

# July 2021 spotlight



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



**ANWCC**  
Association of North Western Car Clubs

**ANCC**

Association of Northern Car Clubs



*John & Martin Gornall (Car No. 33)*  
*3rd O/A 1st in Class*

**Photo Courtesy of Chris Ellison**

**Wastebusters**

**Clitheroe & DMC**

**HALL TROPHY**

12/13th June

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

Volume 12 : Issue 7 : July 2021 : Maurice Ellison

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## Comprising the following 10 Clubs



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



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



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



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



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



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



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



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



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



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

**Website : [www.nwstages.co.uk](http://www.nwstages.co.uk)**  
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## ADVERTISING in 'SPOTLIGHT'

**Readership in Excess of 15,000**

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

**Sent to all 25 member clubs and then  
forwarded to club members + another 7000+  
on the distribution list**

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

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

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

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# Chairman's Chat

## July 2021

June Once again, was again full on busy month, this issue is full of the months events!]

Hall Trophy. Marshalling, at 2am was a new experience to one of our clubs members His first time marshalling a road rally.....! Time control 20 at the start of the last section, with lots of smiling faces for both drivers and navigators. Clitheroe DMC put on a fine show with the Hall Trophy half nighter, It was daylight when at 3:48 we closed the control!

I was involved with the Lymm events for April and May and the running of the Father's day event was full with 54 cars, three weeks before the running date! Seven drivers pulled out in the last 36 hours before the event, this allowed for a finish 30 minutes earlier than planned. As the event was 3 driving sessions with 4 groups (about 30 minutes driving for each group) Start at 9:30 a planned finish time was 15:30. With the seven none starters we were all packed away by 15:30 after a good days motorsport.

A report from a marshal from Sean Robertson Gemini 38 can be found in this July issue, TimingAppLive came out as a 9.9 score!

## When did you last use a fire extinguisher?

### **PRACTICAL FIRE TRAINING Saturday 17th July, 2021.**

The U17MC(NW) is organising a PRACTICAL FIRE TRAINING session at Blackburn Services (M65, J4) on Saturday 17th 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.

- 
- An issue was raised of a pop up appearing when visiting the SD34 website. It is believed this is due to it not being a secure site holding the 'https' mark. This needs to be purchased through the host and is to be followed up with Matt Field who helps host the site.
  - Longton & District MC confirmed the limitations they have encountered for their upcoming sprint at Trac Mon, Anglesey. Presently only a max of 30 people can meet together at a venue, and so had to take the unfortunate decision to postpone their upcoming event.
  - It was brought to attention that the recent MG Car Club hillclimb had not mentioned the event was a round of the SD34 Sprint and Hillclimb championship in its supplementary regulations, and therefore could not be considered a counting round. The situation was looked into in more detail by championship coordinator Steve Price, and it was eventually established that the round would stand as a counting event.
  - The treasurers report brought excellent news that further adverts have been purchased for inclusion in Spotlight magazine, bringing in vital additional income for the group.

## **2021 Dates:**

- Barton Hill Climbs confirmed for 12th June and 3rd July.
- The Keith Frecker stage rally has regrettably been postponed. A new date is tbc.
- A timing app for use on autosolos and other events is currently being tested by Knutsford MC, Clitheroe & DMC, Boundless by CSMA, Under 17 Motor Club North West and Accrington MSC. A few minor issues have been found to date but swiftly resolved. Overall feedback is very positive and the app looks a promising tool for use by clubs in the future.
- ANCC: To keep club details updated, the association has created a portal for clubs to enter to make any necessary changes.
- Finally, the members present were regrettably informed that Margaret Malcolm of Longton & District Motor Club had sadly passed away in early May. All those present passed their sincere condolences to Margaret's family.

**Steve Johnson, Chairman**



# Meeting Highlights

## Wednesday May 12<sup>th</sup> 2021

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# Meeting Highlights

**20 attendees for this meeting, with a couple of new faces from further afield, given the ability to join via Zoom.**

- Streetcar Cup has been put on hold for this year.
- British Motorsport Training Trust has unfortunately lost their recently appointed Chairman due to an incident with a tractor; our thoughts are with the family at this time.
- Helen Bashford-Malkie gave an update on Motorsport UK board matters: Linda Medlicott will be in touch shortly with clubs over safeguarding.
- EDI - future of motorsport and looking to grow and include everyone in the sport.

### Regional:

- Changing dates does currently remain fluid until the end of the pandemic, however will then revert back to D11.2.
- Considering changing the format of the licence card, to have the photo on the front.
- E-Mails - should now say in what capacity you are receiving the email - Marshal, Club etc.
- Review of Regional Associations - an updated document is to be issued, but not changes planned at the moment.
- Lifting - various pieces of equipment have had 1 year extension, looking at items purchased in 2020/2021
- Scrutineering - intent to retain self-declaration, review of 20% competitors
- LARA - Eric Cowcill reported that they met 3 months ago, meet next week. They did appoint a new Chairman, but unfortunately he is standing down.  
DEFRA has started up again and started a user group for byways, but not included motorsport, only walkers biker and social activities etc.
- Training - if anyone wants any training sessions, do let us know.
- There is a title change from Club Steward to Event Steward, please ensure that supplementary regulations are updated to this new title.
- There should be fire training in Darwen in July - please keep your eye out for notices.





# ANWCC

Association of North Western Car Clubs

## ANWCC NOTES – July 2021

Things are, at last, moving onwards and upwards, although the English and Welsh governments are both, perhaps understandably, holding back on really let us loose! We have now managed to get some events under way – single-venue Stage Rallies, Autotests, Production Car Autotests, Autosolos, Sprints and Hillclimbs and we have had our first Car Trial. Not much on the road rally scene so far, due to the preparatory work required, but there are some Historic and Targa rally events planned.

As we start the second half of the year (where did the first half go?) we can look forward to some more competition and our championship scores adding up. We are now 10% up on last year with the number of championship contenders registered so that's positive, if Road Rallies can get under way then I am sure that number will increase.

Our first trial got under way in June with Kidderminster MCC running their Wyre Forest Trial – where the grass was very long and slippery! The event was also a round of both national championships (Motorsport UK British, and the BTRDA) and ended with a tie. ANWCC contenders Rupert North and Henry Kitching both scored 75 points with Rupert getting the win due to more cleans in his new car for this year, a one-litre Suzuki Alto.

We have had four stage rallies to date, the latest round having been combined with the British Rally Championship so making points difficult to gain for our people, the true club supporters. Early July will see us have the first rallies in north Wales – a double-header at Trac Môn (Anglesey Circuit) with full entries, then another event at the same venue a couple of weeks later, again with an almost full entry. After the cancellation of the Sprints at that venue due to the strict Welsh restrictions we are confident that the rallies will happen.

July also sees the first Forest Rally since March 2020, the Nicky Grist Stages in mid-Wales getting 150 entries in the first 15 minutes of entries opening. This is also a round of the British Rally Championship so there will be some great competition. No spectators allowed, due to much of the route being on military land, but it seems that there will be a lot of coverage on social media, including some live stuff.

Our Sprints are doing well, and Hillclimbs are also being held successfully. The Autotest scene, to include PCA's and Autosolos, is also going well and making good use of the new timing system which also means I can follow the results from home! Hopefully our Targa Rally championship can finally get under way in July. Road Rallies are still an unknown quantity.

Now, a special message to all those of you who are the backbone of motor sport – the marshals. If you are one of the great group may I remind you of the ANWCC Marshals Championship, with a monthly cash award and also cash awards at the end of the year. Full details are on our website, and to claim points all you have to do is click on the link on our web home page, the pale blue box in left hand margin, fill in the details to tell us what you did and leave the rest to me. All the claims for the month go into a draw and the winner will get £25. This scheme is funded by our generous competitors who add a bit to their championship registration fees.

Hope to see many of you out on the events very soon, but from a distance! Stay safe.

## Dave V Thomas

e-mail [anwcc@talktalk.net](mailto:anwcc@talktalk.net)

**Visit the ANWCC Website and Register for the 2021 Championships**

# 3 events, 4 weekends

*Niall Frost*

COVID may have stopped a lot of motorsport but it has certainly returned with plenty oversubscribed events. My first event in over 8 months was the Devils Targa run by KLMC, where due to a clash with a house move I stood in for Chris Williams in the Cotton Subaru. Rob's 20<sup>th</sup> birthday was rewarded with an entry in the targa in his father's Subaru and the poor lad had to spend it with me barking instructions in his ear.

As has come to be expected it was a very well run event with the highlight being 3 tests round broughton moor which were very well designed for maximum car control. A fabulous venue with concrete and tarmac roads in remarkably good condition. With Rob's first event in a 4wd car it was a learning experience but we got onto the pace quickly and most importantly improved throughout the day to be pushing some really impressive times by the end of the day, to be expected from a man who has previously existed at the sharp end of formula 1000. The event was won by Andy Davies/Max Freeman in their Subaru, IDZ but we were very very happy with 4<sup>th</sup> overall and 3<sup>rd</sup> in class.

From Cumbria I had a two week gap until I took the drive down to Oxford for a 20/20 rally around the lanes of Oxfordshire and Warwickshire. I was in with Andy Brown in a very well prepared Fiesta ST150 as you would expect from someone who runs the race and rally preparation at Tuthill Porsche. For those who aren't aware a 20/20 rally is limited to 20 cars, 20 controls and all timed to the minute, and for a reason I can't fathom we were placed at car 1. Not ideal since this was a plot and bash rally and I haven't done any of this in over 15mths!

We set off on the first section and even with a passage check and a sealed envelope to open we managed to clean the 3mile section by 2mins. The next section proved trickier for some crews, indeed my mind went blank when I saw a her-ringbone but we muddled through where others struggled. After 120 miles we remained clean, along with 9 other crews. The lanes genuinely surprised me with how narrow and twisty they are, but shorter sections and harder navigation would be needed to obtain droppers. With the 8<sup>th</sup> largest engine we didn't fare too well! This was no reflection on Andy's driving or car preparation which were both superb.

