting round two of the COVID-19 delayed 2020/2021 Motorsport News Circuit Rally Championship with MSVR.

The 2021 Snetterton Stages Rally was based at the Norfolk racetrack and after winning the opening round at Donington Park in December, the 21-year-old Cumbrian, along with Maryport-based co-driver Jack Morton were hoping to repeat the feat to continue their remarkable run of form.

Out in a Dom Buckley Motorsport-prepared Ford Fiesta R5 for the first time, with backing from Frank Bird Poultry, Aico, Yuasa, Mac Tools, Fuchs Silkolene, VisionTrack and PBM, the pair were up against the usual top-quality entry including British Championship stars Rhys Yates and James Morgan in a similar car.

Bird stopped the clocks four seconds slower than Yates on SS1 before setting second fastest time again on the next three stages to reach halfway 15 seconds adrift but getting to grips with the different characteristics of the R5 as opposed to the normal Ford Focus WRC08 he has previously driven.

Frank pulled a second back on SS5, but Yates increased his narrow advantage on the next two stages to hold a 16 second lead going into the final test as the pair could hardly be separated. Giving it his all, Frank set fastest time on the eighth and final stage but despite his best efforts, he had to settle for runner-up spot just 14 seconds behind his rival.

It was a valiant effort considering Bird was up against a driver with World Championship experience and it was his first time out in the Ford Fiesta R5.

The result saw Frank increase his lead in the championship title race and kept up his fine run which now reads seven wins, one second place and a DNF in his last nine rallies highlighting his potential on both gravel and asphalt.

His next outing is in two weeks' time at Magny Cours for Team WRT in the Audi to contest the Fanatec GT World Challenge Europe Sprint Championship before returning to rally action later in May to compete in the Neil Howard Memorial Stages Rally at Oulton Park.

**Frank Bird:** "I'm really happy with how today has gone. I had not driven the car before so to just jump in it and be on the pace from the off is very satisfying and to finish behind a driver of Rhys' quality and experience isn't anything to be ashamed of. We had a great day with no problems or mistakes, and it was good to get back rallying. Thanks to the organisers and marshals for putting on a great event and as always to Jack for doing a great job on the maps. Also, a special thanks to Neil Buckley and my dad for pulling this all together and of course our loyal sponsors for making it possible."



**Photos Courtesy of James Ward  
Chicane Media**

# Keep Calm – Time Matters

*John Broughall*

The following Tips are for the Novices, but you may pick up something useful.

Everybody can fill in a Timing Check sheet, but is there a better way ?

The most critical data is the Seconds. For that reason, fill in the Seconds first; then the Minutes come next [ but they can be deduced from previous times ]; and finally, the Hours, [ which can be inserted in advance or last ]. The Competition Number can be inserted after the SS - MM.

Take a selection of working ball point pens and sharpened pencils. You can use pencils on damp paper, when the pens don't work. Keep them in your pocket for easy access and not at the bottom of your bag in the car.

Take a clipboard to write on for the Check sheet, or the Competitor's Time Cards, [ if they are being used ]. Don't write on them on the bonnet or roof of the competing car.

If you need to change a Time on the Check Sheet or Time Card, put a single line through it and write the amended time above it. Don't obliterate the time with black pen, so that it can't be read, as it may be subject of a Review or an Appeal later.

Timekeepers make mistakes and technology fails. Work as a Team and support each other to give and record the correct times. Usually, there is a pattern in the times so if it looks unusual, check the equipment.

On major rallies, including Internationals, problems occur. The previous Starting Display Clocks for WRC rallies were mounted on three legged tubular frame stands about 1.7m high and the lower sections were thoughtfully enclosed with advertising banners. Unfortunately, they acted like a spinnaker on a sailing boat and they can be blown over in very high winds. In this case, a quick thinking Timekeeper stepped forward and started the car using hand signals whilst reading the Clock in his other hand. [ Every car was dispatched on time, until the Display clock was re-erected and tested ].

The Regulations [ R.25.7.1. ] require the Crew to be given a minimum visual 10 second warning and then a 5-4-3-2-1-GO countdown. The Hand signal is commonly known as the " five finger exercise ". The timekeeper stands about midway down the bonnet of the car [ clear of the wipers and wing mirrors ] and extends their hand so that it can be seen by the Co-Driver and Driver. Starting with a full splayed hand for minus 5 seconds, the thumb is first brought into the palm of the hand to display four fingers [ on minus 4 seconds ] and then folding in the other fingers using the thumb to hold them. Can you do it, if all the equipment fails ?

It is usual for the Timekeeper to control the Timer and a Team member to complete the Check sheet. In a noisy environment, the details of the Times should be passed as single digits, [ as used by the Safety Radio Operator ]. It should avoid misunderstandings like " 13 " and " 30 ". If you mean ZERO, don't say " O " [ which is a letter not a number ].

The Start Line on a paved surface can be temporarily marked with chalk or preferably the edge of a small offcut A4 sized piece of plaster board [ Gypsum ]. Mark the ends of the line, then eye in the middle mark and then some more intermediaries, then join up the Dots. It will be obliterated in the wheel tracks, but the outer parts and the middle will continue to be useful to align the cars. Don't use paint or any toxic chemicals [ like Vim / Ajax ]. Flour is not fit for purpose.



*John Broughall*



# Eastwood & DMC

# Harold Palin Memorial Rally

## Fulbeck Airfield

## 2nd May



*Jorden Joines : Wallasey MC*

After 3 and a half years out the car myself and regular driver Ryan Fagan finally made a return to the stages for the recent Harold Palin memorial. During our time off Ryan sold his old car and Purchased a Millington power mk2 Escort so the jump back in was going to be even tougher. A small test day was organised at Bont pre event but with the car not 100% finished and the venue having no real representation of Fulbeck airfield this never really prepared us for what was to come.

The 1st stage went well with us setting reasonable time 3rd in class and 17th overall. Happy to get through the 1st 1 back with a mark on the car and getting a good feeling back we had a bit more of a push on stage 2. Despite a spin near the end of the stage on the loose section we set a much better time on stage 2 and moved into 14th overall and 2nd in class. Stage 3 and 4 were much the same, baring a near miss with a Manta at a split which held us up a little, we continues to up the pace a bit each stage and got within the top 10 which we were very happy with.

Stage was were things went a little wrong however, despite a cracking stage which would of saw us up to 7th overall. A bit of confusion with the car in front going missing before the stage start meant despite our start time had been written down wrong on the marshal check sheet despite us going in on the correct minute. Unfortunately this left us with a minute penalty which we couldn't get overturned, a lesson learned about contactless timing make sure to ask to check the marshals check sheet before driving off!!!!!!!

For the last stage we went out a little deflated and had a fairly average run meaning we would eventually finish 13th overall, but still held 2nd in class. All in all extremely disappointed to loose out on what could of been a very decent result but happy to get 2nd in the class without a mark on the car. Taking into account it was first time in car and first event in 3 and a half years extremely happy with the pace, with more to come its starting to look like a promising year.

First things first though ill the next event will the Comp-brake stages with Adam Philpotts in the Mighty Micra where were hoping to get in the mix for the class fight

*Jorden Joines : Wallasey MC*

## 116 Car Club

# 116 Targa Tracks

## 25th June

116 Car Club have taken the extremely hard decision to cancel the Group B Motorsport 116 Targa Tracks for this year.

To run an event with so many restrictions still in place in Wales and the unknown of what our beloved Senedd will impose on us in the coming weeks we feel it would be extremely foolish for our small club to take the financial risk.

We would have to reduce the number of cars to comply with the current rules which would make the event run at a loss due to the cost of the amazing venues that we are able to get for you all to enjoy and if you know me as a Clerk of the Course I will not run a substandard event.

I hope you all understand and we apologise as we have had so many people wanting to know if the event is running this year.

Hopefully see you all in 2022 which if everything comes off that we've got planed it will be the best 116 TT yet.



# From a Mini to an Alto

*(or 'Its Alto Easy to get into Trialling)*

**Rupert North Airedale & Pennine MCC**

The yellow Mini I've been using since it was restored in 2003 made it first national appearance on a wet March or April on the Matthews Auto Salvage Trial on Anglesey after a three and a half hour drive, didn't do very well, but persisted with it for the next 16 years peaking with the 2017 national championship win. but as time wears on as does technology and despite being really really small and having a torquey engine the lack of any notable suspension travel was meaning it was getting harder to make any progress to the front of the class positions and despite my best efforts was slowly getting left behind, unless it got tight and twisty on a dry day...wouldn't swap it for anything on a day like that!!

I had been musing about replacing it for a while, but fancied a different route to the Saxo VTS or the 1.6 Corsa route, the only other car I've used on a trail was a friends 1.1 Saxo. I did a few practice events in it ahead of the last national trial of 2017 knowing full well the Mini would struggle at the venue and against the stiff "Midlands" based competition and made the swap into class 1. The 1.1 Saxo was more than capable car and I went on to win the event and the championship that day.

But Saxo's are a heavy little car as are Corsa B's which seem to be other popular choices at national level. So rather than follow the herd I always thought a 3 door Alto would be a good choice. Not the 4 door model which is 80 KG heavier on the rear end, might have a bit more power and torque but that's a lot of extra weight in the wrong place. At 705 KG it must be one of the lightest "modern" Class 1 cars about. And one morning I was sitting looking at EBay as you do and casually checked to see if there were any Alto's for sale.....there was and within 48 hours it was mine....which made my wife really happy!!

A 3 owner 1.0 Alto GL all the way from South London 245 miles away. 35 thousand miles on the clock and in pretty tidy condition for a 21 year old bargain bucket motor. After buying off a proper petrol head who was going to use it for the Mongel Rally in 2020 it did the journey from London to Bradford without complaint. A twist of fate with the Covid outbreak led me to this car.

The 2020 trials season finished and now I've all winter to sort the Alto out ready for the 2021 season. What started as a bit of a service and making sure its OK turned into almost a full restoration!! found a couple of bits of nasty rust here and there, so took all the interior out and dealt with all of it in one sitting. And it's now easier to list what hasn't been replaced than what has. Drives really well now, like a new car! Had to extend my tiny trailer as well. The wheel-base of the Alto is a little longer than the Mini.

So after a few hundred hours of work and a "little" bit of money (that's what I told my wife!!) it was ready for its first event. Which came as the season opener down south of Milton Keynes the Ivinghoe trial. I had owned the car for 6 months but hardly driven it on the road let alone a trail and was very unfair with it, and by little more than bad luck ended up being car 1 on the day. The event was 8 hills to be tackled 4 times and an oversubscribed with the entry capped at 50.



***Continued on Page 27***



## **Alto Easy**

### **Continued from Page 26**

So here I am, car 1 sat on the start line of hill 1 with 30 odd people watching, some filming, to find out if the car had any promise at all. The hill came in two parts: a steep bumpy climb followed by a tight corner and a steep bit with a bump in it to climb at low speed. First part went OK, but had a good run up so I wasn't expecting to get stuck there, first corner.... no idea where the corners of the car are...god this steering racks slow...what's this?? 8 turns lock to lock!! creep down hill swing lock over to the other direction... no idea if it will clear the posts... fingers crossed..clutch back in build a little speed...now on the steep climb...will the engine do it?? gently gently winding the lock off...come on tiny 16 valve engine have some torque....ooowww good stuff engine pulling well and the blanc-mange suspension which was rubbish in the road is soaking the bumps up like a boss...swing the lock hard right for a clear....got a round of applause from everyone watching, but in that moment I knew all the work and money had paid off.

The other hills went well too but the field was drying quickly. The car felt good on the climbs, but I was rusty and the car felt odd. I always thought I was driving the Mini to its limits most of the time and I've failed hills in places and watched others cruise over the part I was struggling with, this time the car felt like it was climbing really well but me not knowing it's behaviour or where it's corners are, the ability to be accelerating out of a corner knowing full well the front will miss the marker posts at full lock and losing momentum for the next climb. Yet I was still doing well. got gifted about 8 marks by my nearest challenger as he drove out at 12 gave me a little breathing space.

Much to my surprise by the end of round 1 I was leading the class, in my head I had set myself a target to be happy to be 2nd in class and somewhere near the 2020 national champion so to be leading was a bonus. Round 2 tweaked versions of the round 1 hills, bit more confident having done well on them already and that little bit more familiar with the new car. Trevor managed to pull 4 marks back on this round which was worrying!! Running a small CC car means you get 12 PSI in your front tyres, a 1600 runs at 16 PSI but the field was dry now and steep and my tiny engine was struggling to pull me up the steepest parts!!

After lunch and with the classes running reverse order we all set off again, the first few hills should've been easy enough to clean, but not knowing where the edges of the car are i just brushed a few poles and dropped 4 odd marks, this was worrying as the guys behind would quickly overtake me if I kept messing up. Thankfully hill 6 served up a nasty split by the 6 marker, the Alto really showed me its potential here. I don't think the Mini would have done it, getting over a slippery bumpy corner under a tree with ease to recover the grip and carry on up the old well worn tracks. One thing that I was noticing on the steepest parts was the lack of power and torque, it was pulling itself up OK but didn't feel like it had much more in it. One of the hills had become a tight left hand turn and a very long steep climb, I was burying my foot in the carpet and scrabbling my way up like that if the section had been longer I do wonder if I could just run out of power completely!! Managed to pull a few back on that round and hang on to first in class.

Round 4 was a slightly altered version of round 3 managed to get round without hitting any posts, only stopped by the steepest of the steep, dropped the second lowest marks of all the FWD cars funnily enough only to be beaten by a classic Mini running in class 2!!

Ended up first in class and 3rd overall missing out on a fairy tale 1st overall first outing by joint winner from class 3 who both didn't drop a single mark all day. Was still very happy with the day and how the car went, feel I could have been a lot better. I don't know how many marks I could pull back if at 100% felt about 60-70% most of the time. Took many years to get the combination of me and the Mini to work, hopefully it will not take that long again as I guess I already know what I want to do, just a case of syncing with the car to make it happen.

Great day all round



**manx**  
auto sport



Saturday  
May 15<sup>th</sup>



**manx**  
motors  
stages

**Jurby Motordrome, Jurby, Isle of Man**



*Liam Whiteley : Manx A.S.*

*Photo Credit – Lucas Croydon Photography*

## Return of Rallying across the Sea

It was a welcome return to the rally stages over here on the Isle of Man this month and Saturday 15th May was the date; for a single venue stage rally up at Jurby Race Circuit.

Not like the events held on the MSN circuit rally championship back in the UK but none the less, an Interclub status rally that consisted of 10 stages throughout the day.

When Saturday morning came it was back to business as usual for myself and Terry a seasoned competitor over here on the island, even though our last event together was back in August. A move from scrutineering on the Friday to the Thursday went down smoothly and the car passed no bother and so did the gear which I had to take separately due to the latest COVID measures.

A steady run round with times improving throughout the day,

Terry brought the car home 24th Overall and as they say points make prizes. Not a lot really to mention in regards to action apart from a few skids, laughs, brews, smiles and plenty of cones. Further more a decent run round and the new contactless timing again worked a treat.

I would also just like to thank all of the Manx Auto Sport team for organising the event and the marshals that came to ensure the rally went ahead. We both cannot wait to get back out on the classic Manx lanes and fingers crossed COVID permitting, we shouldn't have long to wait with the Pokerstars rally set to be held in October.

Finally, I would just like to say that I have recently set up a Facebook page and Instagram account called 'Liam Whiteley Motorsport' to keep everyone updated with latest news and events etc.

So, if anyone is interested in following my rallying career or motorbike exploits, please feel free to give me a like/follow. It was only last week I was checking my calendar of events and I have 17 rallies provisionally planned between July and December, is that enough you reckon ?

*Liam Whiteley : Manx A.S.*



"Sure, I'd love a second honeymoon ...  
who with?"



# CompBrake

Designers in Motorsport

## CompBrake Stages

9<sup>th</sup> May  
 3 Sisters

*Report by Phil James*

Mark Kelly and Neil Colman took a clean sweep of fastest stage times on this Wigan & District Motor Club event to bring their Ford Fiesta R5 home almost a minute clear the chasing pack. Such was their mastery of the Three Sisters Race Track that they beat the stage bogeys on stages five and six.

Both their closest challengers were Darrian GTR T90 mounted and it was Jason and Lee Wilson who finished as runners-up ahead of Mark Smith and Tim Nunn who were debuting their Fiesta 1600T powered machine. The Wilsons only issues came from a mis-judged tyre choice on the opening stage and a 'bit of a moment' on SS11. Smith and Nunn meanwhile were finding their new mount rather different from the Escort Mk2 they've used in recent years!