And with only a week gap I went into the Hall Trophy with Louis Baines. I had originally entered with usual driver Bevan Blacker but the car wasn't quite ready due to a house move. So I stayed with what I know and joined another 106 who previously we have competed against. A full field lined up at Tony Harrison's in Bentham and it was amazing to soak up the atmosphere and see cars and people for the first time in 15mths.

## Kirkby Lonsdale MC **KLMC TARGA** 22nd May



## Clitheroe & DMC **HALL TROPHY** Road Rally 12/13th June



*Photo Courtesy of Chris Ellison*

*Continued on Page 9*



### 3 Events in 4 Weekends Continued from page 8

We started with a loop out to Clapham and then to Lythe via Keasden crossroads where I was fortunate not to see Kris Coombes "encouragement", dropping 30s to the leaders over the first two sections we got the hammer down and set fastest time to STC 9 helped by a clean turn round the "impossible" hairpin at Mill Houses, now only 13s down.

Our approach to Lythe started from SE of Wray and my navigation of the 4 way junction in 6466 left a little to be desired... "up there" I shouted pointing down the narrow road, much easier than describing what to do. We had a great run over Lythe smoothly capturing the NAMs but knew we would be in deficit, and 48s down it was, nobody can touch Sam and Seddy over there, whether it's Sam's road calling or Seddy's driving, only they can confirm. Most likely a combination of both. Louis and I were happy when comparing times, in the mix and heading the chasing pack. Darren Moon set a cracker of a time over Lythe although possibly at the expense of his navigators wellbeing!

A short respite allowed us to recover before a blast round whitewell, with a hard landing causing the car to bounce out of gear, new pairing the Gornall's claimed quickest in their 206. And that will be the last time they are seeded at 33. Onto the Trough and we were still 45 seconds down but Louis has been over this road a few times and I know the roads around Dolphinholme, a big push resulted thwarted when we confused each other at the LWR NAM and had to back up, 10s claimed back not that we knew at the time as we hadn't compared times with the white 106. Unfortunately the beautiful white Subaru of Steve and Rob Cotton retired at this point with damage to a power steering hose.

The final section was timed to the minute and took us round Kit Brow (no white) before Louis' favourite section down stock-a-bank. I called nothing down here as I was still writing the code board down as we plummeted towards the next crossroads, my clipboard not sitting square on the poti and causing me some issues! It was fast towards Crossgill where the NAM bends nearly confused me but we stopped at the t-junction and I quickly got my bearings. I even had time to inform Louis he could back it off as we were going to arrive on our minute which we did using only 18s of it to do so.

This was enough to overhaul the flying white 106 who just dropped into the next minute, Clerk Paul Buckel had designed in a sting in the tail to this short and sharp event! With car rising from 4<sup>th</sup> at half way to 3<sup>rd</sup> overall it was a French 1, 2, 3 and even better red, white and blue! Louis' first win has been a long time coming and to do it with a daft accented stranger sitting alongside is virtually unheard of. With the confidence up the red 106 joins the silver and white versions as evidence that the Peugeots are resurgent in the northern road rallying scene.

**Niall Frost**



## Classic Nostalgia Weekend Shelsley Walsh 17th & 18th July 2021

The recently extended restrictions by the Prime Minister make it impossible for us to allow spectators into the paddock if the weekend is run under a Motorsport UK permit.

This weekend has always encompassed a spectator-inclusive paddock experience with star cars and drivers as well as being a competitive meeting.

Like many, we do not understand the logic of the current policies, but we must conform to them. We feel that we must act to preserve the essence of one of the biggest events in the Shelsley Walsh calendar. We have therefore decided to cancel the Motorsport UK permits.

We will run the weekend with timekeeping arrangements in place but it will not be possible to publish any results. The hill will be fully manned in the same way as for a normal competitive meeting.

The Per Capita element of your entry fee will be refunded to you, but if you do not wish to continue with your entry we will refund that entry fee in full.

We apologise for any inconvenience this may cause you. Will you please notify me of your intention to compete or not by midday on Tuesday 29th June.

Unfortunately, because I am now finalising the Reg Phillips and VSCC meetings I will not be able to confirm receipt of your reply.

**Knowldale Car Club Limited**

## The John Clegg Mini Miglia Tour

**Supported by JC Mills Ltd**

**Saturday 2nd October**

A full Tulip Road Book will be provided. The mileages in the Road Book have been set using a mobile phone tripmeter app. Such apps (some free) are available for Apple/Android devices.

There will be some more taxing navigation available for the more experienced navigators.

The OS map numbers required for those who would like to plot the route are 97, 98, 99 and 103.

**Regs : <https://www.knowldale.co.uk>**

# Racers rally to Abbeystead aid with gift towards life-saving asset.

The life-saving benefit of having access to a defibrillator was thrust into the spotlight at the Euro 2020 Championship when Denmark's Christian Eriksen suffered a cardiac arrest while playing for his country against Finland.

Much to everyone's relief the former Tottenham Hotspur midfielder now appears to be on the road to recovery though his career as a professional footballer may have come to a premature end. The incident highlighted the importance of having such a vital piece of equipment within easy reach and now it's thanks to the efforts of Over Wyresdale Parish Council that residents and visitors to Abbeystead have such a facility to hand.

Providing such an asset doesn't come cheap so when organisers of the Legend Fires North West Stages Rally donated £500, around a third of the total cost, it helped accelerate the installation of the life-saving equipment in the former village telephone box.

Parish Council Chair Mark Atkinson said "We wanted to locate an accessible defibrillator in the village and we're very grateful to all those who supported us achieve our goal. Once covid-19 government advice allows we plan to run training sessions for first responders to compliment those who are already qualified as part of their work duties."

Local rally ace Darren Atkinson is one likely to take the course but it's unlikely he'll be racing to the scene of any emergency in his rally car! Darren said "I've lived locally all my life and I attended the village school opposite the phone box that now houses the defibrillator so it means a lot to me to be able to help the local community."

North West Stages Rally Deputy Clerk of the Course Mark Hothersall said "I first met with the Parish Councillors in the build-up to the 2019 event and given the help they gave us I was delighted when the opportunity arose for us to help them provide this wonderful facility in the heart of the village."



***L-R Mark Hothersall, Parish Councillors John Drinkall and Mark Atkinson, Darren Atkinson, Parish Councillor Barry Pye.***

***Photo Courtesy of Phill James  
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# A PRETTY AND POWERFUL PORSCHE

**Ed Graham : Hexham & DMC**

They are a car you don't see too often on HRCR road rallies or scenic tours but there is no denying that the Porsche 914/6 is an ideal machine for either discipline and an extremely attractive car into the bargain, so it is great news that one is about to make an appearance, certainly on the touring scene, in the hands of ex endurance racer Anthony Coxon who has imported one from the States and spent considerable time and expertise refining it to his requirements.

Anthony came across the car advertised on a website while on a business trip to Chicago, it was located at the premises of Brad Meyer of 914 Ltd fame so a 3 hour road trip down the highway later a deal was done and arrangements were made to ship the car back to the UK. Anthony's car is a 1970 model, the chassis number is 106 so an early one, and it has spent it's time in the USA doing track days and so came with a half roll cage, and fortunately, had been dry stored between events meaning it was a nice rust-free example. As purchased, the car was fitted with some unsightly glass fibre arches attached by pop rivets. These were removed and replaced by a set of GT steel arches, the job extremely well done and a tribute to the panel beater's skill, beautifully moulded into the body and lead welded without a bit of body filler in sight, they really do enhance the car's appearance.

A modified GT type oil cooler sits snugly at the front and GT bumpers have been fitted both front and rear. The suspension, which is pretty good in standard form, has been improved by fitting Bilsteins all round making for superb handling and ride, even the many undulations of rural Northumbrian roads proving to be no problem with the car following every dip and crest so precisely.

For engine work, Anthony turned to the experienced and well known Mike Bainbridge over near Kendal and the result is some extremely brisk and exhilarating performance helped by the fact that Anthony has had a long 2<sup>nd</sup> and 3<sup>rd</sup> gear fitted plus a limited slip differential which ensures that all the power goes down onto the road. At the time of my visit the car was due to go down to John Lamb in Chesterfield for a session on his rolling road.

Currently Anthony's car uses 7" rims and sits on 195/65 x 15 tyres, this set up seems to suit the Porsche eminently and I corners absolutely superbly. A trip round some of the more testing Northumbrian roads which had actually been used on a Hexham & DMC navigation rally the previous weekend, really highlighted the little car's exceptional abilities. With loads of power, the engine is similar to that fitted to a 911E, bags of torque and together with the fantastic roadholding, it was an exhilarating experience. The performance is quite stunning and the car is so nimble, treating tight bends and adverse cambers with complete disdain. It is a car that would be equally at home on the race track or buzzing round the lanes and would be an ideal mount for something like the Classic Marathon or Monte Carlo Historique. It's debut in Anthony's hands, with brother James navigating, will be a slightly less demanding event as he plans to debut it on the popular Wigton Motor Club run Rose and Thistle Classic in August, an event which starts in Carlisle and finishes at Shap Wells, taking in some of the lesser known roads of North Cumbria en route.



**Ed Graham : Hexham & DMC**



# Trialing Times

## Windwhistle MC

## Spring Trial &

## Woolbridge MC

# Golden Springs Trial

*Rupert North : A&PMCC*

The last weekend of May brought the national trials championship to rounds 2 and 3 right down on the south coast with Saturday in Devon and Sunday in Somerset. After what seemed like endless rain for weeks running up to it finally the sun, and summer broke out from behind the clouds on the Wednesday afternoon in the run up to two days trialling.

I had loaded up Tuesday evening and headed down to Portsmouth to break the long trek down up and visit my southern based family after 18 months of Covid restrictions. Thursday and Friday on the south coast were red hot and everything seemed to have fallen into place for the double header.

Up early Saturday morning for the mere two and a half hour drive to the venue with the last 2 miles on the narrowest of narrow country lanes I arrived at the venue. Those tiny lanes cause me no end of worry, I find it really hard to back the trailer in a straight line using the mirrors on the van.....god knows what would happen if i met something really big and had to back up!!

Windwhistle MC had laid on 4 rounds of 8 hills for the 33 entries to try their skills against. This was only the second event for my "new" class 1 car a 1.0 Alto GL, the first event had gone well with a first in class finish in dry conditions but despite the sun the venue was covered in long lush grass which never dried out all day.

After taking a narrow lead on round 1 and being able to extend a little over the second round to a class lead of 6 meant I could relax a tiny bit, one bad mistake and the leads gone, but if i had a bad climb and dropped a few it would put me back too far. The light Alto seems to be better in wet and slippery conditions than on the dry which should be good for a UK based sport, we get more wet events than dry.

After a nice lunch basking in the sun we headed off into round 3, reverse class order this time which meant I was first on, as normal the clerk of the course had been busy while we ate, finding fresh grass and new challenges for us. Being first on, means you get the worst of it, having to flatten the long grass down and show other competitors either the right line which works or a wrong line that doesn't!! Once half a dozen cars have been up the long fresh grass it definitely gets easier. I was happy enough up to hill 8 to have been able to keep in touch or even ahead of the others, then a poor climb on hill 8 cost me a couple of marks, not a problem...onto the next round.

Backing out of hill 8 I managed to find a sinkhole...not a big one literally just a couple of feet square of just a slit...covered in grass!! The car dropped in over its 13" tyre and rim and that's where it stopped. Made the mistake of trying to move it before getting out and realizing how bad it was. And friendly local in a beefed up landrover pulled us out but the little car was from happy. Trying to move forwards was met with lots of bangs and cracks, sounded like the diff was eating itself or if i was lucky just a drive shaft. The steering was locked solid and it looked like game over.



*Continued on Page 13*

## ***Trialing Times***

### ***Continued from Page 12***

Did manage a few yards in reverse and the wheel turned, then tried going forwards, it was sort of moving a few knocks and bangs, not a happy car at all. Limped it carefully to the top of the hill and grabbed a jack and a wheel brace off a friend. Took the wheel off and was truly gob smacked by what greeted me. The whole inside of the wheel rim was solid with mud and small stones, you could see bits of broken stones mixed in with the mud, the brake caliper and disc were not visible at all. I wish I had taken a picture it was quite the sight. But times ticking, the rest of my class and the event was moving on around me and they were not going to wait long before the hills would be packed up. I do recoil looking at it thinking what the hell am I going to do with this?? Scooping handfuls of mud out the mechanicals and off the inside of the wheel rim sorted it out, at least things were going round, it had pulled the drive shaft gaiter off so did the last round with it inside out, so the mud could at least get out of it.

If you do fall behind people are nice and let you jump in the queue for the hills and I caught up with the rest of my class towards the end of the round. Bit of a worrying moment and can say it never happened before. But all well that ends well and managed to extend my class lead to go on to win the class by a half decent margin. Once the event was over I took the car for a few road miles to see if everything felt OK, thankfully it did. I Met a massive tractor whose wheels touched both sides of the lane, glad I was in the Alto not the van.

All in all a great days sport with a decent result to boot, off the hotel for a shower some food and drink and to chat with the other trialists who were staying there too.

Sunday's event was Woolbridge MC Golden Springs Trial, which was less than 15 minutes from the hotel so a nice lie-in and breakfast meant I turned up to the very large 4 field venue not feeling tired at all, normally it can be a 3 hour drive.

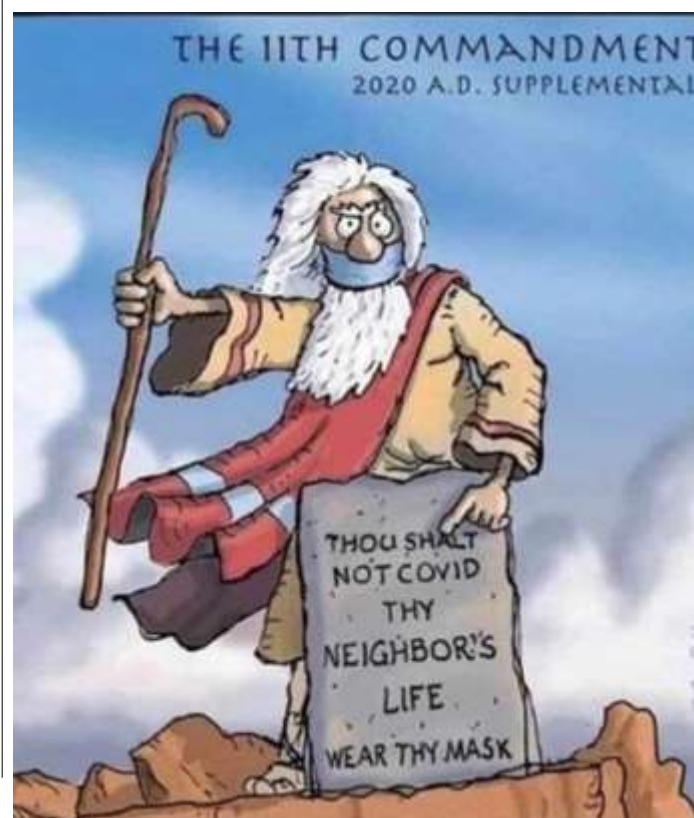
Again four rounds of 8 hills were ahead of us, this venue is large and steep and despite not being that far (only a hand full of miles) not a different part of the country the grass is short and slippery. A large class of 13 meant that potentially the winner could be coming from it. Off to the hills the first one looked hard long and steep with some big bumps to boot, the little Alto soaked them up like a sponge and the grip felt good, even on the first round which is normally the slippiest. By the end of the round something had happened....something that hadn't happened so far....I wasn't leading class 1. Reigning national champion Trevor Moffat had pulled a 1 mark lead over me!! The next round with the hills altered a little was worse, as the grass dried the hills became steeper, but not little short sharp bits of a climb long steep persistent climbs. By lunch I was 6 behind but I knew the hills were not getting made easier and in the blazing sunshine things were going to get tougher.

Round 3 was certainly a bit of a disaster, dropping 19 to the lowest of 6! my efforts were fifth best in class, this was an eye opener after a fairytale start to the season on the first two events I was hemorrhaging marks badly. The tiny engine just doesn't have enough low down torque to keep the car moving and the grip wasn't such that you could floor it and scrabble up the sections. It is hard to find a car that excels in all conditions and on this event I found the Alto's achilles heel.

Round 4 was a little better, my score was good enough for third in class on this round, only losing marks to the 2 1.6 Cor-sa sports which normally do very well in class 1. I had to quickly learn to adjust my driving style and take some interesting lines up the hills. If there was a run up I was taking it!! Well off the conventional line but it seemed to be working, really just driving to keep the speed up. Not sure marshalls laughing at my shuddering dashboard is a good sign, but that's how most the sections ended in a slow shudder until the engine finally stalled out

A tough day! Did enough to hang on to second in class 1, which on a day that certainly didn't suit the car I will take as a small win in itself. A great weekend away, I do like the week-ends away, cuts down on travelling up and down the country. Guess it's only me hoping it rains for the rest of summer?? Prepare for a heatwave.....

***Rupert North : A&PMCC***







Liverpool MC  
Kirkby Lonsdale MC



# BARBON HILLCLIMB

13th June

*Keith Thomas*

Most of the Dirty Fingernail crowd that before Covid met on the second Wednesday of the month are over 21 years of age.

To be truthful many of us had our 21<sup>st</sup> birthday over 50 years ago although there are quite a number in their 30s and 40s but recently we all had one thing in common whatever our age, we could finally get our cars, meet up once more and enjoy the company of others at car related events. What a lovely feeling, life did seem to be getting back to normality.

First event for most of us was a wonderful day at Quarry Hill House near Mealsgate on June 6th where Charles Woodhouse and his son in law William Irving invited us to a NGS open day to look around their immaculate and very interesting grounds and gardens surrounding their wonderful houses consisting of "The Big House" the "Coach" house and the "Stables" all architecturally of an era when quality was uppermost and so attractive to look at and savour.

This gathering took place under a fabulous blue sky and over 60 "Classic" cars arrived in addition to over 150 or so modern cars to enjoy tea, coffee and sumptuous cakes that the hard working family members dispensed all afternoon, what a tremendous way to come out of lockdown.

Hopefully this will be the first event and that it will happen again next year and for many years to come so keep a note to look out for an invitation in 2022.

Almost everyone involved in the classic car scene was there with some of the most exotic and superbly restored machinery in the area on display. Charles Graves owner of many classic cars himself varying from vintage Bentleys to Sierra Cosworth and several Jaguar XKs came up to me and said he had never ever in his life had seen a better car than Alan Harrison's XK150, he could find no fault or blemish, it was far better than when it came out of the Jaguar factory. Charles was in his own XK and was amazed at how the chrome wire wheels on Alan's car gleamed especially as Charles had just cleaned his own but said his didn't look half as good as Alan's, that car could win concours competitions anywhere in the world yet it is just one in a line of cars that Alan has restored over the years.

A body shop owner who is currently spraying Alan's latest project which is a Morris Minor says he has never ever seen cars prepared for spraying to such a high degree in his life even by professional bodyshop personnel, what an accolade, well done Alan.

The day prior to the NGS open day a number of our fellow enthusiasts were competing at Harewood in Yorkshire at the hillclimb, I'm not sure just how many were there but John Hunter, competed in his immaculate Riley, Ian Smith and Ian Woozencroft were in the Smiths family Alvis 12/70, David Smith was burning up the tarmac in the very rapid Mini Marcos which is already picking up awards at events a real credit to the meticulous building by David as well of course due to his rapid driving.