Nigel Worswick and Paula Swinscoe were trying to get to grips with the ex-Steve Petch Fiesta S2000T, and were relieved to escape a SS7 excursion when the car unexpectedly exited the tarmac and stepped onto the grass. Fortunately, Worswick was quick to recover the situation and they finished fourth. Mark Jasper and Don Whyatt seemed keen to wear out a set of previously well-worn tyres without resorting to any new rubber and they completed their mission by getting their Escort Mk2 to the finish, ending the day fifth overall.

Dave Roberts and Nigel Perkins had a trouble-free run to bring their Escort Mk2 home in sixth place but it was a close call as they headed a group of four cars that were only separated by a hand-full of seconds. They finished two seconds up on the Escort G3 of Class C winners Lee Edwards and Will Atkins who experienced some starter motor issues. They in turn were only a second better than Ryan Burns and Steve Hallmark's Class B winning Opel Corsa while Finlay Retson and Rhys Stoneman were a further two seconds behind in their Fiesta R4.

Completing the top ten were Paul Murro and Callum Cross who had been holding sixth place in their ex-Elfyn Evans Fiesta R5 before slipping down the order following a spin on SS9.

*Continued on Page 30*





## CompBrake Stages Continued From Page 29

Just missing out on a coveted top ten finish were father and son pairing Stuart and Andrew Gilks who had a scare when their Talbot Sunbeam developed an under bonnet fire. That was soon dealt with allowing Andrew, who celebrated his 14<sup>th</sup> birthday just 24 hours before the event, to claim an award winning rally debut as they finished third in Class C.

Top honours in Class A went to the Nissan Micra pairing of Adam Philpotts and Jordan Joines who finished 14<sup>th</sup> overall, three places higher than the Citroen AX Gti of their closest class rivals Gareth Roberts and Keith Miles. The immaculate looking little French car had been bought by Roberts for the princely sum of £62.50. Mind you, it did cost him a further £20,000 to turn it into the competition car you see today!

Another car that had lots of love and money lavished on it to bring it to it's current condition was the Vauxhall Chevette of Phil Merrills. Resplendent in it's Andrews Heat for Hire livery Phil was debuting the Russell Brookes look-alike machine following a five year build programme and had son Joe making his rally debut sat alongside him. They were ranked 28<sup>th</sup> in the final standings but Merrill family bragging rights went to Phil's wife Pauline and elder son George who finished seven places higher in their Honda Civic TypeR.

Blackpool South Shore Motor Club's Barry Armer had a special reason for wanting to compete, he had acquired a car last October and had been waiting patiently for the opportunity to contest his first event as a driver. He'd purchased a Skoda Felicia in which he'd previously competed as the co-driver but now he was desperate to swap seats and get behind the steering wheel.

Having recruited fellow South Shore member Matty Daniels to occupy the co-driver's seat Armer first drove the car to the start of the rally's opening stage. Contesting Class A for cars up to 1400cc Armer didn't expect to be the quickest, especially given his lack of driving experience, but he defied the odds by finishing fifth in class, not bad for a debut drive.

Joe & Michael Evett came out top of the eight crews who were contesting the MINI Cooper Challenge series finishing just three seconds clear of Rick Hague and Robert Jones. Mark Livesey and Graham Brown finished third.

### Results (Top 10)

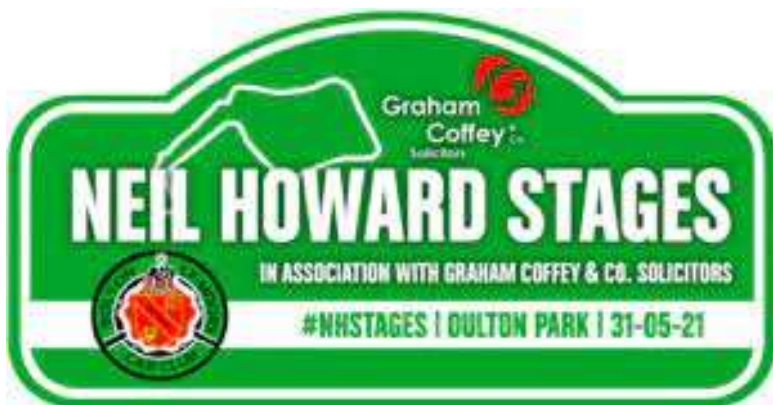
1 Mark Kelly/Neil Colman (Ford Fiesta R5) 26m37s; 2 Jason Wilson/Lee Wilson (Darrian GTR T90) 27m31s; 3 Mark Smith/Tim Nunn (Darrian T90 GTR) 27m46s; 4 Nigel Worswick/Paula Swinscoe (Fiesta S2000T) 27m59s; 5 Mark Jasper/Don Whyatt (Escort Mk2) 28m22s; 6 Dave Roberts/Nigel Perkins (Escort Mk2) 28m34s; 7 Lee Edwards/Will Atkins (Escort G3) 28m36s; 8 Ryan Burns/Steve Hallmark (Opel Corsa) 28m37s; 9 Finlay Retson/Rhys Stoneman (Fiesta R4) 28m39s; 10 Paul Murro/Callum Cross (Fiesta R5) 28m47s.

**Class Award Winners:** A: Adam Philpotts/Jordan Joines (Nissan Micra); B: Burns/Hallmark; C: Edwards/Atkins; D: Worswick/Swinscoe.

*Report by Phil James*







## Moffett marvels in British Rally Championship opener

- Sam Moffett grabs close-cut maiden BRC win at 2021 season opener - the Neil Howard Stages
- Packed BRC entry kick starts season in fine style at Oulton Park
- William Creighton takes Junior BRC spoils in fine style

Irishman Sam Moffett took a nail-biting win at the opening round of the 2021 Motorsport UK British Rally Championship on Bank Holiday Monday (31 May), taking victory by a slender one-second margin at the Neil Howard Stages in assoc. with Graham Coffey & Co. Solicitors.

Moffett and co-driver Keith Moriarty vaulted their Ford Fiesta Rally2 up the leader board in impressive style during the day, securing their maiden BRC victory in the process. Second, went to Rhys Yates/James Morgan who equalled their best BRC result with second.

The top-two were hounded all day long by a gaggle of rapid British Championship top-flight crews and Osian Pryce/Noel O'Sullivan would keep the pressure on their rivals on each test to take their Volkswagen Polo to the final podium spot.

Despite being in fifth place on the opening stage and having no competitive experience in the Pirelli-shod Fiesta Rally2 machinery, Moffett's pace increased across the event's eight tests to find himself second after the sixth timed run. A solid run on the seventh encounter saw him take the lead, holding off Yates' fastest final stage charge to secure the win by a mere one second.

"I cannot believe it; literally cannot believe it," said Moffett at the finish.

"We've had a phenomenal day. We had a real good push this afternoon in stage five and six which managed to put us right ahead at the end of the day; it's an amazing feeling.



*Continued on Page 32*



## Neil Howard Stages : Continued from Pg 31

"It's been good to get in the mix with some new names and fierce competition. [All] credit to Dommy [Buckley RSC] for preparing an awesome car & for Keith [Moriarty] sitting in for the day. It's been great to be back behind the wheel and I'm really looking forward to the Nicky Grist; we've got more interest [in the series] now we're here on the top step. Huge thanks to all the marshals and credit to the organising team too for putting on a fantastic event".

It certainly wasn't a clear-cut battle as the lead would change hands several times over the course of the 56-mile event. Second place man Yates would have that honour after SS6, only to lose that lead on the seventh to eventually take the runner-up spot on his BRC return in the Michelin-backed Fiesta.

Volkswagen Polo debutant Pryce had a strong start to the day in second, before dropping out of the podium positions at the mid-point of the rally. He would make it back into third as series newcomers Frank Bird/Jack Morton set a blistering pace to lead much of the event, before being excluded due to a technical infringement.

The impressive entry list saw almost 45 British Rally Championship contenders take the start and the competition was first-class throughout the leaderboard. A sizeable crowd were able to witness the scintillating action, up close and personal around the Oulton Park layout. The leaderboard continued to change dramatically over the course of the day, with two-time BRC champion Matt Edwards featuring strongly throughout. A ten-second penalty saw the Volkswagen Polo ace finish fourth with Darren Garrod alongside in the co-drivers seat.

Desi Henry/Dale Furniss opened their BRC account with an impressive fifth place in their Hyundai i20 as Seb Perez/Gary McElhinney pulled themselves back from outside the top ten at one point, to take sixth in their M-Sport Fiesta Rally2.

The Junior BRC battle was a little more straightforward, however still provided plenty of action out on the stages for the fans to enjoy. Hunting down the impressive FIA World Rally Championship prize drive opportunity for the series victor was Junior WRC contenders William Creighton/Liam Regan.

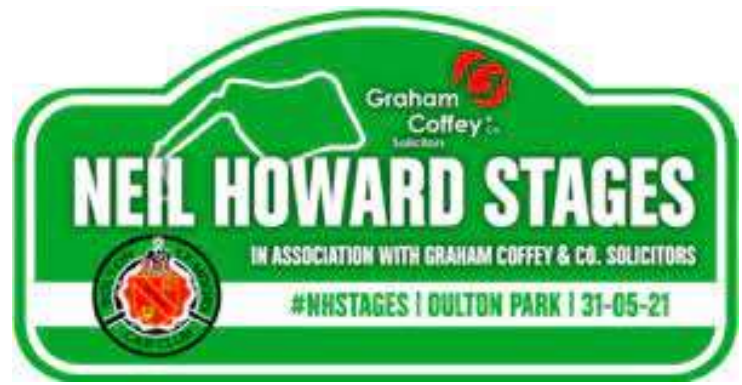
Their experience on the world tour saw them take start-to-finish victory in their Ford Fiesta Rally4, with Creighton aiming to better his two-time Junior BRC runner-up finishes this season.

Creighton was pushed all the way by series debutants Kyle White/Sean Topping who wrung the neck of their older generation Peugeot 208 to take second place, 11 seconds back from the winner. Eammon Kelly/Conor Mohan made it an Irish one-two-three to take the final rostrum position in third, taking his Fiesta Rally4 to a fine Junior BRC debut.

Jonnie Mulholland/Calum Maguire (Ford Fiesta R2T) enjoyed a confidence-boosting return to the series to take the Academy Trophy win from Fraser Anderson/Jack Bowen.

The National Rally Champion title fight fielded another impressive entry, with Garry Jennings/Rory Kennedy making a popular BRC return. Jennings was on fine form in his right-hand-drive Ford Fiesta, leading the way until a puncture on SS6 put paid to a perfect season start. Victory would go to Thomas Preston/Carl Williamson in the fire-breathing Ford Fiesta WRC, with Charles Payne/Aled Edwards and Stephen Petch/Michael Wilkinson taking second and third respectively in similar machines.

The next round of the series switches to the infamous Welsh forest stages of the Nicky Grist Stages in July.





# Dodging the Police in an Austin Ruby

I remember that at the time (1968) the only affordable tyres for my Ruby were 450 remolds (Ford Pop?).

In August 1970 when following our wedding we set off from my parents house in Knowle, Warwickshire for our new home in Kilwinning, Ayrshire. The journey was not without incident.

I left work in Irvine, Ayrshire the previous Wednesday with a view to getting the car MOTed on the Thursday before our wedding on the Friday.

It failed (track rod ends). So we set off with some trepidation as the car untaxed, spending the night at Joan's parents in Runcorn, sleeping on the living room floor.

The radiator was leaking so we had to stop every 25 miles to top it up. The plan was to make it to Kilwinning in a single push from Runcorn.

All went well until on the Preston bypass where we had a puncture. I had just got out to change the wheel when two policemen who had been travelling on the southbound carriage-way stopped to give us some help. Joan tried to distract them from noticing that there was no tax disc whilst I had to convince them that we could manage before I got out the spare (bald with some canvas showing). They left us with a promise to return in 20 minutes to give us a hand. A very rapid wheel change saved the day.

The next problem occurred just south of Kendal, when having driven for a couple of miles in first gear due to bank holiday traffic, it became impossible to change gear.

We parked in a busy layby and went for 'a walk' whilst the gearbox cooled. When we returned we were cheered back into the layby (there was a just married sign on the back of the car).

The gearbox was still not working so, taking advantage of a pyrex casserole dish (wedding present), I drained down the gearbox and removed the ball bearings and springs which were causing the problem, and reassembled the gearbox. It worked fine provided Joan held the gear lever in place to stop it dropping out of gear. Unfortunately this delay, and the fact that the lights didn't work meant we had to spend the night at the Greyhound inn in Shap.

We set off the next morning and got as far as Annan without further incident. The engine cut out and we stopped on what was still a busy, but some passers by helped push the car into a side street and onto a bit of waste ground where I was able to fix the fault, under some pressure as the police station was opposite.

We made one of our regular stops to top up the radiator just after Kirkcubright where unfortunately we chose the layby which the local police used to turn around in during their regular patrol.

The sharp eyed officer spotted the lack of a tax disc, and when we explained that it had blown off ( we were driving with the windscreen open) asked to see the MOT. When we couldn't produce it, they proceeded to carry out basic checks on the vehicle condition. Brakes were OK so they checked the side lights. One didn't come on right away so I suggested he tap it whereupon it worked. Then the headlights and when one of these didn't work he tapped that too, without success as there wasn't a bulb in it. They let us proceed however provided that we presented our MOT and proof of road tax at the Irvine police station within 7 days.

I subsequently received a summons from the Sheriff of Dumfries to which I pleaded guilty explaining that we had just got married and that I was in a euphoric state of mind and not fully responsible for my actions! I was fined £5 and had to pay £7.50 back tax. We were OK with this as had we had to travel by train the fare would have been £17.50.

The following year I broke the crankshaft as a result of towing a VW beetle up a fairly steep hill.

Those were the days.



# ***NORTH WEST RACERS***

***With Dave Williams***

## **RACING RETURNS TO THE NORTH WEST CNC HEADS SPORTS/SALOONS**

Paul Rose's Saker added to its tally of outright victories as the 2021 CNC Heads Sports/Saloons series got underway at Oulton Park on 17<sup>th</sup> April.

It was a perfect day for the 2019 Champion. His car felt so good that Rose pulled into the pits having completed the minimum permissible 3 laps of qualifying – confidence which was well founded as he was 4.77 secs faster than everyone else.

The Saker is a fabulous sportscar however it doesn't get away from the line as well as the other cars at the front end of the grid therefore when the red lights went out, Jon Woolfitt (Spire), Paul Dobson (Locost) and Andrew Southcott (MG Midget) all moved ahead of Rose. This situation did not last and the Class A car was leading the second time he took Island Bend before going on to build up a half minute advantage over Woolfitt (Class B).

Southcott demoted Dobson from third only to hand the place back when he ran out of fuel.

Class C went to Gary Warburton's Mini while series sponsor, Ric Wood, took Class D with his Nissan Skyline. Reigning champion, Jamie Cryer, added another Class E victory to his CV and, finally, Graeme Smith's MG was the only Class F entry.



***Another CNC win for Paul Rose  
Photo Courtesy of Peter Scherer***



***Andrew Southcott ran out of Fuel  
Photo Courtesy of Peter Scherer***

## **AVON TYRES NORTHERN & SUPER CLASSIC FORMULA FORD 1600**

The North West's premier single seater category began its season at Mallory Park on 1<sup>st</sup> May where Joey Foster in a '21 specification Firman recorded a couple of dominant victories in the Northern category. The only time he was headed was when Jack Wolfenden beat him away from the line at the start of the opening encounter in his 2017 model Firman but Foster was ahead and in the clear by the time the field reached Shaws Hairpin.

Wolfenden then had to fend off the Ray of Ben Tinkler for the remainder of the 15 minutes. He was successful in this quest although there was just three-quarters of a second between them at the flag.

In the opening stages, the leading Super Classic entry – the Class D Hawke DL2B of Simon Hadfield – was mixing it with the 3 contemporary cars at the front of the field but he slipped back and was passed by Jordan Harrison who was behind the wheel of a Class C Lola T540E. Hadfield almost slipped to sixth at the line but he just held off Class A winner Chris Hodgen (Swift SC94F).



***Two dominant wins for Joey Foster  
Photo Courtesy of BRSCC***

***Continued on Page 35***



Juiceie Bruceie took Class B in his 1984 Reynard. All the Class winners did the double later in the day although race 2 was red flagged after a couple of laps when Oliver Chapon's PRS shed a wheel at Shaw's Hairpin. As Foster blasted away from the restart and disappeared into the distance, Wolfenden and Tinkler ran side by side around the first corner. Wolfenden was on the outside where there was less grip so Hadfield and Harrison zoomed by and pushed him down to fifth but this situation only lasted briefly. By the end of lap 1, Wolfenden was back ahead of Harrison with Hodgen following him through and Jack was up to third the next time he passed the pits. He then quickly caught Tinkler but it was lap 6 before he was able to pass and claim his second runner-up finish of the day.

## **ETSL ST-XR CHALLENGE**

The ST Class of the Challenge is becoming increasingly competitive with 24 cars turning out for the opening 2 rounds at Croft. There were a further 6 XR entries which, for this season, will grid up separately from their more recent counterparts.

Chris Jones switched to the STs this season having finished runner-up in the XR3i category last year. His latest campaign couldn't have begun in worse fashion when approaching the circa 100 mph Sunny In corner a slower car moved aside only for the driver lose control on the dirtier outside line and veer into the nearside of Jones' Fiesta.

When the incident occurred, on his final flying lap, Jones had set a time that was good enough for second on the grid for race 1 with only Sam Beckett ahead of him.

Beckett had run well during Friday's test day and found a further half a second in qualifying but, once the opening round of the season got underway, it was his turn to be thwarted by other drivers. Running second to Jones after a poor start, he ran second until the end of lap 2 when he hit some oil that had gone down at the apex of the Hairpin.

The lack of grip caused Beckett to fish-tail on to the grass allowing Mark Robinson and Lee Bowron to push him down to fourth. He charged down to Clervaux wheel to wheel with Ralph Fernihough. When he reached the apex of that corner he slammed into a tyre bail that had been dislodged by a back-marker at the start of the contest. After Beckett's thwack, the bail was left in the middle of the track.

With a battered right front Beckett continued and began to reel in Bowron but on the next lap, unsighted by the car ahead, he smashed into the errant barrier once again. This time the impact was enough to put him out of the race.

Jones now had a healthy advantage as Robinson held off Bowron until his CV joint failed. Bowron was delighted to take the runner-up honours especially as one of his two sons that were in the race, Ryan, completed the podium.

The XRs were released 20 seconds after the STs with Simon Robinson's XR2 leading throughout. For race 2, it was the XRs who were at the front of the grid and so the brother of ST driver Mark was hoping for an overall win. Such was his pace that it looked like he was going to achieve this feat but a late Safety Car period bunched the field up and allowed Jones to demote him on the fast straight that leads to Tower bend on the final lap.



***Chris Jones leads the STs at the start of Race 2***  
***Photo Courtesy of Jon Elsey***



***XR Winner Simon Robinson***  
***Photo Courtesy of John Elsey***

# Gemini Communications



Sunday 13<sup>th</sup> June

**Keith Frecker**

Blackpool South Shore MC

**Weeton**

3rd & 4th July

**M-Sport  
Stages Rally**

West Cumbria MSC

**Greystoke**

Sunday 4<sup>th</sup> July

**Altratech  
SMC Stages**

Stockport1061MC

**Ty Croes, Anglesey**

Saturday 24<sup>th</sup> July

**Enville  
Trophy Stages**

Warrington & DMC

**Ty Croes, Anglesey**

Saturday 14<sup>th</sup> August

**Plains**

Knutsford & DMC

**Dyfi & Dyfnant**

Sunday 22<sup>nd</sup> August

**Gareth Hall  
Stages**

Bala & DMC

**Trawsfynydd Ranges**

Sunday 19<sup>th</sup> September

**Greystoke  
Stages**

West Cumbria MSC

**Greystoke**

Saturday 30<sup>th</sup> October

**Cambrian**

Clocaenog, Betws y Coed

North Wales CC

Saturday 6<sup>th</sup> November

**Neil Howard**

Bolton-le-Moors CC

**Oulton Park**

20<sup>th</sup> & 21<sup>st</sup> November

**Glyn  
Memorial  
Stages**

C&AMC

**Ty Croes, Anglesey**

O/A	Call Sign	Operator	Score
=1	G 03	Les Fragle	19 points
..	G 04	Ian Winterburn	19 points
..	G 17	Robin Mortiboys	19 points
..	G 23	Ian Davies	19 points
..	G 25	Chris Woodcock	19 points
..	G 37	Jermaine Jackson	19 points
..	G 38	Sean Robertson	19 points
..	G 56	Tony Jones	19 points
..	G 59	Maurice Ellison	19 points
=10	G 33	John Ellis	14 Point
..	G 16	Bill & Robbie O'Brien	10 points
..	G 41	Jerry Lucas	10 points
..	G 55	Steve Broadbent	10 points
=14	G 01	Bill Wilmer	9 points
..	G 09	Keith Lamb	9 points
..	G 11	Mark Wilkinson	9 points
..	G 21	Derek Bedson	9 points
..	G 27	Roger Schofield	9 points
..	G 61	David Bell	9 points
..	G 65	Brian Eaton	9 points
20	G 24	Paul Henry	5 points
=21	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 14	Adrian Lloyd	0 points
..	G 20	Peter Donnellan	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 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 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**

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

**Manchester to  
Blackpool**

60 miles

**Sunday 5<sup>th</sup> September**

**Manchester 100**

Manchester to Nantwich  
& Return





May has been a little bit hectic. I have been kept busy helping with the organization of three rallies (two Road and one Targa)

**The Hall Trophy Rally** on the **12/13th of June** has me as Chief Marshal. Marshal registrations are going OK but you never have enough - so a few more would/could be put to good use.

I have also been out doing PR for the Hall Trophy. Whilst keeping socially distant it is almost impossible not to have a natter at some houses on the route. At one residence I think I have PRd him at least once every year since 2012 and its like meeting up with an old friend. (you can tell I have not been out much for a while) and this bloke was the only one to give me any grief. He tells me that no one ever tells him that a Rally is coming past his home. I have to remind him that I have been to see him every year since 2012!. Elsewhere I am welcomed with open arms because "If Rallies are starting again then we must be getting back to Normal".

I have also been busy sourcing some new test venues for the **Pennine Targa Rally** on the **1st of August**. There are some new and cracking venues that we have found that I am sure will be enjoyed by competitors

**The Primrose Trophy Rally**, postponed from the beginning of this year, has the route with both the relevant RLOs and MSUK and will use maps 97, 98, 102 and 103 and run on the **13/14th of November**.

I managed to get out to Marshal on **Wigan & DMCs CompBrake** Stages at 3 Sisters. I was on the Splits along with Barry Allman (See photo right. Being interviewed by Kev Furber for Sideways Media)

Saturday the 22nd I was out Marshalling on **Kirkby Lonsdale MCs Targa Rally**. I was on Broughton Moor doing A Stop Astride on Tests 3, 9 & 15. The weather was a great improvement on the last Kirkby Targa held using this venue. Last time it threw it down. Thank goodness I chose to Marshal this year & not last year. From the smiles on every competitors faces as they slid to a halt at our 'Stop Astride' I am sure that everyone enjoyed the event enormously.

On page 75 there is an advert for Competition Seats.

**(RaceTech)** These seats are sold in the UK by Rhys Nolan.. Rhys who lived in New Zealand for many years now lives at Tamworth near Birmingham and manages a firm selling seats for rally and similar competition cars Photos on the right are from Rhys Nolan with a couple of the Austin 7s he was involved with. I understand that a certain Bruce McLaren was the driver

Bolton-le-Moors CCs **Neil Howard Stages** at Oulton Park finishes off my month. I am doing Safety Radio with Steve Broadbent as part of the Gemini Team. This Mag is a day late because of this event. Far too soon after the event to get reports in so they will be in the July edition. Nigel Worswick clipped the Armco at my Junction and broke something. Photo Right shows me Texting him to say way had found some (but not all) of the bits that broke.

## ***Grumpy Old Git***

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





# ***Inside the Industry***

## ***June 2021***

***with Paul Gilligan***

## **Industry Leaders Give Their Views**

The Financial Times recently organised a “Future Of The Car Conference” and all the European big hitters were keen to give their views. Most outspoken was probably Stellantis (Fiat, Alfa, Citroen, Peugeot, Vauxhall, Opel, Chrysler, Dodge etc) boss Carlos Tavares. He made it plain he disagrees with the electric only solution which most European Governments (including ours) seem to be pursuing.. As he pointed out unless the price of electric cars is significantly reduced those who can't afford them will simply keep driving their old more polluting petrols and diesels. He also appealed to politicians to look at the whole life emissions and the amount of scarce materials used in battery production.

He was more optimistic on the future of the Vauxhall plant at Ellesmere Port near Liverpool, reporting that discussions with the UK Government were “positive and productive”, and he therefore expects the guarantees required to safeguard the future of the plant to be forthcoming.

Mercedes boss Ola Kallenius made it plain they will keep making internal combustion engines for as long as it made commercial sense and had no fixed view on how long that might be. Meanwhile Ford of Europe chief Stuart Rowley demanded that the UK Government produced a plan to support their decision to ban ICE engines from 2030, something he said was sadly lacking currently. He also hinted that there would be close cooperation between Ford & VW on electric vehicles which I translate as Ford buying VW technology.

Meanwhile Renault boss Luc de Meo announced that the Alpine brand will be the first part of their company to go 100% electric.

## **Market Report**

The reopening of car showrooms in England on April 12, and in other parts of the UK a little later, enabled both new and used vehicle sales to kick off and over 141,000 new cars were registered compared to just over 4000 last year when we were completely locked down. This is still below what the industry used to regard as normal but is nevertheless very encouraging. There's no doubt the numbers would have been higher without semiconductor shortages restricting supply. Forecasts for the full year have now been revised upwards to 1.85M, still 20% down on the average recorded from 2010 to 2019. Dealers also reported very strong used car sales with many selling 3 times the weekly number they recorded during lockdown. Used car prices continue to rise higher and higher.

Similar story with vans, high new sales which would have been even higher if more vehicles were available, and amazing prices being paid for used commercials.

## **Alternative Fuel News**

In one of the most important announcements in this area machinery maker JCB have taken the wraps of their new hydrogen fuelled piston engine. So they are not using fuel cells, the engine is basically their 448 diesel engine extensively modified to run on hydrogen. The engine produces zero emissions, it avoids the expense and complexity of batteries and fuel cells so will be significantly cheaper. JCB's engineering team believe the technology can easily be applied to truck, van, and car engines. This is I have no doubt the most encouraging, most innovative, most sensible, most practical and most significant announcement concerning zero emission vehicles I have ever seen. Hats off the Lord Anthony Bamford and his team. I hope it makes him many more millions so he can add to his wonderful collection of classic Ferraris. And great to see this invention “Made In Britain”!

Meanwhile British mining company Anglo American have announced plans to cut the costs of hydrogen powered cars by eliminating the need for compressed gas tanks. Working with Umicore of Belgium the two companies are developing technology which will enable vehicles to be filled with hydrogen that will be chemically bonded to a liquid. AA say that this should accelerate the adoption of hydrogen vehicles by avoiding the need for compressed gas refuelling facilities.

***Continued on Page 40***

Back to electric Tesla has announced record sales and profits for the first quarter of this year largely driven by Chinese demand. Sales are more than double last year's figure and subject to semi conductor supplies Tesla promise to further increase volumes by 50% in the coming months.

An Israeli company, StoreDot, has revealed a new type of battery they say will be a game changer for electric cars. I don't begin to understand the technology but the end result, they claim, will be able to be recharged with 100 miles of range in 5 minutes using existing rapid chargers, although this performance will improve as more powerful charging devices are developed in the future. A deal has been done with a Chinese (who else?) company to produce the batteries. Testing will start later this year with mass production forecast for 2024.

The adoption of electric vans is being slowed by, guess what, the fact that their limited range and the lack of re-charging facilities means they can't do day in day out. the job required. 40% of companies that have tried electric vans say they won't currently (!) buy any more, some say they will seek to dispose of those they have. Shows the new technologies set out above are much needed.

## **Aston Martin**

New boss Tobias Moers has begun to set out his plans for AM. More than 10 new cars will be launched before the end of 2023 while the development of a new V6 engine and the revival of Lagonda as a super luxury electric car brand have both been cancelled. AM will use Mercedes conventional and hybrid power from now on, and no doubt Merc electrics in the future. Two all new mid engined supercars the Vanquish and the Valhalla are part of the plan and the Valkyrie hyper car developed with Red Bull F1 goes live in 2022. A cheaper version of the DBX SUV using a 6 cylinder engine will arrive to boost volumes and there will be a high performance V8 powered DBX to take on the likes of the Lamborghini Urus. Electric Astons start to arrive in 2025.

## **Hyundai/Genesis**

Hyundai are about to launch their premium brand Genesis in Europe. So the same as Toyota and Lexus really. Or Nissan and Infiniti although Nissan have now withdrawn Infiniti from Europe due to disappointing sales.

The only physical Genesis presence in the UK will be a company (not dealer) operated London store at the Westfield shopping centre. Genesis will not have dealers and customers are promised they will "never have to visit a dealer again". Once ordered on line the car will be delivered to their home or office. When service is due this will be done by the car being collected and taken to a centralised service centre, Hyundai dealers won't be involved. 5 years' warranty and servicing is included with all cars purchased.

## **Jaguar Land Rover (JLR)**

Sadly just bad news from JLR this month. They have announced a first quarter loss of \$1 Billion. In fact they made money selling cars but wrote off \$2.1 Billion writing down the value of certain assets and providing for "restructuring costs" – read job losses. Part of the write off I'm sure would have been the £300M they invested in the development of the new all electric XJ saloon which they have cancelled when it was just about ready and only a few months from launch. A decision I still can't understand.

The good news is they are actually making money selling cars, or the LR bit is anyway. To me worse news is the terse announcement that Julian Thompson is quitting as Jaguar Design Director after only two years in the job. His back catalogue includes most notably the original Lotus Elise and the LRX concept that became the amazingly successful Ranger Rover Evoque. The company stated that he is leaving to "explore other exciting opportunities outside of Jaguar Land Rover." A tremendous loss just when they have said their future is to develop a range of "stunning" electric cars.



## Lotus

The news is better here. Under Chinese owner Geely (they also own Volvo and make London Taxis) Lotus now have the money they have almost always lacked and seem to be using it wisely. The last petrol powered Lotus now christened Emira will be launched in early July. Designed to compete with the Porsche 911 (no lack of ambition there!) the new car will be powered by a choice of a 2 litre 4 cylinder turbo from an as yet unnamed manufacturer and the supercharged Toyota 3.5 litre V6 already used in the Evora.

From then on it's hybrid and pure electric for Lotus with sports cars and for the first time an SUV. Elise production will cease although there are rumours that the new owners of Caterham may buy the tooling and do what they have done so successfully for so long with what was the Lotus 7?

## Renault

Have infuriated their customers by announcing that they are to introduce a device on all their new cars that, like Volvo, will limit the top speed to 112mph. Renault however will go further by planning to also fit a "safety score" system which will record driving style and adherence to the highway code, this to be used to set insurance premiums. The French police are about to take delivery of 200 unmarked cars driven by civilians specifically to catch speeding motorists.

France is in uproar as you might imagine.

## New Emissions Regulations To Kill Off Internal Combustion Engines Early?

New European emission regulations are due to come into force in 2025. The first proposals were made last October by the European Commission. The motor industry believes these proposed new rules will see the end of small petrol cars and high performance cars if implemented. First a "multi stage" catalyst is needed comprising a heated electric catalyst and a pair of 1 litre conventional catalysts, then a 2 litre particulate filter and an ammonia slip catalyst. Small cars don't have space for all this kit and in any case the cost will be prohibitive in a car intended to sell below £15000 including taxes.

The proposals also say the cars must meet the new regulations under ALL conditions. So under harsh acceleration (goodbye Ferrari, Porsche etc), when towing a caravan or trailer up a steep hill, after a cold start, and all of this to be monitored by a sophisticated and expensive on board monitoring system for at least 150,000 miles.

Watch this space.

## Be Careful

### If They don't Take Your Car They'll Take Your Cat

Insurers are reported to be refusing to cover certain Range Rover, BMW, and Mercedes models because they use keyless entry systems now being targeted by car thieves. In London car thefts have risen 200% in 5 years and nationally by 20%. Keyless cars use a remote key fob which contains a transmitter. When the fob is close to the car this triggers the unlocking automatically, then you just need to press the start button to drive away. Thieves use an illegal but obtainable device called a relay box which will extend the range of the fob. They position this outside the owner's front door to hopefully get a signal from the fob inside the house. The box then boosts the signal, car parked in the drive unlocks and off they go.

If they can't get the car another growing business is the theft of catalytic converters or cats for short. The expensive metals used in these devices like platinum, palladium and rhodium have rocketed in price with rhodium now \$12,800 an ounce, triple the price of a year ago. Almost 15000 cats were stolen from cars in the UK last year, it was only 2500 the year before!