June 13<sup>th</sup> saw the first Barbon and Smith senior, Smith Junior and John Hunter were joined by several other locals including Chris Spencer in his Scarab formula Vee racing car which is built from VW Beetle parts but sounding more like a BDA than a Beetle. Graeme Forrester competed in his MGB as you can imagine, if you cut Graeme in half he has MG written through him just like a stick of Blackpool rock ! Not his road car though but his race tuned one that looks as if its just come up from Abingdon and sounds like it too.



*Continued on Page 15*



## **Barbon Hillclimb : Continued from page 14**

Gilcrux resident Peter Garforth was in his black RBS8A 998cc racing car putting up phenomenally quick times, Peter did a 26.39 and FTD was a 24.34 put up by Jim MacDiarmid from Kendal in his Force PC which has 1396cc. Peter was giving away almost 400 cc or 40 percent capacity and Peter hasn't really had much time in the car other than Harewood a couple of weeks ago, certainly a guy to be watched.

Peter's car was built and raced by the Reverend Barry Whitehead or the "Racing Rev" as he was fondly known. Barry built a total of 8 RBS cars which stands for "Rev Barry's Special" through to the last one that Peter now has which is RBS8A. Barry came from Wigan and was a regular at Barbon sharing the cars with his daughter Eve, he died in 2017 aged 86 of prostate cancer but was racing his cars until two years before he died and even in the years he wasn't racing he urged Eve on at events.

I myself was in my usual Buckler pitting my supercharged 1172 sidevalve up against others in the pre 1962 class, Keith Beningfield won as usual in his fully sorted, high revving, supercharged MG TC that has phenomenal power with the blower boosting at 12 psi, it almost rips the tarmac up setting off on the line.

Others in our class were VSCC stalwarts Neil and Jane Corner each driving a stunningly beautiful pair of Talbots that arrived in a triple axle covered trailer towed by their motorhome, how on earth Neil managed to thread that outfit through the narrow roads in Barbon village lined with expensive cars parked outside some really picturesque houses I will never know. Of course as far as I know they could still be there stuck on the field. I did offer help to load the cars but they were quite happy so I left and squeezed my trailer through the village very relieved I wasn't driving their outfit.

Mark Milne was in his Lotus 6 with basically the same engine as mine, some cars sported the conversion with overhead inlet valves which was very pukka and sophisticated tuning gear in the early 1950s but it was quite an expensive additional cost.

John Hunter and Ian Smith were also in our class as well as one other Buckler of the same model as mine, this car and mine competed against each other at Barbon in 1954 when owned by Graham Curwen's dad, I wasn't there competing either I will have you know I'm not that old!

In those days both had Ford 1172 cc sidevalve engines and 3 speed gearboxes but Graham's dad always had intended to rebuild it with a fully tuned A series engine, gearbox, transmission and steering rack basically it's now an MG Midget in a Buckler chassis. Graham managed to buy it back a few years ago as it was sold to someone in the Isle of Man and finally rebuilt but now with 1275cc rather than the smaller engines fitted to Austin A30s of the time it's just as his dad had always wanted. The car is immaculate and a credit to Graham and his helpers for doing such a wonderful job.

Very kindly Graham Curwen MBE gave me the sidevalve engine and other parts as spares for my car, a nicer guy it's impossible to meet. Graham too is a man of the cloth so to speak, he is a preacher at chapel on a Sunday but during the week he is in full time employment in a very responsible job too in the local health authority, no one can have told him that at 80 or so years old most people are sitting in armchairs not racing Bucklers as well as driving a second car at events this time a proper racing car a Van Damien Formula Ford type car that previously belonged to Fraser Graham of Workington a car well known locally in west Cumbria.





## **Barbon Hillclimb** *Continued from page 15*

Dick Smith accompanied by sons Andrew and Simon all Frazer Nash owners/ racers came to watch two of Dick's grandsons compete in a 1964 mini Cooper, which was having a few problems at times but going very quickly when on song, there was a bit of fine tuning going on in the paddock with Simon filling the carb needle to richen it up slightly at the top end of the rev range. Simon is well qualified to file up the tiny needle, he has recently come back from a three year stint as the only dentist on the island of St Helena in the south Atlantic ocean, 1210 miles from South Africa and 2500 miles east of Rio de Janeiro its total area is only 152 square miles. Living there you mustn't forget to take important things with you its not really commutable is it ?

Barbon was a superbly run event held in fantastic hot weather, especially thoughtful and a really nice touch was that the hard working marshals came around and dispensed free bottles of "Aqua Vale still water" from Staffordshire to competitors who were waiting in the top paddock before we returned down the hill, thank you, it was very much appreciated. Another Dirty fingernailer competitor, Mike Garstang was competing in the class against Dicks grandsons Dan and Jacob Smith those three were in Minis Mikes being his familiar red 1275 Cooper S, other cars in their road going class were a Lotus Elan plus 2 and a MG Midget so not surprisingly the Elan won the class.

The main organisers were Liverpool motor club but sadly due to Covid no spectators allowed so no chance to make money towards club funds or future events and events like these need income to sustain them as so many things have to be brought in specially for each event such as toilets, timing gear etc, these cost serious money so spectators are essential to fund things.

The MSA surely could give money to clubs to offset costs as we all paid for our competition licences last year but with hardly any events their staff would probably be furloughed for much of the time so their salaries would be paid for by government funds rather than from our licence fees.

Next Barbon is on 3<sup>rd</sup> July which is a British championship round as well as a counter in the Bert Hadley Austin 7 challenge so the best cars in the country will be fighting it out for honours., hopefully some sort of relaxation will be allowed but with lockdown not being lifted for another 4 weeks it does seem on a knife edge.

When lockdown is relaxed I will contact the golf club to see if we can meet again in their lounge but until then we must take advantage of outdoor events and take part in runs and visits organised by local clubs such as the one Ive sent out run by the Fellside club. Enjoy your cars and above all appreciate and enjoy your motoring friends.

**Keith Thomas**

# **June Sprint & Hillclimbing**

**Nigel Fox : Clitheroe & DMC**



The month kicked off with two events on the same weekend. Most events I enter are rounds on the Longton Northern, Liverpool, SD34 and ANWCC championships.

First up Barbon Manor hillclimb which is located near to Kirkby Lonsdale in Cumbria. The course has been in use since 1950 and despite being just 675 meters long is fast and exciting. In fine weather there are few nicer places to compete, (in rain it's awful). As luck would have it was a beautiful day. The event, organised by Liverpool Motor Club, always attracts a wide variety of cars, including Austin Sevens, Bucklers and Rileys, some of which were competing on the hill over 60 years ago. Notably, Graham Curwen was competing in the restored Buckler that his father competed in, as well as driving his Van Diemen Formula Ford, busy man. As usual I was driving my roadgoing Caterham Seven in the over 1800cc class and was pleased with a class win and tenth overall.

The very next day it was a short run down the M6 to the 3 Sisters Circuit in Ashton in Makerfield to for the Longton and District Motor Club Sprint. Another warm day with perfect weather for motor-sport. Longton events are always good value and with one practice and seven timed runs this was no exception! Lots of competition in my class and after a day long battle with Sean Bourne driving his rear engine Vauxhall powered Cyclone, I managed to win the class and set a new class record on the last run of the day. Once again tenth overall.

Blyton Park Driving Centre was next, organised by Huddersfield and York Motor Clubs, the Keith Pattison Memorial Sprint. Lots of interesting cars out on this event including many period rally cars. After two practice and 8 timed runs, I came away with a class win and seventh overall.

Back with Liverpool Motor Club and Aintree circuit for their second event there this season. This was also a round of the Lotus Seven Speed Championship which I am also competing in. Since last time I was there I have changed my axle ratio from a 4.4 to a 4.1 and I was keen to see how that would work. The answer was not long in coming as the car was still quick off the line and top speed seemed undiminished. The intermediate gears seemed to suit the corners much better however. At the end of the day I was half a second ahead of my Lotus 7 class competitors as well as collecting points in the other championships.

July will be busy with events at Barbon again, Blyton and Scammonden Dam.

**Nigel Fox : Clitheroe & DMC**



Liverpool MC  
Kirkby Lonsdale MC



# BARBON HILLCLIMB

13th June

John Stone was a surprise entry amongst the eighty contestants on June's Barbon Speed Hillclimb. Well known for his exploits on the rally stages, this was the Blackpool South Shore Motor Club member's first foray into what is one of the oldest of motorsport disciplines.

Earliest records suggest the sport has its origins in France back in the late 1890s and its first run on British soil soon after. The sport only came to Barbon in 1950 and is held on a 890 yard 1:12 incline on the Barbon Manor country estate, north of Kirkby Lonsdale. Organised by Liverpool Motor Club in collaboration with Kirkby Lonsdale Motor Club this was the first of two annual events that attract competitors from throughout the UK. Such was the variety of cars, they were split into more than twenty classes with Stone competing in the hotly contested Class 5A for Racing Cars Up to and including 1100cc.

Aside from this being his Hillclimb debut it was only his second outing in the car that he previously raced in a Sprint Meeting at Curborough. Powered by a Kawasaki 1080cc motorcycle engine fuelled with methanol and producing 200bhp Stone found his race bred mount totally different to the Ford Fiesta WRC he usually competes in. Stone said "I've

learnt a lot today, unlike a saloon car there's no roll in the corners and given the tight constraints of the cockpit I'm finding it easier to left-foot brake as I would when driving a rally car but I'm not sure that's what others normally do?"

Whatever his doubts, Stone boss of Legend Fires the long-time main sponsors to the North West Stages Rally, put in a sparkling performance finishing second in class and setting third fastest time of the day.

Indeed, such was his performance that Barbon regular Jim Macdiarmid, from Kendal, who set the day's fastest time in his more powerful Class C 1396cc Force PC was suitably impressed. He reckoned he hadn't had to work so hard for a win in ages as he kept a watchful eye on the times being set by the newcomer. Such are the tightest of margins Stone's best time of 24.95 seconds was less than eight tenths of a second off Macdiarmid's winning run. It will be interesting to see if that gap can be narrowed, or beaten even when the pair next go head to head.