## Depreciation

I've discussed before that generally the biggest cost on owning a car is depreciation, so minimising it is the best way to reduce your motoring costs. So I was interested to read a study into what are the UK's fastest and slowest depreciating car.

After 3 years and 36000 miles an Audi A8 55 TFSi Vorsprung with a new retail price of almost £107000 will be worth £28975 so the unfortunate owner will have lost £77000 or almost 75% of his "investment". At the other end of the scale a Porsche Cayenne E Hybrid costing £71000 will still be worth £41000 after the same period and miles.

Other cars to avoid are Fiat 500 convertible, Mercedes S Class Coupe, BMW 2 Series, Cars to choose are new Land Rover Defender, Range Rover Evoque, just about any Porsche and Alpine 110.

## Cost Of Driving In London To Rocket

From October 25 this year the London Ultra Low emission Zone (ULEZ) will expand to cover the whole area within the North and south Circular Roads. This means that most pre September 2015 diesels and pre 2005 petrol cars will have to pay £12.50 per day for every day they drive within the ULEZ. So if they drive every day that will cost them £4500 a year. If you then drive further into Central London that will be another £15 a day please. The Mayor of London, who insists that he isn't "anti cars" is also considering an extra "Boundary Charge" of £3.50 for visitors from elsewhere in the UK entering Central London.

## Did You Leave Something In Your Old Car?

UK's largest used car supermarket Motorpoint have just published a list of the 10 most unusual items their customers left in a part exchange car:

- A dog
- A hay bale
- A (not so secret) stash of adult DVDs
- Underwear
- Wedding rings
- Hairdressers' dolls heads
- A tree
- False teeth
- An uneaten subway
- A George Foreman Grill

***The dog was safely returned, nobody claimed the DVDs.***

*Paul Gilligan*

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# Sprinting in May

*Nigel Fox : Clitheroe & DMC*

May kicked off with the Lotus 7 Club weekend at Curborough, near Lichfield in Staffordshire. The Saturday event under the auspices of the British Motor Marshalls Club and the Sunday run by the Lotus 7 Club and only open to club members driving Lotus and Caterham Sevens.

You may recall I was suffering from too high brake pedal pressure at Aintree, and since then I've fitted smaller bore master cylinders to both front and rear circuits.

The weather forecast for Saturday was awful, with a low pressure in the Atlantic bringing heavy strong winds. Unfortunately my camper van failed it's mot so I elected to leave at 5am Saturday and spend one night in the trailer in my newly purchased "Argos" camp bed. Hotels were apparently not available due to Covid restrictions. Saturday did indeed dawn with the weather as forecast and it was raining very heavily when I arrived at Curborough. I had already fitted my Avon CR28 wet weather tyres before I left home.

The BMMC sprint was as ever well organised and there were sufficient marshalls to continue competition without a lunch break. Because of the awful conditions there was only time for one practice and two timed runs, nevertheless I managed to fend off the opposition and finish first in class.

The brakes were much better but I had to adjust the balance fully to the rears. I think one size increase on the fronts only should resolve the issue.

During the day, spending the night in a cold and wet trailer was becoming less and less inviting, and with the help of some local knowledge I was able to secure some decent overnight accommodation. The Argos camp bed was subsequently returned for a refund.

Sunday morning arrived and the world was a different place, the rain has gone the sun was out and the track was drying rapidly. I switched to my dry weather tyres (Avon ACB soft compound cross plies). A very competitive day ensued, but I was pushed back to fourth place. I was surprised to still receive a trophy due to the high number of class entries (16).

Next up was the Longton and District Car Club weekend at Blyton near Gainsborough in Lincolnshire. This is an ex RAF bomber airfield and is now owned by the Ginetta car company. Since Curborough my aging camper van had gained a bit of welding and a new MOT and I was able to banish any thoughts of sleeping in the trailer. On the Caterham I had changed the front brake master cylinder from half inch to five eighths, to improve the brake balance. On arrival on Friday afternoon the paddock positions had been carefully allocated and everyone had plenty of room.

The event on the Saturday was held on the "Eastern circuit" which incorporates a slower, fiddly infield section followed some high speed sections. Despite a poor forecast the weather remained dry. In my class there was a decent entry of 8 drivers. The brake modification was a definite improvement which I was able to put to good use. After a day long battle, I finished first in class, half a second ahead of my nearest rival, and sixteenth overall out of around a hundred. Covid precautions prevented a formal prize giving but I still collected a nice Longton glass from the prize table.

Sunday dawned fine and bright after overnight rain, and the track was dry by the time I went out for practice. The outer circuit is quicker and seems to flow better to me. Once again, I managed to come out on top with a class win and 18<sup>th</sup> overall.



*Nigel Fox : Clitheroe & DMC*





## BTCC BACK ON THE GRID

2021 season comprises 30 races across ten events at eight venues around the UK

The 2021 Kwik Fit British Touring Car Championship (BTCC) was officially presented at Silverstone on 22nd April, as a capacity grid took to the famous circuit during the annual season launch event.

The championship gets underway at Thruxton on 8th-9th May with a stellar line-up of proven contenders, young challengers and returning champions battling it out in racing versions of familiar road cars from eight different marques.

Although the first event of the season is set to take place behind closed doors, spectators are able to return trackside from June onwards.

The scene is set for another sensational season, with reigning champion Ash Sutton heading the 29-driver grid, chased by a host of legendary names including Jason Plato (back after a one-year break), triple-champion Gordon Shedden returning from a three-year sabbatical, and Colin Turkington will be out for that fifth drivers' title having been denied last year.

It is not just the glittering list of former champions that will be considered contenders, as a number of young chargers have been fighting at the front for several years including former championship runner-up Tom Ingram who has swapped Toyota for Hyundai machinery and Rory Butcher who has taken the vacant seat at Toyota Gazoo Racing UK.

Fresh from contesting three rounds at the end of the 2020 season, Jade Edwards joins BTC Racing and becomes the first full-time female BTCC driver since 2007.

Alan Gow, BTCC Chief Executive, said: "It's always an exciting and proud day when we officially present our packed grid of cars and stars at our annual Season Launch event.

"To display such a high-quality capacity field – despite all the challenges faced over the last 12 months – is testament to the huge enthusiasm, determination and professionalism of everyone involved."

Fans unable to follow the action trackside can benefit from the extensive live, free-to-air UK coverage on ITV4, as well as multiple platform live-streaming and catch-up options.

**For more information visit: [btcc.net](http://btcc.net)**





# HOBNOBBING WITH HORTON

*Ed Graham : Hexham & DMC*



In some 45 years involvement as Media Manager with the Pirelli International Rally I came across a broad section of the motorport press corps, some good, some bad and some just plain indifferent. Some were a pleasure to work with, others a bit of a pain, many, however, became good friends, none more so than the late and very much missed John Horton with whom I was to share a press office on many occasions while on numerous others I was drafted in to act as John's assistant and general "Gofer", always of course, unpaid.

I first met John when the Pirelli International Rally, then known as the Shell Oils Cumbria Rally, became a constituent round of the Castrol/ Autosport National Championship. John had secured the position of Press Officer for the championship, he was an ideal man for the job having previously been Competition Manager for Dunlop and worked for Vauxhall, his list of contacts was endless and it seemed to me that he knew everyone, both competitors and officials, in the entire motorsport world. He joined us in the Cumbria Rally press office in Carlisle and we spent many hours devising "punchy" headlines for the many press releases we fired out to the local and national newspapers. We enlisted the assistance, as roving reporters,, of a lot of young guys taking their first steps in journalism amongst them Andrew Haill, Keith McGhie and a 16 year old Mark Wilford who went on to make a name for himself with Ford and M-Sport. It was from these beginnings that John suggested I might like to "help out" on some of the other rounds, a task that was to see me involved, over many years, in some "Interesting" situations in some extraordinary places, taking in a whole variety of events.

The Castrol/ Autosport Series was, at this time, in it's prime, well supported and popular with competitors, the events getting good entries and equally good publicity and there was normally a large contingent of press and photographers in attendance. The first "Away" round that I attended was the Mazda Winter Rally, based in Bournemouth it was a long way from my home in Northumberland. That particular year the rally used stages on the Bovington army ranges, complete with lumbering great tanks and an armed guard who wasn't too keen on allowing me access. The same event on a subsequent occasion saw John send me to a stage finish near Hurn Airport, access was down a private road past some bungalows. I had positioned myself to await the cars arrival when a local resident arrived and in best "Captain Mainwaring" manner told me to "Clear Orf", and threatened to call the police. Fortunately the course car turned up, driven by Stan Griffin, formerly a senior officer in the Metropolitan Police, not sure what he said to the guy but he went scuttling away and wasn't seen again for the duration the cars were passing by.

John lured me down to Chester to help out on the Vauxhall Sport Rally, the entry included a celebrity car driven by former world featherweight boxing champion, Barry McGuigan. That particular year the rally was running as a night event, "Catch him at the service halt", John instructed me, "You're bound to get some good quotes". I tuned up at the service halt but wasn't allowed in, the marshal in charge being an overbearing and officious individual. When the rally supremo, Jim Jones, turned up I explained my predicament to him, "I know what you mean Ed", said Jim, "He doesn't want to let me in either". I eventually got my interview with the assistance of Vauxhall's Mike Nicholson and the little Irish fighter couldn't have been more polite or helpful.

I covered the York National rally with John on several occasions, one which sticks in my mind is when the rally was based at York Racecourse and John said "Don't bother booking a hotel, I've arranged some accommodation. The said accommodation turned out to be the jockey's quarters and consisted of some extremely spartan "Cells", with breezeblock walls and beds that pulled down from the wall. The beds were hard and the rooms were freezing, as were the showers when one eventually managed to find them.

We enjoyed much improved accommodation for the annual foray into Scotland and the Granite City Rally which was based in a large modern hotel on the outskirts of Aberdeen. Arriving the night before the rally we assembled the press office and got organised for the following days action. Rising early, we enjoyed an excellent buffet breakfast after which John produced a carrier bag, returned to the buffet bar and proceeded to load up with a selection of rolls, ham and cheese slices, yoghurts and fruit, this turned out to be my rations for the day and I have to say that, standing at a stage finish in a remote part of the Grampians I was very grateful for them.

Away from the National championship John and I covered numerous other events across the UK, we made several trips to Ireland, all of which were memorable including a trip to the Ulster Rally where my duties were to accompany a reporter from the local Downtown Radio who would interview the drivers at stage finishes. Arriving at one scheduled stage finish, we parked up beside a farm and set off up a lane towards the stage finish, unfortunately this lane saw the farmers herd of dairy cows go up and down twice a day, leaving the inevitable large quantities of smelly, sticky stuff all over the road. Well used with rally conditions, I had a good pair of stout boots but the radio reporter was a picture as he tip toed through the quagmire in what had previously been a pair of pristine suede shoes !!.

*Continued on Page 46*

## ***Hobnobbing with Horton : Continued from Page 45***

Ireland was the scene of a scary incident during my first visit with John to the Donegal International Rally. The deal was that I would drive up to Stranraer and take the ferry over, collect John at Belfast Airport and chauffeur him to the rally hq in Letterkenny. For once the ferry was on schedule and I arrived at the airport in good time, unfortunately John didn't, he was coming to the event from Venice where he had been covering the Pirelli Marathon and had missed his connection at Heathrow. I watched all the passengers come through "Arrivals", no John, then eventually a tannoy announcement requested my presence at the information desk where I was informed John would be coming on the following flight, some 3 hours hence. Grabbing a magazine and a cup of tepid coffee I settled down to wait, now this was Ireland, the troubles were still ongoing and hanging around airports wasn't a particularly good idea. Sure enough, after an hour or so a couple of big burly policemen, armed, sidled up to me and asked what I was up to, I explained I was waiting for a colleague, they suggested we adjourn to an interview room where I explained again that I was waiting for a colleague and we were going to a rally. The mention of rally changed the whole complexion of things for one of the policemen was a died in the wool enthusiast, knew all about the event and a lively conversation ensued, all the same, I was mighty relieved when I exited the interview room and even more so when John arrived and we got on our way. I returned to Donegal with John the following year when, fortunately, the worst occurrence was foolishly being persuaded to sample a pint of Guinness at 9 o'clock in the morning.

Another Irish jaunt saw John and I in Omagh for the Carryduff Forklift Challenge, a sort of single venue event on public roads which was organised to replace the cancelled Ulster Rally. John was doing the commentary at the spectator area and my job was to position myself about a mile up the road and radio back the details of the next approaching car. It was a horrible day with heavy incessant rain and my "Spotting point" was in a field with shelter provided by a plastic construction which strongly resembled a portaloo !. It had no windows so to see the cars I had to open the door, the door opened and the rain lashed in, it also leaked in several places so that by the time the cars had completed their first runs I was standing in a pool of water, it goes without saying that by the time the cars had done their final run it was a very soggy and waterlogged reporter that headed back to base.

The phone call came one early February evening, John's Black Country tones instantly recognisable, would I be available for the Mintex Rally, roving reporter once again. So I pitched up in York where John informed me that, as the rally was running through the night he had arranged an assistant for me. I was introduced to a very well spoken, well dressed lady of quite mature years who asked me if I minded if we used her car, as it was a sleek, top of the range Alfa Romeo I didn't mind one bit !. Our first port of call was Pickering Auction Mart, The weather was cold and miserable, so too was the mood of the drivers and getting information was a fraught task, the usual chirpy comments being non existent. After completing our stint, my new lady friend announced, "I think we should have "dinner". I had visions of her expecting a Michelin starred restaurant so I was mighty relieved when she said, "There's a cracking fish and chip shop in Thirsk". Suitably nourished we headed up onto the Yorkshire Moors and a regroup at Gale Rigg, here we discovered that the rally had been rescheduled, something not unknown on the Mintex, and the cars wouldn't be arriving until 4:00am, still some 5 hours away. Obviously there was no prospect of obtaining any accommodation so it was a case of tipping the car seats back and grabbing what sleep one could. The cars eventually arrived and, duties completed, we headed back to York where I bid the lady farewell, she gave me a quiet smirk and said "Bye Ed, it was lovely spending the night with you".

When Mobil 1 arrived a sponsors of the National championship, John arranged for a group of event press officers plus some of Autosport's guys to attend the Boucles De Spa with a view to attracting some European drivers to enter the British events. "It's all arranged" John told me "Mobil are covering our expenses and Ford are providing a vehicle. Come down to Sutton Coldfield, you can park your car at my offices". What John should have told me was that I could park in the street outside his offices so it was with some reservations that I left my car there although John assured me it would be fine and that the little Asian newsagent next door would keep an eye on it. We headed off to Birmingham airport to collect one of the Manx rally organisers, his plane was predictably late so we were well behind schedule when we blasted off down the M6 for London.

The Ford mini bus we were using was to be collected from a dealership in Willesden, we arrived just as they were locking up which didn't please them. We then had to rendezvous with the Autosport guys and fight our way through the London rush hour to reach the M20, when we arrived at Dover our scheduled ferry had long since gone and just to complicate matters, two of the Autosport guys were lacking a passport !! We blagged our way onto the next ferry with the two Autosport guys hidden on the floor of the Transit and eventually pitched up in Calais. Our arrival in France coincided with a blanket of fog enveloping the whole area and as we headed up the autoroute towards Spa it just got thicker and thicker. Eventually we pulled off at an intersection and immediately arrived, fortuitously, in a small town where the town square housed several bar/bistros. We stumbled into the nearest one where we were intrigued to find the locals watching an episode of Coronation Street on a flickering TV, the friendly bar man informed us that if we cared to stay, Sportnight would be coming on later !.

***Continued on Page 47***



## ***Hobnobbing with Horton : Continued from Page 46***

Suitably refreshed with an excellent steak and chips we rejoined the motorway and eventually arrived in Spa where there were numerous signs directing us to the Place Verte, the hub of all rallying activity. We made contact with the rally organisers and then set off to find our accommodation, a location that could only have been organised by John Horton for we were billeted in what turned out to be a former a convent, a dark sombre building with a décor to match, all of the rooms had bare wooden floors and dark oak wall panelling, the only decoration ( ? ) being pictures of sad looking medeaval saints.

The following day we attended scrutineering, handing out publicity leaflets for all the British events, I also took the opportunity to cast an eye over the press office which was quite an impressive set up. We then headed off to recce a couple of the stages, all that wonderful asphalt, I was most envious.

Arriving back at our hotel (Convent ) John informed us that Peter White, Mobil's Sales Director, had invited us all to a local restaurant for dinner. This should have been welcome news but the fact was, none of us had come with any formal clothes and we weren't exactly dressed for fine dining. We turned up at what I later learned was one of Spa's top restaurants and the look on the head waiters face when we trooped in was priceless, I don't think they normally saw many rally jackets or muddy boots in that establishment. The meal I have to say, was absolutely superb.