*Phil James*

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## Motorsport

*By Phil James*



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**1**





Liverpool MC  
Kirkby Lonsdale MC



# BARBON HILLCLIMB

13th June



*Report by Phil James*

So keen was Martyn Taylor to get back into motorsport action that when the opportunity arose to enter June's Barbon Speed Hillclimb he grabbed the chance with both hands, even though he'd never competed in such an event beforehand.

Better known on the historic rally scene as both a competitor and organiser (he's Clerk to the Course to the Devils Own Rally amongst others) Taylor has an impressive record in his favoured motorsport discipline. His curriculum vitae lists his navigational credentials as a four times gold medal recipient and twice overall winner of LeJog who also boasts wins on the Rally of the Tests and Hughes Rally.

More recently he's taken to driving on events having acquired the ex-David Ruddock Vauxhall Astra in which he finished fourth overall on the 2019 Ilkley Jubilee, missing out on a podium finish by a solitary second.

So given his rallying background it came as a surprise to many to see his return to action come on the 890 yard 1:12 incline on the Barbon Manor country estate, an event organised by Liverpool Motor Club in collaboration with Kirkby Lonsdale Motor Club.

Taylor said "Given the motorsport drought I was keen to get back out and use the event as a test session for the car which thankfully ran faultlessly. It was sat on some well used winter tyres that weren't ideal and despite it not being my discipline I really enjoyed the day and probably learnt more as a driver than I would do on a rally. Would I do it again? Yes I'd certainly like another go!"

Perhaps not surprisingly he wasn't able to add to his extensive list of competition victories as the rally class win went to Morecambe's Chris Thomas in his Talbot Sunbeam but maybe next time Martin... watch this space!

**Phil James**



# Mull Car Club Dunoon presents **Argyll Rally** 25/26th June



***Paula Swinscoe : Clitheroe & DMC***

Well now that the dust has settled on the first Dunoon Presents Argyll Rally, I would just like to say WHAT AN EVENT!!

Huge congratulations to Mull Car Club on sticking their necks out and coming up with what, I hope, will become a regular, and iconic British rally, you should be very proud of yourselves! David Wright and I went into the event with pretty modest expectations to be honest, as the R5 Evo is a new car to Dave, he hadn't done a closed road tarmac rally for 16 years, and also it was such a mega entry!

Seeded car 11, Friday night was pretty tough as we discovered the notes were just too detailed for me to spit out for the speed of the car, and then we had no brakes at the end of the final stage of the night, so we were quite surprised to discover that we had ended the night in 4th place overall!

Giles Phillips Motorsport and the lads from Grove Hill Garage did a brilliant job to put the car right overnight, and I did a hatchet job on the notes!

We started to really settle into the car, the notes, and the stages on Saturday morning, and everything came together giving us fastest times on stages 6 and 7, and promoting us to the overall lead of the rally! We struggled a bit on the Loch Fyne and Whistlefield stages, so we knew that we were far from safe from the charging Meirion Evans and Jonathan Jackson who were only 8 seconds behind going into the second loop of 4.

We extended our lead by 1 second on each of the first 2 stages, but dropped a massive 15 seconds on Loch Fyne as we were finding the car to be so nervous on that stage, which put us 5s down, and with the final stage being such a short one we knew that we had an uphill battle to regain the lead. Dave drove his socks off on the last stage, and the time on our timecard at the finish was 2:51, 2 seconds under the bogey time.

We were over the moon to have come 2nd, having been hoping for a top 10 when we started the event, but unfortunately when we got to the finish we discovered that we had been penalized 1 minute for hitting a chicane, which we had been completely unaware of, to demote us to 4th.

However, we have loads of positives to take away, as I think we have proved that the car is very capable, and we worked really well as a team.

So congratulations to Meirion and Jonathan on the win, to Daniel Harper and Chris Campbell for a superb 2nd place, and to Fred Milne and Patrick Walsh on a simply phenomenal drive that was also marred by a penalty. Thanks again to everyone that was involved in the organizing and running of the event, to the lads who kept us going, and particularly to Dave for having me along - I had a blast!!

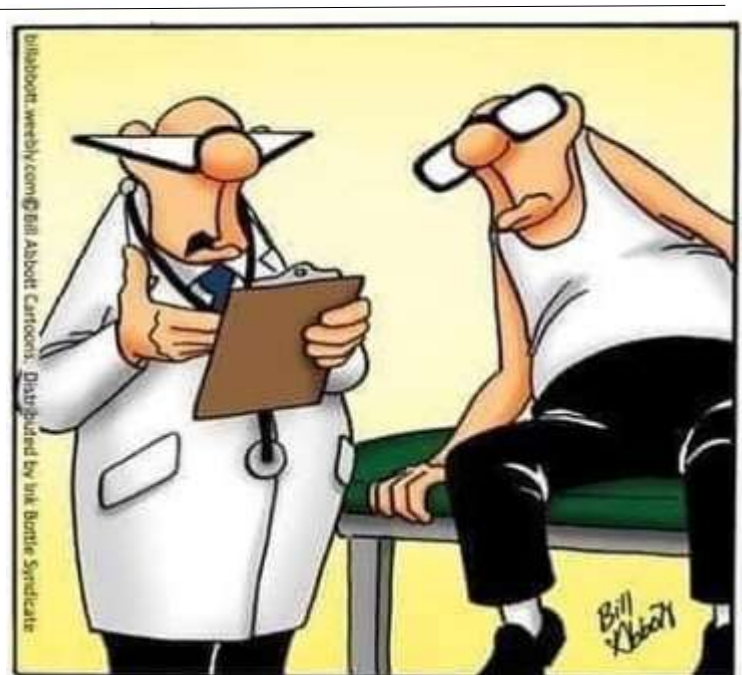
***Paula Swinscoe : Clitheroe & DMC***  
***(Riding shotgun for David Wright)***



***Photo Courtesy of Eddie Kelly***



***Photo Courtesy of Alan Scott Photography***



**"High sodium, high cholesterol, lots of toxins - your blood test is remarkably similar to a potato chip."**



Mull Car Club  
Dunoon presents  
**Argyll Rally**  
25/26th June



## Ewan Tindall goes top of the class in Argyll

Ewan Tindall shrugged off his 12-month absence from the sport to score a superb hat-trick of wins on the Argyll Rally.

A stunning drive in a new car netted the [2300 Club John Eason Award](#) winner first in class, first FWD and first in the Scottish Junior Championship.

It was a brilliant result for the 20-year-old from Newcastle-upon-Tyne, who had never driven his Fiesta R2T in anger before last weekend's event.

"The new car was great, it never missed a beat all weekend apart from a quick front hub change on the Saturday morning, and to come away with three firsts was perfect," Ewan, who was co-driven by Andrew Roughead.

"We used Friday as a learning night with the car, and felt comfortable in the two town stages. But the three closed road stages to finish the night were challenging, trying to learn the car, the stages and get used to left hand drive again.

"We had a few wheels in the grass down the right hand side grass and Andrew kept shouting at me to get back onto my side of the road!

"Saturday was amazing. I wasn't disheartened with Friday's performance at all as I knew there was lots I could improve on.

"Right from the off on Saturday, it felt very good with the car and everything just seemed to click. We pulled a lot of time back to take the SRC junior lead by the second stage in the morning, then carried on up the leader board with the aim of finishing top FWD. And that's exactly what we did after a good afternoon."

The only disappointment for the pair was a one-minute penalty, imposed for clipping a chicane with his wing mirror, which dropped him from 17th to 23rd in the overall standings.

"To be hit with a one minute penalty for folding the wing mirror in on a chicane that had been tightened since the last pass through the stage, felt very harsh, and it took the shine off the weekend," he said.

"Still winning class, top FWD, and top junior in SRC, even after the penalty, was some compensation



*Photo Courtesy of Eddie Kelly*



**Mull Car Club**  
**Dunoon presents**  
**Argyll Rally**  
**25/26th June**



**Dunoon Presents**  
**Argyll Rally**  
**breaks new ground**

The Dunoon Presents Argyll Rally provided a spectacular weekend of motorsport action for the community as 120 crews contested the new-look event which took place across the spectacular roads near Dunoon on Friday and Saturday (25/26 June).

Making a radical switch from the forest event that has taken place since 2017, the Mull Car Club organised Argyll Rally would take place entirely on the closed public roads in the region, offering a unique feature to bring the sport to the people thanks to the opening two tests taking place in the heart of Dunoon's town centre on Friday night.

The Argyll Rally made a return to the British rallying calendar four years ago after a thirteen-year sabbatical. First known as the Burmah Rally, the event originated in the early 1970's but the event failed to run after 2004. The event was reborn in 2017 by Mull Car Club and in 2021, became one of only a handful of closed road stage rallies in the country.

With the KNC Groundworks Scottish Rally Championship starting their season at the event and joined by the Northern England Tarmacadam Rally Championship, a top-quality field ensured an unpredictable outcome as the rally got underway in front of the residents of Dunoon.

And after 13 stages it would be Welshman Meirion Evans and co-driver Jonathan Jackson who would win the inaugural sealed surface Argyll Rally in their Volkswagen Polo GTi R5 after a rally long battle, taking the lead in dramatic fashion over the closing stages of the event to scoop their first rally win.

Jock Armstrong and Cameron Fair initially led the event after the town centre stage in their Fiesta Ford Rally2 but with three more stages in the Argyll and Bute peninsula to come that night, it would be short-lived as Freddie Milne and Patrick Walsh stormed to the front and would not be bettered over the remaining stages that night.

By the time the crews reached Dunoon Stadium for the overnight halt, Milne had an 18-second buffer over the MINI WRC crew of Daniel Harper and Chris Campbell with David Wright and Paula Swinscoe in third in their Fiesta R5. Milne kept that lead across the undulating, narrow and uncharted stages, opening up an almost twenty-second gap. However, a one-minute chicane penalty on stage seven dropped him out of contention, leaving Wright to pick up the top spot.