The rally opening day dawned but sadly not for us, John informed us that Ford had demanded their vehicle back so, while the cars headed for the start ramp, we headed for Calais and the ferry back to UK. The return trip was as uneventful as the outward one had been fraught and we arrived back in Sutton Coldfield where I was much relieved to find my car parked exactly where I had left it, the smiling newsagent had done his job.

Possibly the most unusual event that John Horton involved me in was the Great British Film Rally, an unique and curious event which saw a crowd of famous faces from stage and screen touring the country in classic cars, calling in at various venues to make personal appearances. This particular year coincided with the National Garden Festival being held in Gateshead and John asked me if I could rustle up a band of marshals to guide the cars through the festival site to their allotted spot. The cars duly arrived, all beautiful limousines, a lot of Rolls Royce and Bentleys. The one exception was an Austin Chummy lookalike, driven by some guy dressed up as a circus clown. Every half hour or so he would go to crank the cars starting handle whereupon there was a bit of a bang and the doors would fall off, followed by the mudguards, it was real slapstick and the crowds loved it. After the show the cars were to drive in to Newcastle and park up in a very secure compound at Tyne Tees TV studios, this should have been straightforward but quite a few got lost and we spent a frantic couple of hours rounding them all up and getting safely stored.

As mentioned before, commentating was very much John's forte and year after year he used to turn up to the Cumbria/ Pirelli rally and warble away until the very last car had departed the start ramp. He called me one year to request my assistance on the Chatsworth stage of the Network Q Rally. "Meet me in the Devonshire Arms", he said, "And I'll stand you dinner". Needless to say, once again John was delayed and dinner became a bag of crisps and a couple of curled up sandwiches. The following day we recce'd the stage and John showed me my allotted spot which was a double decker bus where I was to share commentary duties with the dulcet voiced Derek Hill.

The cars duly arrived and we kept up a running commentary, or at least attempted to for the darned bus suffered terribly from condensation and it was a constant battle to clean the windows so we could see which car was passing by. As the rally progressed, so the temperature dropped, there was absolutely no heating in the bus and eventually the condensation on the bus turned to ice, making vision even more impossible. Eventually we gave up on trying to spot the cars and shamelessly ad libbed, spouting a load of nonsense which was, as it happened, immaterial as the vast crowd of spectators had long departed, the vast majority heading off North to try and reach the Yorkshire forests ahead of the competitors.

Aside from his press and commentating duties, John also, for a good number of years, organised the National and British Championship awards night, these were glittering occasions, very professionally organised and a really great way to end the rally season. Except, that is, for one inauspicious occasion in London's Kensington Close Hotel when John, doing his usual excellent job of compere, had a champagne bucket of ice cold water poured over him by an extremely inebriated David Gillanders, that years champion driver. Amazingly, John carried on with the show like the true professional he was, completely unperturbed, although I believe Mr. Gillanders later received a hefty bill for dry cleaning.

I was extremely sad when John was replaced as British Rally Championship Manager, he had been the mainstay of the series for a long time and it was no coincidence that the series entered a downward spiral when he was replaced. John however, found other outlets for his talents and, although our paths crossed less frequently, he was always at the end of the phone with help or advice, or simply to enjoy a convivial chat. Over the years John was a friend and mentor to many aspiring journalists, myself included and this was very much in evidence by the huge number who attended the thanksgiving service following his sudden and untimely passing. I miss John greatly but still get the occasional chuckle as I recall the many crazy escapades he caused me to encounter, we had lots of fun and laughter, as did many more of his motorsport friends and it will certainly be many a long time before we forget a truly remarkable character.

***Ed Graham : Hexham & DMC***

# **Lymm Truck Stop AutoSOLO, Auto Test & PCA 16th May 2021**

## ***A family day out at Lymm Truck Stop***

As a family we joined the Under 17 Motor Club North West in 2018. I was 13, with an obsession for cars, and my brother Elijah was 2. The fact that we could take part in, and attend events as a whole family was an important factor for us.

Fast forward to the Lymm Truck Stop events on 25<sup>th</sup> April and 16<sup>th</sup> May 2021 and we are evidence that the whole family can get involved.

I am now 17 and regularly take part in events, with both myself and my dad racing. My brother who is 6 has begun marshalling and even timekeeping with my mum.

I am currently using my 4<sup>th</sup> car which is a Suzuki Swift, to take part in Autosolos. My dad and I complete all of the work required for the cars to prepare them for race day, with the kind help of some of our club members with some things that we are unable to do ourselves. The lead up to an event brings about a mix of excitement and nerves. I really enjoy the events, getting to drive the car and see what potential it has, especially as we can then see what benefits there are to the changes we have made to try and improve performance. Yet also my nerves set in with adrenaline pumping, especially on event day.

I am currently completing a Motorsport Course at Myerscough College. The course along with being a member of U17MC has given me the opportunity to have real hands on experience with the maintenance of all of my cars. Talking to other club members, discussing ideas, problems and how to rectify them has given me great insight into working with my cars.

At Lymm on 25<sup>th</sup> April it was our first time out in my new car. My dad and I were really pleased with how it performed. The handling however did allow us to realise that we knew where we needed to make changes. Yet, even with us knowing that we had some work to do I finished first in my class, with a clean and safe sheet. Our club Chairman, and my parents have always emphasised that motorsport can be both fun and safe. So the fact that I was able to win this event, with an undamaged car, and to the delight of Steve Johnson with no damaged cones, allowed me to be really pleased and positive about my performance.





## Family Day Out

### Continued from Page 48

On 16<sup>th</sup> May we were back at Lymm Truck Stop but with a really different course to tackle. I'll admit I was worried and hesitant as the track seemed quite complex. But In order to familiarise myself with the track I just walked it numerous times to learn the course.

My Dad and I had been doing some work on my car with the suspension prior to this event, we wanted to make changes to improve the handling of the car on the course. We were pleased with the result as you could really feel the difference in how the car took the turns and chicanes. The bonus for me was getting a clean sheet again, No wrong tests, so the repeated walking of the course really helped. I finished third in my class at this event. A new rule put in place for 2021 of the slowest times getting dropped from each test didn't go in my favour, as fellow competitors were able to drop their slowest times where penalties had been gained. However, I'm still happy with the result. You can't win every race, and I drove safely and had a lot of fun, and isn't that the main aim?

These two Lymm events were special in my family for more than one reason, and that is because my little brother Elijah who is 6 was going to be taking part for the first time at an event. We had been "counting down the sleeps" to the event, his back pack was ready with his high visibility jacket and other essentials in it and he was raring to go.

Steve Johnson was able to put plans in place to allow Elijah to play a part in events and be involved in many aspects of the day. Marshalling and time keeping with my mum and even the clearing of the course. He took real pride in holding up the marshal cards, making fellow club members aware if there had been any penalties. He was even practising using the new Timing App we have in place and was extremely excited when he could tell the competitors that they had a "clean run". With cones almost bigger than him, he showed how important it was for all members to play a role in every aspect of the day with helping to clear the course and load up the trailer when the event came to an end.

Being able to have all of my family members be involved without having to get behind the wheel allows us to take part together and all have a vested interest in the club. We have found a hobby that we all enjoy that also allows involvement at varying levels and at every age.



*Daniel Millward-Jackson, age 17.*



## Association of North East & Cumbria Car Clubs

### Just A Reminder:-

#### J2.1.6.

1. Competition Car Log Books first issued prior to 1st January 2000 will expire on 31st December 2020.
  2. CCLBs first issued between 1st January 2000 and 31st December 2004 inclusive will expire on 31st December 2022.
  3. CCLBs first issued between 1st January 2005 and 31st December 2009 inclusive will expire on 31st December 2023.
  4. All other CCLBs will expire on 31st December 2025.
  5. Once a CCLB has expired a new Vehicle Passport will need to be applied for.
  6. Until the date of expiry a CCLB may continue to be returned to the MSA for amendment per 2.1.5.
- Also remember the new fire extinguisher requirements from start of 2022.  
Current Fire extinguisher service requirements.  
Check the validity of your seat expiry date.

# West Cumbria MSC Speedway PCA Rally Test 2nd May 2021

*liam Charlton : Hexham & DMC*

Another 5.00 am alarm on a Sunday can only mean one thing, more motorsport. I had managed to bag myself and Dylan Scott an entry to the West Cumbria car club PCA at Northside speedway Workington.

The event consisted of 1 test about a mile long run 6 times. The test itself had a really mixture of surfaces from tarmac, grass and the remnants of the speedway track. It's currently going thought massive refurbishments.

It was mine and Dylan's first event together, and it proved to be a good test event for us with the view of hopefully doing more in the future.

The morning runs where very messy on my part kept clipping cones and generally being ragged, although in the afternoon I had my eye in and my final two runs where both clean and sub 3 minutes.

This lead me to 10th overall and 3rd in class, however the final 2 runs showed what possibly could have been had I got my act together earlier in the day.

The highlight one the day was beating regular NESCRO foe Simon Jennings. It was a great event that I would definitely recommend to anyone."

*liam Charlton : Hexham & DMC*

## Wigton Motor Club Ltd Cumbria Classic Weekend August 21st/22nd

The Cumbria Classic Weekend is on August 21st/22nd with the Rose and Thistle Challenge Tour on the Saturday starting in Carlisle, heading into the Borders and finishing near Penrith on the Saturday. It's open to all vintage, historic and classic cars.

On the Sunday, the Hagerty supported Cumbria Classic & Motorsport Show takes place at Dalemair near Penrith, just a couple of miles from Junction 40 of the M6.

The last running of the Show in 2019 saw some 800 cars entered and demand for places is already high as most people missed out on shows last year.

As well as the cars there will be the usual trade and autojumble stands, club displays, arena action and the famous autotests.

Entry forms are Available at:

<https://www.wigtonmc.co.uk/ccw/index.php>





# 2021 Lymm.

## What does it take to run a grass root motorsport event?

Planning for an event tends to start in July-August time the previous year! The dates and venues need to be booked, once you know you have an organisation team. The fixture/date need to go into the Regional Association Championships/SD34MSG and MSUK.

Covid has made the process a tad difficult as some events have changed date several times in the last 15 months. Event regulations need to be drafted 3 or 4 months prior to the date of the event, as permits need to be applied for.

The need for a paperless / Covid safe system has made many clubs look at on line systems. <https://autotest.sapphire-solutions.co.uk/guide.php?sitename=demo> is just one system that has been found to be very useful as it is an Event and Marshal Registration and a full results system for Autotest and AutoSOLOs events. Other systems are available!

The April and May events filled up within a day of the on-line entries opening, the system helps with the organisation time, and simplified some of the administration tasks in running an event.

Risk Assessments and Incident Plans need to be updated, a copy of which are on the [ANWCC](#) web site!

The April Lymm event used all the cones the 3 clubs possessed, so for the May event we bought 140 new cones. These were picked up in Oldham on Friday lunch and then taken direct to Lymm for Setting up the site. Most of the club equipment is stored in Blackburn/Accrington area, this all needs taking to Lymm. We also need to stop trucks parking on our test site, so 5 to 6 hours work on the Friday for 3 of the team members is required. On the Saturday afternoon members of the club and some competitors, 12 in total, spent 2 hours setting the test site up, 24 to 30 hours work plus travel time for each volunteer!

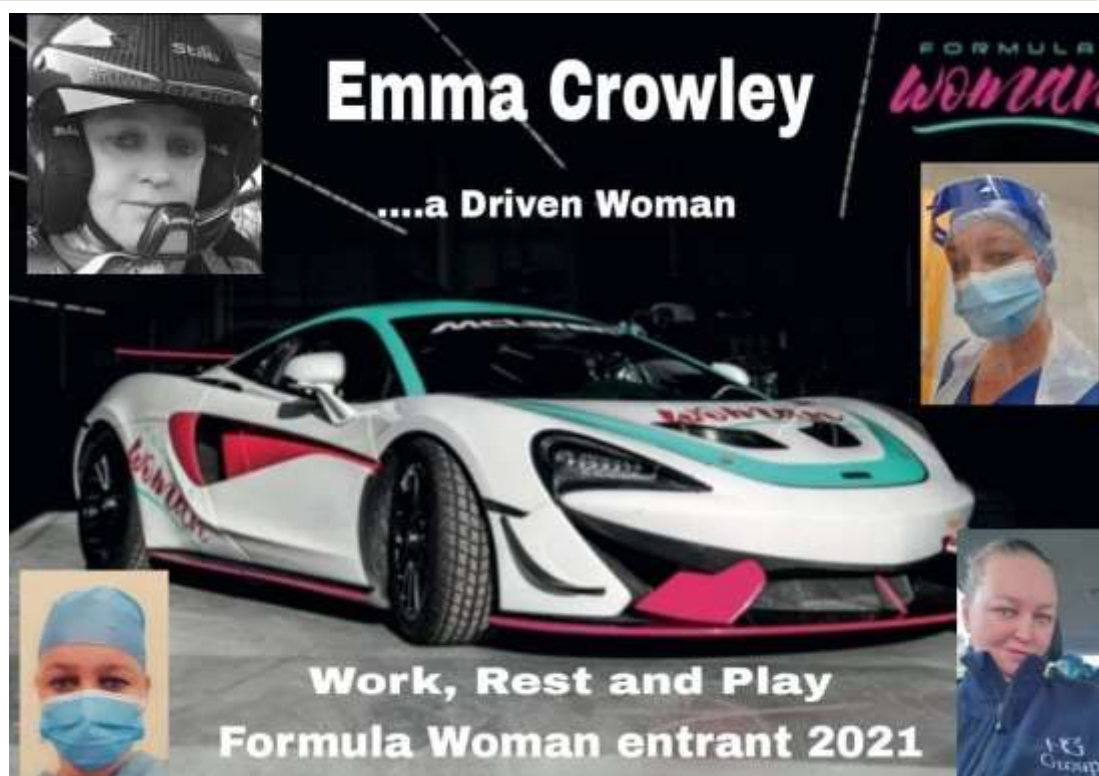
Once the setup was finish you can see all the hard work here;- <https://www.facebook.com/U17MCNW/videos/178995254105536/>

The event could have had 52 drivers but due to one issue or another, 46 drivers started the 3 permitted MSUK events and the results are on the [ANWCC](#) web site.

Lots of photos from the event can be found on the [U17MC](#) Facebook pages

The AutoSOLO had the top 2 drivers tying on the same time! 3rd overall was only 0.3 seconds behind them....One of the best videos I have seen is this one of second and third place drivers.

<https://www.youtube.com/watch?>





# **Lymm Truck Stop AutoSOLO, Auto Test & PCA 16th May 2021**

Motorsport can be hard to get into for the first time, especially at a young age. There are many things to think about like: How much do I spend on a car? Do I need to modify my car? What safety equipment do I need? Where do I need to travel to? What license do I need? And most importantly; Where do I start? Only a few motorsports don't need many of these, and recently I have started one of them, Autosolos.

A few months ago I found a club, Under 17s Motor Club North West, and they had a few events lined up, so I decided to attend, and I loved it. I already had a car, a Toyota Yaris, that I bought about a year ago out of a scrap yard then re-paired ready for the road. I was shocked at the cars that attended and how most people didn't actually trailer their cars there. Most people just come to the event in their road cars with a set of spare tires and have a go. I had done an Autotest, a lot like Autosolos but with reversing, and an Auto-cross event before but other than that I was quite new to it. I had navigated on quite a few rallies with my Dad previously but other than that I wasn't very experienced. Most of the time I was either spectating at races or writing articles on my website/lockdown project, [drivingtheworld.uk.com](http://drivingtheworld.uk.com), where photos can be found from these Autosolos.

When I first got there we were told how the marshalling and driving system worked, and it was quite a good idea. There were 4 groups, 1 would drive, 1 would marshal and the other 2 would have a rest break and would change over every 20-30 minutes. In my opinion it's a very good system and helps you learn the course as you can watch other people go around and see which cones to watch out for hitting and overall is better than sitting for an hour and a half waiting to go. Another element to Autosolos which I really liked, only certain clubs use this, is the Sapphire Solutions 'TimingAppLive' app that is used to time the runs. It is used by many clubs now and lets you see the results throughout the day instead of waiting a day later to see how you finished.

Overall I found Autosolos at the Under 17s Motor Club North West to be very enjoyable events and very addictive as I'm currently getting my car ready for my 3rd event. We find it is a very good sport and all the family can get involved. At the last Autosolo my Mum came and helped with the timekeeping.





# Lancashire Automobile Club St Georges Day Run 25th April 21

*Alan Shaw : Pendle & DMC*

Although I didn't take part in this event, it was such a nice day and I had been advised of the approximate route the event would traverse, so decided to go out, find the route and take some pictures.