Sadly, a similar penalty befell Wright on stage 11 and with Evans mounting a last loop charge, it would be the Welshman that came out on top after the impressive two-day event.

"It's a great feeling," said Evans at the finish.

"We did our job as well as we could and to be rewarded with a win is more than I could have hoped for after the first loop Friday night".

"For quite a short rally, it was so challenging. The margin for error was zero on every stage and you couldn't afford any lapse in concentration. I have to say, I enjoyed it, the rally ran well and to schedule in difficult times which is something we have to credit the organisers for. Maybe we'll have to come back next year with [number] one on the door again".



*Photos Courtesy of Eddie Kelly*



## Argyll Rally

### Continued from page 21

After a clean run throughout the weekend, Harper would thread the powerful MINI WRC through the narrow stages to secure second overall with Milne taking the final podium place. His result would also give him the Scottish Rally Championship victory, a small consolation after his impressive run.

Wright landed fourth with Armstrong taking fifth place and second SRC contender, as rallying returnee John MacCrone rounded out the top five with World Rally Championship co-driver Stuart Loudon alongside calling the notes.

The event was hailed as an overriding success and Clerk of the Course Chris Woodcock was delighted to see the rally return to the region despite the challenges faced by the current situation.

"There were certainly times that we thought that the rally could not go ahead over the last few months," he said.

"But I like to extend a huge thank you to the organising team who worked very hard to pull everything together and of course all the authorities and sponsors for working closely with us to ensure we had everything in place to be able to abide by the current restrictions".

"It's been a very successful rally and that has been down to the support and cooperation of the residents, businesses and authorities in Dunoon and Argyll and Bute. They have been critical in ensuring such a positive event for the region and we are looking forward to seeing how we can improve and bring an even bigger spotlight on the area in 2022".

## Review of the Marshals' Pathway

Motorsport UK is continuing its review of the Marshals' Pathway, in conjunction with the Marshals' Advisory Group, and have recently completed a period of consultation with key stakeholders from the marshalling community, including Clubs and Regional Associations. The feedback was most enlightening, and will inform the steps that will be taken over the next 12 months to ensure that the Grading Scheme is replaced with a system that is not only fit for purpose for many years to come, but has been created with input from the people within the community itself.

Upon renewal in August, all discipline-specific Trainee grades (Accredited Marshal in Rally and Cross Country) will be replaced with a "Registered Marshal" grade which allows them to attend all branches of the sport under the supervision of someone with a higher grade. This change will help to drive volunteer participation across all disciplines of the sport, leading to a bigger pool of Marshals for the organising clubs to call upon.

Further details will be made available in the July issue of *Revolution*, and all Trainees and Clubs will also be contacted directly.

**Jon Bolton**

# Precision

The measurement of time is to quantify and standardise the cycles of nature. Our requirement for precision has increased over the years.

The counting of the days of the year established the sequence of the seasons for the planting and harvesting of crops.

Prior to the Industrial Revolution, rural life was happy to be run to the pace of the hourly chimes of the village church bells. With the migration to the towns, the people wanted the chimes on the quarter hours as well. The hands of analogue watches and clocks gave an indication of the minutes at a glance.

The creation of the railway network in the middle of the 19th century unified the individual times of towns around the country to allow for the creation of timetables, described to the minute.

Most forms of competition required the quantification of time, from 'Around the World in 80 days' to the 4 Minute mile. The measurement of the seconds was required to rank the competitors.

In motorsport, events were getting tied results so timing to the tenth of a second was necessary. In circuit racing to formulas with set specifications, a tenth of a second in qualification can be the difference between Pole and fourth position on the Grid. With the introduction of electronic devices to trigger the timers, it has become possible to time to a thousandth of a second.

Using time to measure distances, the Global Navigation Satellite Systems use atomic clocks with an accuracy of sixteen places of decimals of a second [0.0minus16 second]. That is a million times a million times better than they time the F1 Grand Prix's.

For most practical purposes, we are not asked to time competitions to a greater accuracy than a tenth of a second. Digital displays have replaced the sweeping hands of analogue watches and clock. Prestige analogue chronometer watches are very accurate but nearly impossible to read precisely and are just wrist jewellery status symbols.

**John Broughall**





# Lancashire AC

## Manchester to Blackpool Classic Car Run Sunday 13th June.

After a break last year the Lancashire Automobile Club continued with it's annual Manchester to Blackpool Classic Car Run, now in it's 59th year.

Obviously things had to be organised a little differently this year but as an 'organised sporting activity' the event was allowed to proceed with strict compliance to current regulations and guidance.

Without the assistance of Blackpool Council the event could not have taken place so the Club was delighted that the Mayor, Councillor Amy Cross, took the time to welcome the entrants to Blackpool. This year the traditional Concours element on Stanley Park was dispensed with so the entrants enjoyed a simple run from Manchester to Blackpool via a circuitous route taking in Belmont and a coffee halt at Heskin Hall.

The route then went to Bowker at Preston Dock before entering the Fylde and going through Wrea Green on it's way to Lytham then all the way up the front to finish on Princess Parade next to the Metropole.

To say Blackpool was busy is an understatement and the drive along the Promenade proved a challenge to 50 year old cooling systems but no incidents were reported amongst the 61 entries ranging from a 1913 Sunbeam 12/16 4 seater sports tourer through to a much newer Porsche Boxster.





# **BXCC Parkwood triumph for Kershaw**

**June 14, 2021**

*Gary Simpson*

Multiple former champion Richard Kershaw came back to the Britpart British Cross Country Championship (BXCC) in style with victory in the opening round of the 2021 series, held at Parkwood in Tong. Paul Rowlands was second in his Polaris with Adrian Marfell in third.

Dry and sunny conditions greeted the crews as they tackled the opening runs of the challenging course. Ian Gregg was quickest on the first run in his Polaris, leading Marfell's Fouquet by six seconds. Gregg extended his lead on the second run but Marfell battled back to be only three seconds off first place at the end of day one's five runs. In third place, a further two seconds back, was Kershaw in his Lofthouse Evo with son Mason co-driving.

A further six runs took place on day two. Times continued to be tight at the top of the leaderboard, Marfell closing the gap to Gregg to one second after the first run and then taking the lead on the next one. Victory hopes were dashed on run 10 though when Marfell broke a driveshaft, dropping around 45 seconds compared to his usual pace. On the same run Gregg had mechanical issues which resulted in a stage maximum, dropping him down the leaderboard. Kershaw kept up his day one pace to take the lead with one run to go and he had a trouble free last lap to take the win.

"It's been nine years since my last full British season, I can't believe it", said Kershaw. "What a weekend and to win with my son, it doesn't get any better. It's only the third event with the new Lofthouse car and there's more development to come but we've got a great base to work from."

Rowlands and co-driver Neil Lloyd finished second in their Polaris. They were also racing their new Lofthouse Freelander and took 8th place as well.

Rowlands commented: "Not a bad weekend, we broke a wheel on the first day but other than that we had good runs in both cars. It was my first event in the Lofthouse so I was driving at around 90%, there's a lot more to come from that car at the next event at Sweet Lamb."

Despite the broken shaft Marfell and Paul Bartleman held on to take third place.

"I'm gutted not to get the win, we'd managed to get into the lead after the 7th run and the win was in sight but it wasn't to be. I'm pleased with our times, we set the fastest time of the whole weekend on one run. There's still more development left in the car so we will fight on."

2019 BXCC champion Justin Birchall and new co-driver Andy Powell were in fourth and Andy Degiulio and Paul Foley were fifth despite having to change a diff and suffering a broken driveshaft.



*Images above by Songasport  
Image below by Reece Mathieson*



***Continued on Page 25***



## ***BXCC : Continued from page 24***

"We had a great first event," said Degiulio. "I was a bit rusty at first with not racing for a long time. Towards the end of day one we noticed a vibration and transmission noise on the car. It got so bad on the final run of the day that you could feel it resonating through the car and we were waiting for something to go bang but we got to the end. We worked until 11pm on Saturday fitting our spare diff to the rear. Then on day two we broke a rear driveshaft, we managed to get it fixed though and we were happy with fifth place."

Phill Bayliss and Lance Murfin were doing their first BXCC event in their Team OFG 3M AT Challenger and overcame several issues to finish sixth.

"What a weekend! Saturday started ok but then we got a puncture with damaged a ball joint on the second run. Queuing for the third run we lost all the electrics and had to roll back to the service area. We eventually found an issue with the emergency cut off switch. We finally started run three and I was in a rather stressed and annoyed mood, we were pushing hard but ended up going into a ditch. I kept the power on and we launched out of the ditch and off the road. Thankfully no damage was done but we were down in 14th place. Day two was a lot smoother and we set some competitive times to finish sixth overall and second in class. Thank you to everyone involved who set up and ran the event including all the marshals who sat out there in hot and dusty conditions."

Finishing just outside of the top ten and beating several much more experienced competitors, including her dad, was Jasmine Philpott in her Warrior with Peter Widdop co-driving.

"This was my first stab at a BXCC event and I was really pleased with our result and proud to be just behind the fastest men," said Philpott. "Pete is preparing the car this year and he's done a great job and it's showing in my times. We also had some advice on suspension set up from Anthony Jackson who is a very quick Warrior driver. I ran the course twice on Saturday morning and tried to memorise it – I'll not be doing that at the longer Sweet Lamb course! The weekend was fairly uneventful mechanically, we had a leaky diff but it wasn't too bad and we narrowly escaped a puncture on day two when I got a bit over-zealous and threw the back end into a rock. The wheel was broken but somehow we didn't get a puncture."

Debuting his new Lofthouse was Rob Bool with Victoria Vaughan navigating, they finished 14th overall.

"It took a bit of getting used to," said Bool. "We had a few electrical issues on Saturday which lost us some time. Dan Lofthouse sorted them for us and also made some suspension adjustments at the end of the first day which improved the car a lot for the second day."