The route information given was, "The first half of the route comes your way. 1st car leaves Blackburn Sports Ground at 10:00 and the route is via; Whalley, Sabden, towards Padiham, then towards Barrowford, Barley, Downham, towards Barnoldswick, up to the A59, West Marton, Thornton in Craven, Kellbrook, Salterforth, Foulridge to Colne for a break at a the Lakeside Cafe off the A6068. Control opens at 11:51. After a 30 minute breaks the route is via; Oxenhope, Hebden Bridge, Merecough, Rawtenstall, Haslingden, Grane Road to Grey Mare, Edgworth, Darwen, Pleasington and back to the Sports Ground. Control opens at 14:59". So by deduction, which didn't take much, the route would pass through the Twiston X roads and so guessing the approx. arrival time I went and parked below Pendle Hill ready for the cars, and what a variety of cars it would be.

The first car through was a Nissan Figaro, a car I had never heard of, followed by an MGTD. It was difficult at times to tell which cars were actually on the event as, due to the current Covid situation, and the desire to keep the event tightly controlled and reduce publicity the cars did not display any event plates.

There were about 60 cars on the event quite a few Porsche's and lots of other cars making their way round the route and it just shows you don't need to be exotic to take part in these runs. The route continued as per the first paragraph with a short break at the Lakeside Café at Colne before travelling up past the Herders and across the border into Yorkshire.

There were lots more pictures but I think that's enough for now. Just go out and enjoy yourselves but stay healthy and safe.

*Alan Shaw : Pendle & DMC*





# David's Drive It (up the hill) Day

**Rob Grant**

On Sunday 25th April, when other car enthusiasts were polishing their beloved classics ready to take them out in the spring sunshine, our very own intrepid David Agnew was loading his newly rebuilt 1927 Austin Seven Special onto the trailer before heading off to compete in a trial at Blagill, Alson.

David's little Seven has been beautifully put together, and with its fresh little two bearing crank motor and tidy, self fabricated body, this cheeky, friendly wee car also looks like it can do the business on the hill. The big question is of course, can David?



The Back to the Future PCT had been organised by Fellside Auto Club and had drawn an entry of fourteen with a delightfully eclectic mix of cars. Although the day started cold and overcast, Paul Mooney had promised us "a slight easterly breeze, clear skies and sun ahead." Of course, because of the covid restrictions, the site was open only to competitors, organisers and marshals. Needless to say, we all had to be given the Covid briefing.

Blagill is an idea site for such motorsport activities. It looks as though the steeply sloping field has had several quarry waste piles left from long abandoned mine workings. In time, these piles have grassed over providing the organisers the ideal terrain to stake out six challenging climbs. Blagill is located on the hillside above Alston and affords superb views when there were no cars on the start line of my section. It's a great play park.

In spite of dry weather and a well drained site, the organisers managed to integrate two wet patches which, as the day wore on, became sticky mud holes. I am always amazed to see how little Austin Sevens can bounce enthusiastically through horrible, welly sucking mud whilst Suzuki X90's end up wallowing up to their axles and revving on the limiters like angry hippos undergoing an un welcome veterinary procedure. The award for the longest and highest mud spray went to Fred Mills's Marlin. There are probably cars parked in Alston two miles away with mud on their roofs leaving their owners thinking "how the hell.....?"

Now, back to our hero. David went through his pre-race psyching procedure, not by sitting hunched on the ground against the wheel of his car, eyes closed, visualising the twists and turns in his mind whilst listening to AC/DC through his ear buds; no! David spent his preparation time trying to catch a small frog. I was not sure whether he intended to kiss the bloody thing or save it from being squashed.

I think he must have kissed the frog, because apart from the ignition key coming slack and stopping the engine on section five and then his "lock down Italian ex-racing driver hairstyle" flopping in his eyes caused him to take his boot off just a moment too soon before the last marker on section five, he then proceeded to clean most of the sections to become a very creditable second overall.

As for the frog; she turned into a princess and ..... no, only kidding!

***Penned by Rob Grant, marshal section five.***

**Common  
sense is a  
flower that  
doesn't grow  
in everyone's  
garden.**

Ever look back and think of  
some of the people you dated  
or wanted to date  
in High School...  
and see them on Facebook  
and think, "Whew! I dodged a  
bullet on THAT ONE!"



# Rallying Definitions

*As is it is now well over twelve months since most folk will have been rallying just as a refresher here is a list of some of the more commonly used rallying terms!*

<b>alloy</b>	n.	material used to triple the price of car parts
<b>autotest</b>	n.	an organised event designed to test use of the handbrake
<b>Blue Book</b>	n.	a baroque comedic work in the style of Lear poetry published by MSUK
<b>caution</b>	n.	a particularly fine yump the rally organisers have taken pains to point out
<b>closing car</b>	n.	sweeps up afterwards
<b>Cozzie</b>	n.	rally prepared Ford Escort or Sierra RS Cosworth.
<b>ditch</b>	v.t	to parallel park a car unexpectedly during a rally
<b>driver</b>	n.	incompetent person holding steering wheel
<b>excuse</b>	n.	means to explain poor result in rally, or ditching or similar manoeuvres
<b>flat</b>	n.	stage rally instruction, meaning ``Keep your right foot flat on the floor"
<b>handbrake</b>	n.	Direction changing lever found between the front seats
<b>hang on</b>	n.	instruction to navigator harness n. go-faster seat belt
<b>hedge</b>	n.	Follows hairpin, handbrake,
<b>hooking</b>	n.	making use of the ditch to assist cornering.
<b>Landranger</b>	n.	map depicting opportunities for a rally
<b>left</b>	n.	often confused with right
<b>lift</b>	v.i.	a driving technique for wimps
<b>lump hammer</b>	n.	precision adjusting tool
<b>marshal</b>	n.	cold masochist
<b>moment</b>	n.	an incident during which the driver has even less control of the car than usual.
<b>navigator</b>	n.	incompetent person clutching a map board
<b>off</b>	n.	unplanned departure from the road. See ditch
<b>oversteer</b>	n.	a state in which the car tries to ditch itself on the inside of a corner
<b>off</b>	n.	unplanned departure from the road. See ditch
<b>panic</b>	n.	standard navigational technique
<b>red line</b>	n.	point on the tachometer below which the needle should not be allowed to drop
<b>red mist</b>	n.	a means to make the car go faster. See ditch
<b>sulk</b>	v.i.	See navigator
<b>tantrum</b>	n.	See driver
<b>tightens</b>	adj.	navigator's euphamism. See moment
<b>time control/TC</b>	n.	place where the navigator haggles with a marshal for seconds or minute
<b>toe down</b>	adj.	proper driving style
<b>twelve car</b>	n.	small, intimate rally for close friends
<b>understeer</b>	n.	a state in which the car tries to ditch itself on the outside of a corner
<b>wimps</b>	n.	people who suffer from common sense while driving a rally car.

## COVID-19 Guidance

The Marshals' guidance and FAQ documents have been updated on the dedicated COVID-19 page of the Motorsport UK website: [www.motorsportuk.org/covid-19](http://www.motorsportuk.org/covid-19)

Please ensure you have familiarised yourself with this guidance before you attend an event, and check for updates before your next one.

In case you missed it, a series of webinars were held to remind our Officials and Organisers of the procedures involved in running events under COVID-19 restrictions, and you can watch a recording here: <https://www.youtube.com/watch?v=hqlwTp1BN6c>

## Personal Record Cards

Whilst social distancing and hygiene measures remain in place, it is not a requirement for Marshals to record event attendance signatures in their Personal Record Cards (PRCs).

During this time, we ask Marshals to keep their own attendance records, should they be needed for upgrade or grade maintenance reasons in the future. Please ensure you record the date of the event, the venue, the organising club, the role you performed and the name and Motorsport UK ID number of the Chief Marshal.

Motorsport UK will also be able to verify your attendance with the organising club.

If you have any questions regarding the Marshal grading scheme, please contact the Learning & Development Team: [training@motorsportuk.org](mailto:training@motorsportuk.org)

## Non-Permitted Events *(Events without a MSUK Permit)*

Following recent queries, we would like to clarify that Motorsport UK Marshals and Officials are not covered by the Motorsport UK Personal Accident Insurance Policy if they marshal on events which fall outside of Motorsport UK regulations within the UK. This specifically relates to events that are not held under a Motorsport UK permit.

## Trainee Marshals and Upgrade Assessments

We would like to remind all Marshals of the following dates for the return of on-event training and upgrade assessments (All dates are subject to change):

### Events from 29th March

- Trainees may only attend if they are fulfilling a role and are not purely shadowing.
- Upgrade assessments cannot take place.

### Events from 17th May

- Trainees may attend in a shadowing capacity, so long as social distancing can be maintained on the post / at the location and local government guidance allows.
- Upgrade assessments may take place, so long as social distancing can be maintained on the post / at the location and local government guidance allows.

**Remember:** For 2021, event attendance signatures are valid from 2017 onwards. Training module signatures are valid from 2018 onwards.

An interactive PDF of the grading scheme, which outlines all the upgrading and maintenance criteria, can be found in the Motorsport UK Resource Centre: [www.motorsportuk.org/resource-centre](http://www.motorsportuk.org/resource-centre)

## Online Training Sessions

With most training events now taking place in this way, we have reviewed the guidance regarding online Marshal's training sessions to provide a consistent approach.

Motorsport UK Trainers have been advised that the following criteria must be met if they are to provide confirmation (a "signature") that a module has been completed:

- A Motorsport UK module and content must be delivered
- A Motorsport UK Trainer must be present
- A signature is applicable for theory modules only, which do not require a practical element



- Those attending must have taken part in knowledge checks throughout the session, e.g., polling, answers via chat, etc.
- A signature is only applicable if an evaluation form has been completed

You can help the Trainers by remembering to keep your video on for the entire session (where possible) and by ensuring that you interact with them, where required.

Trainers will only provide a certificate (or confirmation of module completion) if the above criteria have been met and if they are satisfied that the Marshal has understood the information given to them. Marshals will need to supply this certificate or email confirmation when applying for an upgrade.

## **Marshalling Abroad Applications**

Applications for marshalling abroad confirmations are now open again via the online form here: <https://forms.gle/EH3x5DMJUWra6kyf9>

Please note that you will be provided with a confirmation of your Motorsport UK marshalling grade and that your 2020 registration card remains valid for 2021. This does not provide you with a formal travel exemption and all Marshals must adhere to the relevant government requirements on international travel.

For more information, please read the marshalling abroad FAQs which can be found here: <https://www.motorsportuk.org/wp-content/uploads/2019/11/2019-09-18-marshalling-abroad-faq.pdf>

## **Use of Mobile Phones**

Whilst running under COVID-19 protocols, verbal reports from Marshals are to be accepted without the need for a paper report form. Where radio communication is not available, this may necessitate the use of a mobile phone. At all other times whilst on post, the use of mobile phones is strictly forbidden. Marshals are also reminded that they must not take photographs or videos of incidents unless specifically requested to do so by the Clerk of the Course or Motorsport UK Steward.

## **Incident Procedure**

Should an incident occur at your location, please remember to look for the “thumbs up” signal from the Competitor to indicate that they are ok. Competitors have been reminded of this procedure and that if they can exit their vehicle safely, they must do so and then stand in a suitable location, respecting social distancing. Where intervention is required, appropriate COVID-19 PPE must be worn.

## **Marshalling Numbers**

The Event Organiser (in conjunction with the Clerk of the Course) must ensure that Marshal appointments are made to ensure a safe level of cover, and social distancing must be respected on post with PPE worn where necessary.

The creation of additional Marshal posts can always be considered but must be approved by Motorsport UK, in conjunction with the Venue Operator, beforehand in order that the relevant amendment is made to the Track Licence.

It is the responsibility of the Clerk of the Course to ensure the above is complied with, and they must confirm that Marshals are located in the appropriate areas in accordance with the Track Licence.

## **And finally...**

As we come out of the government restrictions, staff are returning to our new home at Bicester Motion on a gradual basis.

Please note that telephone numbers and email addresses remain unchanged, however any post (including upgrade requests) should now be sent to the address above.

We look forward to welcoming you to our new home when possible.



T: +44 (0)1753 765000  
E: [training@motorsportuk.org](mailto:training@motorsportuk.org)  
W: [motorsportuk.org](http://motorsportuk.org)



# Club Stewards

It is a requirement for every event held under a Motorsport UK permit to have a minimum of one Club Steward appointed by the Organising Club, or two where a Motorsport UK Steward is appointed. Currently we do not know who these individuals are and are therefore unable to provide them with support and guidance on their very important role.

For that reason, we are inviting Club Stewards to register their details with Motorsport UK and we need your help to reach them.

While registration is not mandatory, we would encourage people volunteering as Club Stewards to register their details so that we can offer specific support and guidance, while also helping with their future development should they wish to become a Licensed Official.

We also feel that it is time for a name change. Although they are appointed by the Club, the Stewards have a responsibility towards the fairness and safety of the Event. For that reason, they will now be known as Event Stewards.

To register as an Event Steward, applicants will need to submit their details on the following link: <https://forms.gle/D2Z3UZX9QEJFg5F7>

For more information on the role of an Event Steward, take a look at the "Introduction to Event Stewarding" e-module on The Learning Hub. You can find details on how to access this module, and the other content for Clubs, in the document below.



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Plumbed in saloon car  
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**2 & 3 Kg Haylo**  
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Haylo is a Halon  
replacement  
extinguishing medium



**2.4 Litre AFFF**  
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compliant our AFFF  
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aqueous foam



**079 7383 0695**  
[chris@pdextinguishers.co.uk](mailto:chris@pdextinguishers.co.uk)

Revidge Fold, Revidge Rd  
Blackburn, Lancs, BB1 8DJ



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



# FOR SALE

## Vauxhall Firenza & Bedford CF Service Van



## Vauxhall Firenza Historic Spec Rally Car

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.

See [Wizbangfabrication.co.uk](http://Wizbangfabrication.co.uk) website for full spec and photos.

**Price £39,500 o.n.o.**

## Bedford CF Service Van

Recently renovated and fully kitted out ready to support the Firenza on its next event

**Price £10,000**

There is a large amount of spares, in fact just about everything you would need to do the 2021 R.A.C.

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

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

## **Club Webinar: TimingAppLive Q&A**

1. **Does the TimingAppLive meet the Motorsport UK regulation for timing Autotest and Autosolo events?**  
Yes, the App fully complies with the regulatory timing requirements for these disciplines.
2. **How does our club register to use TimingAppLive?**  
Please email [John@sapphire-solutions.co.uk](mailto:John@sapphire-solutions.co.uk)
3. **What is the cost to Clubs?**  
Currently a recommended £1-£2 per entry donation.
4. **What Hardware and Software are required?**  
You need a smartphone or tablet and to download the App called 'TimingAppLive'
5. **If someone enters and signs on but does not make it on the day, how do you determine the non-starters?**  
They can be made inactive by Admin through the website.
6. **When do you have to pay a per capita fee to Motorsport UK and does this include people who drop out before the event?**  
Per Capita fees are due for those competitors who incur a liability under the Event Organising Permit. Therefore, at the point where the competitor presents themselves to the event process. With digital pre-event signing on the point at which the competitor arrives at the event is the simplest way to define this. Most clubs appear to be regulating and controlling entry to venues etc in a paperless manner and whatever order subsequent procedures begin it is from the point of arrival that Motorsport UK may incur a liability. Any competitor who arrives and presents their entry (competitor and or vehicle) to scrutiny, noise testing or any other part of the process has "started the event". In the digital world they may have signed on but withdrawn or not presented themselves to the event in which case although signed on they have not presented a liability and a permit fee is not due.
7. **When registering for an event could a marshal select an incorrect role?**  
Yes, but an Admin can amend this if the wrong option is selected through the admin website.
8. **What happens if phone service is lost during the event?**  
The App has it's own onboard database where it records all the runs and will attempt to send all unsent runs after each run and on closing a test, therefore data should not be lost.
9. **Can you run multiple courses at the same time?**  
Yes
10. **Can you put the penalties in during the run or do they have to go in at the end?**  
The marshal will do this during or at the end of each run.
11. **Can you 'undo' penalties, or amend penalties that have been incorrectly inputted?**  
Using the admin mode of the app, it can be removed by going into the last run. You can also amend any run via the admin website as you could on a results system.
12. **Can you have two start/ finish marshals alternatively timing cars on each test?**  
Yes, or even 3 marshals on the Start and Finish.
13. **Can the app be built such that it keeps the screen on the phone live, or must we change the settings in the phone itself?**  
Currently you need to amend your settings on the phone, to stop it from going into sleep mode, but Sapphire Solutions are working on this.
14. **Can you set the result system to drop the worst score on each test?**  
Yes you can - worst run(s) can be set up within the Admin Website, i.e. Score on the best 2 of 3 runs per test.
15. **Do the results need to be printed to be declared as final?**  
As stated on page 11 of the 'Getting Motorsport Back on Track- Club Sport' due to Covid-19 restrictions results can be issued electronically by text/email etc.  
<https://www.motorsportuk.org/wp-content/uploads/2021/03/2021-04-23-gettingmotorsport-back-on-track-club-sport-appendix.pdf>



**16. How are fails calculated? Which time does it add the 20s, 30s, etc to?**

This can be set up by organisers of the event in the Admin website and we will cover this in an admin webinar.