One place behind Bool, and also debuting a new car, were Trophy crew Tom and Alice Jones in their Can-Am Maverick. "Our aim for the weekend was to get a finish, we started Saturday well and were setting consistent times, not going too wild in the rough areas. By Sunday morning we were close on times with Matthew Hall who is also doing the Trophy championship in a similar car. Despite a puncture the times were very close and going into the last run we needed to do a 6:17 lap to secure the Trophy win. We pushed harder on the rougher areas and managed a 6:05, our fastest run of the weekend. The competition was really good and it was a great start to the championship."



***Images by Songasport***



## ***BXCC : Continued from page 25***

Mattserati crew Warren Roper and Alec Fern were joint third overall after the first run but a stage maximum on the fourth run ended hopes of a good result, they completed the event in 21st place.

"I'm new to the BXCC and I've never run on all-terrain tyres so I was very happy with our time on the first run," said Roper. "We stiffened the rear shocks for run two but we ended up with no grip, spinning near the start. We went back to the original settings and started to learn the car and build confidence. The Sunday runs went well and we were setting top five times. I thoroughly enjoyed the weekend, massive thanks to all involved."

The other crew in joint third place after run one were Dave and Antony Hooper in their supercharged Simmbugghini. Unfortunately they had a wiring issue which dropped them down to 40th place but they battled back, setting top six times and finishing 19th overall, top beam-axle car and first in class.

Martin James and Matt Lowe overcame several issues to finish in 32nd place in their Lofthouse.

"We had a couple of punctures early on day one which meant we had to limp to the finish losing at least a minute," commented James. "After sitting on the start line while a stoppage was cleared the car wouldn't start so we had to be towed back to the pits, thanks to John and Matt for helping strip and find that the plug for the fuel pump had given up. We got back out and completed the rest of our runs. The dramas weren't over though as after resetting the flat shift at the end of the day the car wouldn't start – the electronic kill switch had given up. Fortunately I had a spare. Day two was a lot smoother and it was nice to get to the finish. Our problems didn't end there though, a wheel bearing let go on our trailer ¼ mile from the venue. Michael Kerfoot kindly helped out and we did a two hour round trip to Chorley to get another trailer, finally leaving the site at 9pm and getting home at 2am!"

BXC Trophy crew Harry Nicoll and Emily Sibley, possibly the youngest crew in the championship this year with a combined age of 44, enjoyed their weekend in the Trophy class and finished 28th overall in their Tomcat.

Nicoll said: "We made a cautious start as the course was quite rough in places but we got quicker as the day progressed. Day 2 was going well but we bent a trackrod end on one run and were lucky not to snap it. We had a really great time pushing the car and we're very happy with our pace. We couldn't catch the UTV cars in the Trophy so it was nice just to have fun and learn more. It was a great course and event by all the team".

Also racing in the Trophy, and on their first ever offroad event, were Reece and Sean Mathieson. They had a good day one in their Freelander but on the opening run of the second day a strut bolt sheared and the driveshaft came out resulting in a maximum and their first experience of the BXCC recovery team.

"What a great first event weekend, the car was brilliant and we've both bedded in well. We couldn't be happier with the result both in terms of our times and the car's performance. It all went pretty smoothly other than the strut issue but we were quickly recovered by the great recovery crews and our mechanic worked his magic! Massive thanks to Tony Devenport for his mechanical expertise and to Mike Wilson, the car's former owner, for all his advice over the weekend. Our confidence is growing, we can't wait for the next event."

George and Jaqueline Bryson raced their Warrior Audoo Quattro for the first time and they battled to 35th place after a stage maximum on day one.

"I don't think any of us had been so nervous about an event ever," said George. "New car, new venue and not having raced for so long. Run one was like learning to drive again! We lost the wipers at the watersplash one one run which wasn't ideal as there was bend over a drop right after it. At the same splash on the final run of day one the car stopped completely. We stripped half the car to get to the fuel pump only to discover that the problem was simply that the relay had fallen out! Day two started better, driver awake, car pulling great and the navigator on the button. The car then started losing power and the fuel pressure was dropping. I think the pump must have got damaged when it ran dry the day before. Anyway, we had some good runs and were pretty happy all things considered."

Mike Wilson and Ian Letman were another crew coming straight into the BXCC with no racing for 18 months. Their objectives were to learn the car, not to break it and to finish and they achieved all three with their only real issues being a broken intercom on day one and Letman getting a shower on every run through the watersplash.

Excite Team GB debuted their Mitsubishi Pajero and were rewarded with a class win despite driver Jade Paveley and co-drivers Claire Williams and Hannah Davison never having competed in a cross country event before.

The next BXCC round will be at Sweet Lamb in Wales in July. For more information on the championship please visit [crosscountryuk.org](http://crosscountryuk.org).

In addition to championship sponsor Britpart the BXCC is supported by Voxcloud, Staffordshire Signs, Whitecliff 4x4, ORTyresUK, Birchall Foodservice, NickyGrist.com, PD Extinguishers, Devon Town and Country Roofing and Gwalia Healthcare.

***Gary Simpson : Songasport***

# Yorkshire Wolds MC

## Rallye East Yorkshire Targa Rally

### Sunday June 6th

## Whizzing Through the Wolds

*Neil Raven : Ilkley & DMC*

One of the things we have learnt from our recent exploits on Targa's is that making a weekend of it is a must-do! We are fortunate enough to have very independent kids who know how a microwave and kettle work so can feed themselves for a couple of days! To make the most of the Rallye of East Yorkshire we decided to take in some of the picture post card scenery before the day of the rally.

When we aren't dodging cones or wringing the neck of our Saxo we enjoy swimming in local rivers and lakes as they are free and don't have verruca's in them! They are also a wonderful way of taking in the scenery and getting hypothermia, then telling everyone on Facebook how fab it is. The river Derwent starts on Fylingdales Moor and flows down to the Ouse with Stamford Bridge being one of the well know villages en-route. We got in about  $\frac{3}{4}$  of a mile above Howsham Mill and swam with the flow down to the weir there, scrabbled down the weir and then swam another  $\frac{1}{4}$  mile to the car. It was a glorious sunny afternoon and we didn't see a sole on our swim. We had our swimming cosies on and that was it. It took about 2 hours to warm up and a huge 16" pizza each to bring us round!

Our overnight accommodation was a glamping pod at a site called Sea Breeze, altuogjh after a few Brew Dogs and more pia it was more like Raven breeze! It was perfectly located as it was 10 minutes drive from the rally start and being in the countryside we were woken up by some frikin tweeting noisy birds at 5am, then again at 7am by the wonderful sound of rally cars heading to the start. We were fully relaxed, full of pizza and ready for a full day ahead. I took an extra minute in the shower to make myself look amazing as one of my heroes was going to be present at the event, Derek off of Bangers and Cash! Before the TV programme came along I had visited the site in Thornton-Le-Dale and paid £1 to look around the museum and motoring curious he had there. Out the back was a rally spec Skoda under a tarpaulin which I think his son, Dave, may have been rallying at the time, it was about 2005? Dave was also playing out on the targa, in his Volvo, and it was great to see him there along with the camera guy. The Bangers and Cash

programme has been a huge source of entertainment over the past couple of years and I had been listening to the recent virtual auction on my phone Friday night and Saturday morning, playing the 'guess the final price' game as the bids came in. I was really looking forward to saying hello.



YORKSHIRE WOLDS  
MOTOR CLUB

## Rallye East Yorkshire



*Continued on Page 28*



## ***Whizzing Though the Wolds*** ***Continued from page 27***

The targa was being run by the newly formed Yorkshire Wolds motor club and was the very first event they had organised. It was a huge undertaking and a big risk with the current state of affairs in the world but they had set out to make it a top-class event and they certainly excelled there. For a start the event was based at Sledmere House where there was ample space for camping and parking; they had even gone to the bother of making 60 numbered marker posts and put them in all the way up so you knew where to park. All the pre event communications were clear and updated when needed and any questions we had were answered quickly and concisely.



We were looking forward to a great day, the sun had even made an appearance!

With bacon butties digested and event brief over we headed back to the car to mark up the tests and put some brand new (to me) rally tyres on! Woo hoo! I bought these second hand and the previous owner was still around so they must have been ok on the loose! Those who read my last report on the Devils Own Targa will be aware I left putting the good rubber on until the last test, which is a bit daft really but they are still in good condition and tucked away for another day! The two part worn tyres slotted nicely under the VTR's wings and gave her a rally car stance! During the Devils Own we had experienced a lot of bottoming out and eating 16" pizzas wasn't going to stop anytime soon so I looked for an alternative fix. With guidance from Graham Hepworth I sourced a pair of Saxo diesel engine springs which are 150mm taller than the Vtr ones so would potentially raise and stiffen the front end. When fitting the upgraded springs they required a lot of compressing to get them down and I had visions of the new springs making a bid for freedom via the garage roof! They took a lot of clamping down to get in the Vtr suspension legs and needed a bit of help from a ratchet strap to get the last few mm's compressed. It was a tense moment to say the least. However, they went in, and up she went, giving at least an extra 80mm of clearance which, as it turned out, we needed.

Armed with an extra 80mm in length and some good rubber I was like a geezer on a night out in Leeds, full of confidence and looking for a good result! We sped off down a farm track on test 1, round a 90 left and understeered towards a solid building! Maybe the second-hand rubber wasn't that good after all?! Having said that, 48 cars had negotiated this corner ahead of us so it was very loose. As we approached the first cone to go around I tested the braking performance of the tyres and they responded with lots of positive slowing down action. The new springs were working as well and we cleared obstacles we would previously had dug up and left for the following cars to negotiate! It was going to be a good day.