**17. Can I use the RallyAppLive to time my Road Rally event?**

To encourage the development of RallyAppLive Motorsport UK has granted specific authority to Sapphire Solutions to deploy and refine the system at Motorsport UK permitted rallies. The developers will notify Motorsport UK of any events using RallyAppLive and they will be reviewed as part of this development trial. Once the system has been refined during this trial period, it is planned that regulations will be amended to permit the general use of RallyAppLive.

**18. How long is the Trial Period?**

The current approval for the trial period runs until the end of 2022.

**19. Can I use the TimingAppLive to time our Targa Rally?**

You will need to talk to Sapphire solutions to find out if the TimingAppLive or RallyAppLive is best for your event. Targa rallies are run under Road Rally regulations, therefore any event wishing to use the RallyAppLive will be part of the trial and run under the waiver granted to Sapphire Solutions to allow for the App to be developed.

# On Time

*John Broughall*

In 1988, Targa Timing was banned by the MSA who then required all events to use BBC or Telecom Time, as the "Time of Day". That was the BBC time signal [ five short beeps and one long beep ] at the top of the hour or using the old telephone time system – T.I.M. [ at the third stroke it will be . . . ]. With the introduction of DAB radios [ with a delay of 3 – 5 seconds ] and the changes to the telephone systems, these bench marks became unsuitable. About 10 years ago, the MSA changed the requirement to local time being GMT or BST, but didn't specify the source.

In the UK, the British Standard for Time is produced by the National Physical Laboratory in Middlesex, using an Atomic clock. It is transmitted every minute on a Long Wave frequency from Cumbria [ formerly Rugby ]. It is referred to as the Radio Controlled time – the MSF Time signal. In addition, there is the DCF77 Time signal from Frankfurt, Germany that is available in the UK, which are synchronised.

It is possible to get accurate stabilised time from the Global Navigational Satellite Systems [ GNSS ], including GPS, Glonass, and Galileo satellite arrays.

All Chief timekeepers should set their Timers / Clocks to local time - GMT / BST.

## **Motorsport UK Year Book 2021.**

- P. 2.13.4. All Official clocks or watches must be set to GMT/BST time.
- P. 2.13.5. Any Official timepiece timing to the minute which is not within 15 seconds of GMT/BST, or any Official timepiece timing to the second which is not within five seconds of GMT/BST, will be disregarded.
- Regulation P.2.13.5 doesn't give an Organisers the right to set Timers to +/- 15 seconds for consecutive Timing points on road rallies to enhance the speed required.

*John Broughall*

<https://www.facebook.com/groupsmotorsport.uk.timekeepers>



## **Event Secretaries**

We recognise the vitally important role that Event Secretaries perform, and we are working towards providing greater training and guidance for the role in the coming months, with further details being announced in next month's Club News.

In the meantime, if you have any suggestions on how we can better support Event Secretaries, please

[email.training@motorsportuk.org](mailto:email.training@motorsportuk.org).



## **MSN Rally Championship Lee Holland Stages**

**Saturday 3rd July**

Anglesey Circuit / Trac Môn

## **SMC Stages**

**Sunday 4th July 2021**

Anglesey Circuit / Trac Môn



Motorsport UK Association Limited,  
trading as Motorsport UK  
Registered office: (see main address)  
Registered number: 1344829 England

# Rostyle Wheels Wanted

I am nearing the end of my Austin A40 Farina build but have been let down by the poor quality of the Rostyle wheels that I bought remotely during lock down.

I was wondering if anyone has a set of thirteen inch BMC fitment wheels they would sell in order to get this beauty moving!

Contact Chris Hunter at Whins Farm Harrington, Workington  
on 01946 830 373 or on 07767 426 182



## Keith Frecker Memorial Stages

13 June. 2021

It is with great regret that the Organisers of the Keith Frecker Stages Rally have taken the difficult decision to postpone the 2021 event scheduled to be held on 13 June... we hope to run the event later on in the year dates permitted.

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

Following the challenging period we have all suffered since March 2020, the team was keen to organise a landmark rally.

Sadly, this is not to be, but we remain optimistic that we can return on the 12 June in 2022.

In the meantime, Blackpool South Shore Motor club and the rally organising team wish you well and hope you all stay safe, and we look forward to seeing you next year, if not later this year

## Kirkby Lonsdale MC The Car's the Star At Holker Hall Sunday 11<sup>th</sup> July

By kind permission we will be back at the picturesque Holker Hall once again on the 11th July.

The Cars the Star Show is open to all makes, models and ages of cars, motorcycles, competition vehicles and light commercials.

Show and trade Entries can now be made via the following link

<https://www.rallies.info/webentry/2021/carsthestar/index.php>

  
0333 002 0000  
[voxcloud.co.uk](https://voxcloud.co.uk)

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## Non Race/Rally Championship

O/A	Competitor	Class	Score	Club
1	Phil Clegg	E	20.81	Accrington
2	Stephen Holmes	A	20.67	Clitheroe
3	James Williams	A/C	20.53	U17MC
4	Andrew Williams	A	20.28	U17MC
5	Scott MacMahon	A	20.24	U17MC
6	John Jones	B	20.07	Accrington
7	Steve Johnson	E	19.90	Boundless
8	Andrew Robinson	A	19.57	U17MC
9	Lauren Crook	C	19.49	U17MC
10	James Robinson	A	18.42	U17MC
11	Shaun Mundy	B	17.24	Knutsford
12	Alec Tunbridge	E	12.05	Bolton
13	Jess Crawley	A	11.74	Warrington
14	Andrew Crawley	A	10.96	Warrington
15	Garry Sherriff	B	10.23	Bolton
16	James Williams	A	10.45	U17MC
17	David Goodlad	A	10.00	Bolton
18	Dave Graves	B	9.62	Bolton
19	Steve Price	E	9.53	Wallasey

## U18 Championship

O/A	Competitor	pts	Club
1	Daniel Millwood-Jackson	10	U17MC
2	Monty Alcock	9	Knutsford

## Sprint & Hillclimb Championship

O/A	Competitor	Score	Class	Club
1	N. Fox	31.16	2	Clitheroe
2	M. Bramhall	30.92	2	Liverpool
3	S. Wilson	30.42	2	Longton
4	J. Wadsworth	30.24	S	Longton
5	R. Holt	30.00	3	Liverpool
6	C. Bramhall	29.52	2	Liverpool
7	P.Messer	29.02	S	Clitheroe
8	D.Goodlad	19.94	S	Bolton
9	N. Trundle	19.49	1B	G&PMC
10	C. Plested	19.30	S	Liverpool
11	P. Howarth	10.25	S	Liverpool
12	S.Price	9.91	1A, 1B	Wallasey
13	J. Pinder	8.86	S	A&PMCC

# SD34MSG

## Championship Tables

### Stage Rally Championship

O/A	Driver	Class	Pts	Club	Q
	1 Neil Roskell	D	28	G&PMC	
=	2 Pauk Murro	D	27	G&PMC	
=	2 Greg Williams	D	27	Warrington	
=	2 James Swallow	D	27	Bolton	
	5 Andrew Potts	B	26	Clitheroe	

O/A	Co-Driver	Class	Pts	Club
=	1 Callum Cross	D	27	Blackpool
=	1 Richard Edwards	D	27	Warrington
=	1 Jonathon Kennedy	C	27	
=	4 Dave Wilkinson	B	26	Clitheroe
=	4 Paul Redford	D	26	Clitheroe
=	4 Victoria Swallow	C	26	Bolton

*Following Neil Howard Stages*

## MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
	1 Maurice Ellison	30	Clitheroe	Y
=	2 Brian Wragg	20	Liverpool	Y
=	2 Geoff Maine	20	Liverpool	Y
=	2 David Hunt	20	Liverpool	Y
=	5 Mike Cadwaladar	10	Liverpool	
=	5 Dave Collier	10	Liverpool	
=	5 Ian Curlett	10	Liverpool	
=	5 Andy Fell	10	Liverpool	
=	5 Bill Gray	10	Liverpool	
=	5 John Harden	10	Liverpool	
=	5 Walter Holmes	10	Liverpool	
=	5 Mark Jagger	10	Liverpool	
=	5 Phillip Jagger	10	Liverpool	
=	5 Kevin Jessop	10	Liverpool	
=	5 Judith Pegram	10	Liverpool	
=	5 Max Quinton	10	Liverpool	
=	5 Robert Rankin	10	Liverpool	
=	5 Sean Robertson	10	Liverpool	
=	5 Mike Van Gordon	10	Liverpool	
=	5 Eddie Walton	10	Liverpool	
=	5 Debbie Watts	10	Liverpool	
=	5 Mark Johnson	10	Clitheroe	
=	5 Dave Barratt	10	Accrington	
=	5 Steve Johnson	10	U17MC	



**Car Track Days**

**14th June**

**25th June**

**5th July**

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**UPCOMING EVENTS**

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

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

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

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

**BOOK ONLINE AT [RALLYTRACKDAYS.COM](http://RALLYTRACKDAYS.COM)**

OR CALL THE CIRCUIT OFFICE ON 01407 811400

# SD34MSG

## Road Rally Championship

### Dates for 2021

Date	Event	Club	Location	Confirmation
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	<b>New Date</b> Confirmed date with Club
20/21-Nov	Beaver Rally	Beverley & DMC	East Yorks	Confirmed date with ANWCC calendar
21-Nov	Knutsford Targa	Knutsford & DMC	Cheshire	Confirmed date with ANWCC calendar



# 2021 SD34MSG Under 18 Championship Registration Form

Name .....

Address .....

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

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

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

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

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

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

Parent Name .....

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

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

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

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

Mobile .....

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

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

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

Please note all our (SD34MSG) Competitions are

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

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

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

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

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

**Lloyds Bank**

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

**Account Number: 49052568**

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

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

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



# SD34MSG

## Championship Classes for 2021

### Non Race / Non Rally

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

### Sprint & Hillclimb

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

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

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

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

### Stage Rally

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

### Road Rally

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

# SD34MSG 2021 Calendar

Date	Discipline	League	Club	Title	Venue - Notes	Champ
7-Jun	PCA		Knutsford & DMC	KDMC PCA 3		
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	PCA	Yes	Ai&PMCC	A&PMCC PCA 6	Timbertops	Non R/R
13-Jun	Sprint	Yes	Longton & DMC	Sprint 5	3 Sisters, Wigan	S&HC
13-Jun	Stage Rally	Yes	Blackpool SSMC	Keith Frecker Stages	<b>CANCELLED</b>	
13-Jun	Touring Assembly	No	Lancashire A C	Manchester to Blackpool	Classic Car Run	None
19-Jun	Touring Assembly	No	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	Yes	Mull Car Club	Argyll Rally	Scotland	Stage
26-Jun	Sprint	Yes	Liverpool MC	Aintree Summer Sprint	Aintree	S&HC
3-Jul	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 2	Barbon	S&HC
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		No	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	Yes	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	Envile 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
31 Jul	Trial	Yes	Ai&PMCC	Production Car Trial		Non R/R

**Sprint & Hillclimb**

**Stage Rallies**

**Road Rallies**

**Non Race/Rally**

**Others**



Date	Discipline	League	Club	Title	Venue - Notes	Champ
1 Aug	Targa	Yes	Airedale & Pennine	Pennine Targa		Road
2-Aug	PCA	No	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	<b>CANCELLED</b>	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	No	Knutsford & DMC	Tour of Cheshire	Cheshire	
1+2-Oct	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man	Stage
2-Oct	Sprint	Yes	Longton & DMC	Sprint 8	Anglesey Circuit	S&HC
3-Oct	Sprint	Yes	Longton & DMC	Sprint 9	Anglesey Circuit	S&HC
3-Oct	Touring Assembly	No	Knowl Dale & 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**

## Championship Standings

In Brief : Updated  
go to <http://anwcc.co.uk>

### Road Rally :

O/A	Driver	Club	Points
1			
2			
3			
4			
5			
O/A	Navigator	Club	Points
1			
2			
3			
4			
5			

### Stage Rally :

O/A	Driver	Club	Points
1	Jason Wilson	Wigan	124
2	Steven Ormond-Smith	Manx	119
3	Gareth Roberts	Broughton	107
4	Terry Phillips	Manx	92
5	Paul Gorge	Liverpool	89
O/A	Co-Driver	Club	Points
1	Lee Wilson	Wigan	124
2	Jordan Joines	Wallasey	112
3	Merfyn Williams	C&A	111
4	Liam Whiteley	Manx	92
5	Rob Bryn Jones	Clwyd	79

### Stage Rally (Forest) :

O/A	Driver	Club	Points
1			
2			
3			
4			
5			
O/A	Co-Driver	Club	Points
1			
2			
3			
4			
5			

### Autotest :

O/A	Driver	Club	Points
1	Colin Moreton	Knutsford	60
2	Stephen Johnson	CSMA	57
=3	David Goodlad	Knutsford	28
=3	Lee Mathews	C&A	28
=3	David Evans	Knutsford	28

### PCA (U 25):

O/A	Driver	Club	Points
1	Oliver Mathieson	U17MC	57
2	Milo Unwin	U17MC	51
3	Jess Crawley	Warrington	29
4			
5			

### AutoSOLO :

O/A	Driver	Club	Points
1	Neil Jones	Bala	30
2	Howard Morris	Rhyl	29
3	James Williams	Knutsford	28
4	Michael Dolby	Cannock	26
=5	A. Williams & G. Serriff		25

### Sprint :

O/A	Driver	Club	Points
1	Nigel Fox	Clitheroe	314.23
2	Matt Bramhall	Longton	313.66
3	Chris Boyd	Longton	307.3
4	Steven Wilson	Liverpool	303.89
5	Robert Tongue	Liverpool	303.00

### Hillclimb :

O/A	Driver	Club	Points
1	Matt Bramhall	Longton	106.48
2	Duncan Wild	Knutsford	102.07
3	David Goodlad	Knutsford	101.00
4	Tony Roberts	Clwyd Vale	100.74
5	Mike Lawson	Knutsford	99.81

### Trials :

O/A	Driver	Club	Points
1			
2			
3			
4			
5			



# Championship Standings

In Brief : Updated  
 go to <http://anwcc.co.uk>

## North Wales Stage Rally Challenge

O/A	Driver	Club	Points
1			
2			
3			
4			
5			
O/A	Navigator	Club	Points
1			
2			
3			
4			
5			

## North Wales Road Rally Challenge

O/A	Driver	Club	Points
1			
2			
3			
4			
4			
O/A	Co-Driver	Club	Points
1			
2			
3			
4			
5			

## Historic Road Rally Challenge

O/A	Driver	Club	Points
1			
2			
3			
4			
5			
O/A	Co-Driver	Club	Points
1			
2			
3			
4			
5			

## Targa Road Rally Championship

O/A	Driver	Club	Points
1			
2			
3			
4			
5			

## Allrounders Championship

O/A	O/A Driver	Club	Points
1	David Goodlad	Knutsford	43
2			
3			
4			
4			
O/A	Junior (U25) Driver	Club	Points
1	James Williams	Knutsford	30
2	Oliver Mathison	U17	28
O/A	Driver - 1000cc	Club	Points
=1	Andy Williams	Knutsford	28
=1	Oliver Mathison	U17	28

## Inter-Club Championship

O/A	Club	Points
1	Knutsford & DMC	59
2	Liverpool MC	53
3	Longton & DMC	48
4	Bolton-le-Moors CC	43
5	U17MC (NW)	40
6	Accrington MSC	30
7	Boundless	27
8	Clitheroe & DMC	23
9	Warrington & DMC	20
10	North Wales CC	19

## Marshals Championship

O/A	Marshal	Club	Points
1	Brian Wragg	Liverpool MC	29
2	Maurice Ellison	Clitheroe	17
3	Steve Smith	Accrington	8
4	Tracey Smith	Accrington	8
5	Sean Robertson	Liverpool	5
5	David Mitchell	Liverpool	3
7	Stephen Johnson	U17MC	2
8			
9			
10			



Oulton Park has seen three very different meetings so far this year, with plenty of action with races from MSV, CSCC and BARC NW. Was there a common theme? Caterhams to start with. I had no idea there were so many! With full grids, slipstreaming battles and close finishes, they certainly were the tonic we were looking for after what seemed to be an eternity during lockdown. They were the mainstay of all three meetings. So, will they be there at the MGCC meeting in May? Clue is in the name – but some may sneak in!

I would like to thank all the marshals, competitors and officials for our/their efforts so far. We have had to deal with race stoppages, safety car periods, multiple recoveries, alongside all sorts of weather thrown at us during the CSCC meeting. I'm sure Vivaldi didn't write the Four Seasons with marshals in mind!

With some NW marshals venturing further afield to Donington, Cadwell Park, Croft and Silverstone, it is encouraging to see that the passion for our hobby has not diminished over the winter season. Hopefully, some of you may be able to travel overseas to get your fix of marshalling. The lockdown measures have been restrictive – so let's hope we are getting somewhere near the end now. However, the watch-words - are as always, Social Distancing, Masks and Hygiene. We will continue to look out for updates from MSUK regarding trainees, taster days and even some recruiting in 2021. It is our intention to get some taster days booked in for 2021 and will continue to work with the Chief Marshals and organising clubs to facilitate this.

In other news:

Congratulations to our award winners. We will be able to get the trophies to you in the next month or so. Announcing them via Outpost was a different way of doing this and I'm sure you will join me in congratulating them!

Committee News.

After many years of being on the NW Committee, Eric Ridler has decided to step down from the role of Vice Chairman. He will continue to be the National Regalia Officer for BMMC and will act as an advisor for the committee. On behalf of the club and NW Region, thank you Eric for your sterling and loyal support, helping drive the club forwards and keeping the region at the forefront of positive change. A few words from Bill Gray and Mike Cadwallader – who worked with Eric for longer than I did on the committee.

The NW Region is now on Instagram and we are continuing to refresh the BMMC NW and BMMC North West Marshals pages on Facebook with up-to-date information, news, details of sign on etc. It is consistently the most effective method of communicating with our North West members in the quickest manner. Other pages including Oulton Park Marshals are public pages so information on here will be generic and can be seen by anyone.

Motorsport UK are continually issuing bulletins regarding the Covid situation and how they are managing it. For more information check the website – [www.motorsportuk.org](http://www.motorsportuk.org)

Finally, if any of you have any questions, concerns or challenges regarding marshalling, do please tell us. The current situation we are all in means that we have to be fluid and dynamic in how we address issues and sometimes, things change at the last minute. However, with care, diligence and thoughtfulness we can get through this and get back to normal (whatever that is now!!) OK, ramble over now – back to racing please!!!

**Mike Broadbent - NW Chairman**

## **Rally Liaison Officer Staffordshire and Peak District National Park**

As you may be aware there is now a vacancy for an RLO for Staffordshire / Peak District National Park.

We would obviously like to fill the vacancy as soon as possible and would welcome any nominations from EMAMC, AWMMC and ANWCC for consideration.

Any nomination should be submitted before the end of May and include a brief CV of Motorsport experience and any other relevant experience that would be good.

Many Thanks for your help.

Kind Regards

**Simon Fowler**





# NESCRO

Historic Motorsport In  
The North Of England & Scotland



## 2021 Calendar & Challenge Rounds Update

<b>Sun 6th June</b>	Rallye East Yorkshire	Yorkshire Wolds MC	Historic/Targa
<b>Sun 18th July</b>	Northern Dales	Hexham & DMC	Historic/Targa
<b>Sun 1st August</b>	Pennine Targa	Airedale & Pennine CC	Historic/Targa
<b>Sun 15th August</b>	Blue Streak	Spadeadam MC	Historic/Targa
<b>Sun 5th September</b>	Wearside	Durham AC	Historic/Targa
Sun 19th September	Doonhamer	South of Scotland CC	Historic/Targa
<b>Sun 3rd October</b>	Solway Coast Targa	Solway Car Club	Historic/Targa
<b>Sun 17th October</b>	Solway	Wigton Motor Club	Historic/Targa
<b>Sat 13th November</b>	Saltire	Saltire Rally Club	Historic/Targa

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

***Bob Hargreaves***

*2021 NESCRO Challenge Co-ordinator*

## A Timely Reminder

**A motorsport without Timekeepers  
is just a pointless weekend drive.**

**Would you like to support Motor-  
sport by becoming a registered  
Timekeepingmarshal 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](mailto:broughall@talktalk.net)

# PRACTICAL FIRE TRAINING

**Saturday 17<sup>th</sup> July, 2021.**

The U17MC(NW) is organising a PRACTICAL FIRE TRAINING session at Blackburn Services (M65, J4) on Saturday 17<sup>th</sup> July, 2021.

The training is FIRE PRACTICAL only and will be held outdoors in accordance with CV-19 rules and guidelines. We are unable to offer classroom-based fire theory at this time.

However, you can access the [MSUK online fire theory module](#) and we suggest that you complete this module before attending the practical session.

Training will last about 45 minutes. There are a number of sessions available to book throughout the day.

If you would like to attend, please [register via this link](#). All delegates MUST pre-register for this event- please do not attempt to turn up on the day.

This training is open to all marshals, officials and competitors.

Please contact [Tracey Smith](#) if you have any questions or if you cannot use the online registration system.



## Yorkshire Motorsport Festival

**25th to 27th June**

A last request for marshalling help at the Yorkshire Motorsport Festival, to be held over the 25th to 27th June, on a closed public road (the Wolfstones Hillclimb) in the Pennines above Holmfirth, West Yorkshire.

Three days of classic cars & a variety of both static & mobile displays, along with live music, a food fair, fashion show & shopping village.

**Free camping & toilets are provided.**

**To volunteer, please contact**

**Chief Marshal Karen Spencer at :**

**[karen.spencer@buccaneermisc.co.uk](mailto:karen.spencer@buccaneermisc.co.uk)**

stating your name & contact details; your motorsport experience - ie. rally; hillclimb / sprint; race; karting, & how many years; how many days you are available for & if you require a camping space for caravan, motorhome or tent.

We would appreciate your assistance to run this event.

**For more details, please check out the Yorkshire Motorsport Festival website at:**

**[www.YMSF.NET](http://www.YMSF.NET) "**

**HEXHAM & DISTRICT MOTOR CLUB**  
Established 1948

Recognised By Motorsport UK

**THE NORTHERN DALES**  
**18<sup>th</sup> July**

Regulations will be available from 1<sup>st</sup> July for the ever popular Northern Dales PCA which takes place on July 18<sup>th</sup> and will again be held at the unique Eastgate venue with all of the projected tests located within the vast expanse of the former cement works site and no road mileage included in the event.

The Northern Dales will feature up to 20 tests, with the organisers stressing that all will be held on predominantly hard surfaces with the amount of gravel involved being kept to an absolute minimum. The tests will feature a new format from previous years with the aim of making them easier for crews to negotiate and will utilise the natural features of the site without the need for the requirement for a multitude of cones.

The Northern Dales will again be a round of the popular SD34 Non Race and Rally Championship, the Wigton Motor Club Classic Series and the NESRO Challenge. All entries be made on line

**By accessing the link <https://www.rallies.info/webentry/2021/northerndalespca/>**



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**Clitheroe & DMC**

**MOTORSPORT**

**Club Nights**

**Tuesday 1<sup>st</sup> June @ 8:30pm**

**BBQ**

**Winstanley Garage**

**BB1 8DJ**

**Tuesday 8<sup>th</sup> June @ 8:30pm**

**Committee Meeting**

**Tuesday 15<sup>th</sup> June @ 8:00pm**

**By Zoom / Facebook**

**Hall Trophy Forum**

**Tuesday 22<sup>nd</sup> June @ 8:30pm**

**Terry Martin**

**'Expert' Navigation Tuition/  
Stories/ Cheats/ 'Can we go now?'**

**Back at Waddington Club**

**Tuesday 29<sup>th</sup> June @ 8:30pm**

**At Waddington Club**

**Adrian Spencer**



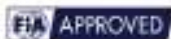


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*Motorsport UK Yearbook 2021 (Compeditors: Safety, sec 2.2 Seats)*

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# HEXHAM & DMC

## THE NORTHERN DALES CLASSIC

### 18<sup>th</sup> 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 18<sup>th</sup> 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 16<sup>th</sup> 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 4<sup>th</sup> until Sunday 19<sup>th</sup> 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 19<sup>th</sup> September**. **This will allow a two-day rally to run in Greystoke on 3<sup>rd</sup>/4<sup>th</sup> July.**

### New Plans

**July 3<sup>rd</sup>/4<sup>th</sup>  
Sept 19<sup>th</sup>**

**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 4<sup>th</sup> 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 3<sup>rd</sup> July with a continuation on Sunday 4<sup>th</sup> 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***



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.

If you're volunteering for the event, please contact

**Chief Marshal Karen Spencer**

at [karen.spencer@buccaneermc.co.uk](mailto:karen.spencer@buccaneermc.co.uk)

or Tim Bendelow at [tim62cb@gmail.com](mailto:tim62cb@gmail.com)

The Yorkshire Motorsports Festival website is [ymsf.net](http://ymsf.net) or [info@ymsf.net](mailto:info@ymsf.net)

## 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:-**

- **23rd June,**
- **21st July,**
- **22nd Sept,**
- **20th October**
- **17th November.**

- A possible date of 25th August is also being considered.

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

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

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

Training Coordinator Leigh Macdonald said "this has taken a few months of organising but our thanks to everyone involved in getting us to this point, now it's up to the marshals to take up this fantastic opportunity to learn and progress. ",

Vice Chair Neville Simmons confirmed that plans are at an early stage for face to face training including outdoor practical in 2022, Covid19 regulations permitting.

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

**Leigh Macdonald** [Imacdonald555@aol.com](mailto:Imacdonald555@aol.com)

**Anthony Jamieson** [anthony.jamieson@live.co.uk](mailto:anthony.jamieson@live.co.uk)

**Neville Simmons** [Neville.simmons@live.co.uk](mailto: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](http://www.thecardingshed.co.uk)
- Lunch Halt at Chatsworth House with buffet and private parking for competitors - [www.chatsworth.org](http://www.chatsworth.org)
- Finish at the Barrel Inn, Bretton with an evening soiree after the event - more information TBA - [www.thebarrelinn.co.uk](http://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](http://www.twopeaksmotorclub.uk)
- To go on our Newsletter mailing list please email the Tour at [info@twopeaksmotorclub.uk](mailto:info@twopeaksmotorclub.uk) or sign up via our website

For further information about Two Peaks Motor Club email us at: [info@twopeaksmotorclub.uk](mailto:info@twopeaksmotorclub.uk)  
December 2020



After much consideration of the circumstances we remain in, the Committee has this evening unanimously decided to cancel it's Spring Sprints weekend at Anglesey on Saturday 29th / Sunday 30th May 2021.



**Longton & District  
Motor Club Ltd**

In the weeks leading up to this point the Club did all it could to find a scenario where the event could operate, including discussions with Motorsport UK and direct mail to members of the Welsh Assembly, all without success. That, and the confirmation that from today organised outdoor activities (including sport) are still limited to just 50 people, means we cannot run a viable event.

Under H30.1.2(a) of the Motorsport UK Yearbook, competitors have the right to a refund of entry fees paid in respect of the event. We would also like to offer them the option to accept a credit note to be used against another of our events later this year. All affected competitors will be emailed individually later today.

The Championships that had included the event in their 2021 Championships have been informed.

Like you, we were looking forward to returning to Anglesey and are disappointed we have had to make this decision. In the meantime, and on behalf of all of us at Longton & District Motor Club, thank you for your understanding and continued support.



**JRT Enville Stages**  
**Saturday 24th July**  
**Ty Croes**  
**Anglesey Circuit**

A round of the Mini Challenge

**Regs :-**

**[www.warringtondmc.com](http://www.warringtondmc.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.

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

Email Dave Brodie on [davebrodie1@googlemail.com](mailto: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.

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".

Manx A uto Sport   
**PokerStars**  
**1st & 2nd October 2021**

# Clitheroe & DMC



## Hall Trophy Road Rally

12<sup>th</sup> 13<sup>th</sup> 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.

**Paul Buckel C of C**

## MARSHALS NEEDED

**Chief Marshal : Maurice Ellison**

**Email [sd34news@gmail.com](mailto:sd34news@gmail.com)**

**Tel 07788723721**

**O/S Maps 97, 98, 102 & 103**

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**<https://wastebustersblackburn.co.uk/>**



## 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 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 Tarmacadam Rally Championship. Rally HQ, Scrutineering and Service Park all based in Dunoon Stadium.

**More Information**

**Regs / Marshals etc**

**[www.argyllrally.co.uk](http://www.argyllrally.co.uk)**



# 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**  
21<sup>st</sup> November 2021  
Chief Marshal : Russ Henstock  
chiefmarshal.knutsfordtarga@gmail.com



## 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/>

**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 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
Round 7	20 November	Today's Ulster Rally, Newry



## THE ND CIVILS Ltd

### Lee Holland Stages

### Ty Croes, Anglesey

### Saturday 3<sup>rd</sup> July

### REGS & More

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

## ENTRIES

[www.rallies.info/webentry/2021/leeholland](http://www.rallies.info/webentry/2021/leeholland)

## We need Marshals

Chief Marshal Ian Swallow

Tel. 07989 600764

Email [iswallow1960@gmail.com](mailto:iswallow1960@gmail.com)



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**Phil James**

Motorsports Photographer & Journalist

07771 76 86 57 | 01772 69 00 34

phil@pro-rally.co.uk

@ProRallyPhoto

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# 1

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## 2021 Events

### Round 2

**20th June Mid Summer Stages**

Caerwent

www.forresterscarclub.com

### Round 3

**4th July Brawdy Stages**

Haverfordwest

www.pembrokeshiremotorclub.com

### Round 4

**25th July Harry Flatters, Epynt**

www.breconmotorclub.co.uk

### Rounds 5 & 6

**3 & 4th September**

**The Tour of Flanders**

Roesleare, Belgium

www.omloopvanlaanderen.be

### Round 7

**16th October Wydean Stages**

Forest of Dean

www.wydeanstages.co.uk

### Round 8

**24th October Cheviot Stages Rally**

Otterburn Ranges, Northumberland

www.cheviotstages.org.uk

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

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### 2021 Calendar

3rd Jul	North Yorkshire Classic	York MC
1 Aug	Cotswold Classic	Tavern MC
21 Aug	Hughes Historic	Blackpalfrey MC
12 Sep	Ilkley Jubilee	Ilkley & DMC
25 Sep	Tour of Cheshire	Knutsford DMC
9 Oct	Dansport Historic	Matlock MC
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 12<sup>th</sup> & 13<sup>th</sup> Slate Mountain
- July 17<sup>th</sup> & 18<sup>th</sup> Sweet Lamb
- Sept 18<sup>th</sup> & 19<sup>th</sup> Kielder
- Oct 8<sup>th</sup> & 10<sup>th</sup> Walters Arena

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

# 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 (CDMC)	Steve Entwistle,
Rod Brereton, (PDMC0	John Rhodes (APMCC)
Richard Hart	Bruce Lindsay (PDMC)
Jem Dale (G&PMC)	Steve Butler (CDMC)
Greg Harrod	Tony Vart (CDMC)
George Jennings (WaDMC)	Keith Thomas
Tony Lynch (WiDMC)	Bill Drysdale
Tommi Meadows (CDMC)	Ernie Larton
Bob Hargreaves (KLMC)	Tony North
Songasport	Ed Graham (HDMC)
Paul Goodman	Dave Williams
Niall Frost	Bill Honeywell (CDMC)
John Harden (LiMC)	Matt Hewlett (CDMC)
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 July 21<sup>st</sup>**  
**By Zoom ?**

## ANCC



### Next Meeting by Zoom

**Monday 28<sup>th</sup> June**

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



## ANWCC

Association of North Western Car Clubs

### Next Meeting, via ZOOM

**Tuesday August 10<sup>th</sup>**

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

## ANECCC



### Tyne Group Meeting

**Tuesday 1<sup>st</sup> of June**

**Might be by Zoom - Might Not**

### Teeside Group Meeting

**Thursday 17<sup>th</sup> 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 July Edition is*

**Monday the 28<sup>th</sup> of June**

*which is due out on*

**Wednesday the 30<sup>th</sup> of June**

(I will be at the Argyle Rally from the 25<sup>th</sup> to the 27<sup>th</sup>)

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

[sd34news@gmail.com](mailto:sd34news@gmail.com)

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