Test 1 completed, 16 to go, and they just got better and better. Test 2 was a superb run round a huge piece of land and to keep the drivers enthusiasm under control code boards had been placed along the faster bits which were protected from the sun and observant navigators by red biscuit tins. A great idea and it ensured you had to stop to get the 3 digit code. You could also see them easily which meant they didn't detract from the driving experience too much. This test had some steep hills to negotiate after tight turns so a steady foot was required to get the required grip down without spinning too much, like a fast car trial really.

From here we had a 19 mile transport section to the next test site and a chance to take in some of the Wolds scenery. The road book was in the form of tulips and was very accurate, leading us along single track roads, through sleepy villages and fortunately away from any inviting rivers! Test 3 had a crest noted as a warning and as all except one test was on gravel we took it steady on our first run; the springs and tyres were still on probation and not all eventualities had been tested. Test 4 was all tarmac! How would the rubber perform on here and would I be brave enough to go quickly as it would wear the tyres out on the corners!! Based on previous code board locations we were fairly confident we would see the red tin from a distance and with the test diagrams, being works of art with trees and streams drawn in, we thought we would be able to gauge where it was. Our gamble paid off and we kept the Saxo tyres whirling along and slowed steadily so not to create too much heat and wear. Another great test on a private tarmac road; it was becoming obvious the organisers had some great contacts and put a lot of hard work in to be able to get these wonderful venues.

***Continued on Page 29***

## ***Whizzing Though the Wolds***

### ***Continued from page 28***

Test 5 had a very tricky tight little slalom up, down then back through to start with then disappeared up a steep hill and through the trees. A code board waited for us halfway up and Phil Rees and team were on standby at the finish. The second time through here we were catching the car ahead and could see Phil through the dust but he wasn't aware of our approach and he had the clock in his hand! Once alerted by his team he jumped into action and got ready to stop the clock. I don't think I've seen him move so fast in a long time!

Test 6 took us to the gladiator's amphitheatre! It was a huge quarry with wide open spaces giving the drivers plenty to go at and the navigator's headaches trying to get them back in line. The added bonus to this location was you could stand at the quarry edge and look down on the whole test and get pointers on where to go. This was where our new-found clearance would come in handy as it had some big rocks to go over to achieve the best lines. Keeping tight to the cones and mounds was imperative as there was nowhere to make up any lost time due to the loose and rough surface. Another great test and a challenge to go faster on the next run.

A short run to petrol then on to test 7 at RAF Staxton Wold where we were presented with an excellent opportunity to test the new set up under heavy braking on the loose as we sailed towards an unseen code board. While the front tyres and suspension worked well the rear tyres were still normal road tyres and spent most of the day being dragged around following the front wheels. As the front end gripped nicely the rear end didn't have the benefit of grip and tried to have a look at the road ahead sending us sideways as we glided towards the code board. Fortunately, the new angle we were approaching the biscuit tin at was perfect for Claire to open her eyes and take a snap shot of the code and off we went to enjoy a lovely figure of 8 manoeuvre through the cones at the next corner. I guess a healthy amount of good fortune is far more valuable than a decent set of tyres!

Test 8 started in the trees and took us along a roller coaster track which commanded respect to make sure you got through in one piece. The suspension was being compressed then extended then compressed and extended and if you got out of shape you would look like a Dakar motorcyclist in slow motion. I tried to time the acceleration on the down and ease off at the crests. It worked until I started getting cocky then it all went to pot and I had to slow right down, fortunately as a code board came in to site. We had a really clean run through here and arrived at the test finish with huge grins on our faces. But the best was yet to come! Avenue Wood in the grounds of Sledmere Park, superb! Stan Peel greeted us on the start line and he would have loved this route. He did a huge amount of work on the Ilkley Classic Trial and more recently the A&P Summer Trial and used to love taking us through trails that you normally wouldn't get vehicle access to.

As it was he was about to set us off on the best test of the day. Starting in the trees it was very similar to the previous test but not as undulating. Into a lovely 360 deg turn around a cone which could cost you loads of time if executed incorrectly. I yanked the handbrake on and dragged the sulking rear tyres round and off we went, perfect. We popped out of the wood and made our way down the hill on a series of tightening corners and then a mad dash across to the stop line. As we came out of the corner there was a very clear straight line to the stop which meant coming off the track and along the grass. I felt like Colin McRae when he cut behind the marshal standing on the line he had planned to take on the RAC. It's daft things like this that put a smile on my face.

And that was lunch! What a marvellous morning. We parked up and went for lunch. We had a bit of time so chatted with a few friends and then saw Derek making his way up the assembly of cars chatting to the owners. He stopped at Kris Hopkins TR8 to inspect the engine bay but Kris was one manifold pipe short of a full head at this point and his V8 sounded even better than usual! Unfortunately, this also meant he had to retire because he would have probably loosened some ancient stones from the village walls we were passing through! Derek continued his way up stopping to pose for a super selfy with Lynsey Proctor (well jealous) before continuing. Some refreshing rain started to fall and the camera man had to cover his gear up and headed back to his van. Derek helped out and took the tripod back for him and as he passed, he acknowledged us and asked if we were having a good day. I think my manic grin is probably what caught his eye but I did manage to speak and had a brief conversation with him. Top bloke and it made my day.

Full of lunch and giddy over meeting Derek we set out to enjoy the tests all over again, the first two being a repeat of the last two before lunch. What a laugh. Just as good as before, and with a little sprinkling of rain, a tad greasy. We stopped at the first code board and it was the same, had they been changed for the afternoon? Possibly, possibly not, but it was too much of a gamble to go straight past them as the penalties were high for missing them. The Colin McRae moment made me smile again as did the rest of that test, absolutely brilliant. The second best test of the day, test 2 in the morning, would be the penultimate test in the afternoon, test 16, so we had a way to go before being rewarded with that.

***Continued on Page 30***



## ***Whizzing Though the Wolds***

### ***Continued from page 29***

And we needed to keep it clean; no cones, no wrong tests all the code boards, the pressure was on. We approached the turn down to test 3 and found Dave Matthewson and Clare Balderson at the side of the road with their Volvo directing other competitors straight on rather than turning right due to the road being blocked. When something like that happens you start to wonder what's going on, is it one of our fellow competitors, is everyone ok? Within a few minutes a message came through from the organisers saying the road was blocked due to resurfacing and not an accident! Thanks to Dave and Clare for giving up their road position to make sure we all carried on rather than doing 3-point turns ½ mile down the road, and to the organisers for such swift action and the reassuring message.

The test before the 2<sup>nd</sup> best test of the day was a return to the quarry. In the morning the best time round was 1 min 47s and we had achieved 1 min 51s. Whilst queuing we got chatting to the lady marshalling the cars in and out of the quarry base and as one car exited they told her they had achieved 1min 45s. The gauntlet was down. We said we would aim for that and off we went. We only had three tests left to do so it was as good a time as any to go for it. We took some quick lines and kept it tight round the cones. Claire was shouting and pointing to the cones that were appearing in the dust and I was doing my best to pick a stone free route. We glided onto the stop line and Ted flashed the stop watch up to the window with an excited dust covered grin! We had achieved 1m 46s, not quite the 45 we wanted but that was a cracking time. We duly reported this to the marshal at the top of the hill and she seemed equally as pleased! Great fun.

All fired up we headed off to test 16 (previously test 2) which had two stop boxes to ensure cars didn't clash on a merge. We had a good run on the first visit but the blue Escort of Mark Basham and Rich Stones was released just 1 second before us, and as it was their first run through they were a little slower and we lost a few seconds until they forked left on to their lap and we headed off to the finish. Our woes weren't over as the car in front, Roger Burkhill, wasn't far off so was leaving a dust cloud for us to peer through to see where we were going.

This time through we pulled up to the line a little over 30 seconds to go so asked for the next minute. Roger had kindly let us in front of him and with the extra minute gap we had a good chance of a quick run with no hold ups. We had a fantastic lap and made sure we stopped for the code boards, which was just as well, as they had been changed on this test, phew. As we approached the stop box we saw Mark entering his stop box and started gesticulating to the marshals of our stop box to hold us for another 10 seconds. There was dust, engines revving and a couple of mentalists in a black Saxo having a rave!! The poor stop box marshal was counting down 10 seconds and had us waving and carrying on in the car so he did the right thing and kept to the standard 10 seconds.

Mark was released and shot off and we were a second behind like a greyhound out of the trap, going as fast as the part worn's would take us. The track disappeared downhill around a 45 left then a straight in to a stop astride line. We couldn't see the Escorts lights in the dust so had to make sure we had enough braking distance but at the same time leave the stop astride shortly after them. We timed it perfectly and as they forked left to do their lap we went straight on through the dust which suddenly cleared and we had an open road to the stop line, and we went for it. At the end of a straight there was a 90 right into a very short blast up to the stop line. It wasn't quite red mist in control, more a of a sunset orange, and we entered the corner with the back end trying to overtake the front again but it lined us up perfectly for a straight exit up to the stop line. It was fantastic! We arrived at the stop line full of it and had the windows down to speak the stop line guys as soon as possible to let them know how brilliant we were!

The last test, like the first, you probably can't win the event on but you can throw it all away. After 2 great tests and the final stop line in sight we were ready to go for it, we were buzzing. It was a very simple test as it was the reverse of test 1 but I'd forgotten about the rough bit at the top of the track. We made short work of the first two cones and headed up the track at full pelt and only knew about the first bump as we hit the other side of it! This was followed by a second coil spring reeling impact and the third saw the sump guard mounting bar (expertly welded on by yours truly) send up a puff of dust as it levelled off the crest of the final bump! You couldn't have got a credit card between the cheeks of my arse I was that tense at the end of it. The sump guard was rattling on the gearbox housing and the vibrations were coming through the steering wheel as we pulled away from the stop line. We may have finished the event but would we get home?

A quick glance under the front end revealed the pigeon poo style blobs I pass off as welding had a crack between them and the box section but it was ok. The sump guard, also homemade, had definitely been pushed up at tiny lot of a bit but nothing was loose and nothing was leaking, we were good to go. Maccy D's on the A64, here we come!

***Continued on Page 31***

## Whizzing Though the Wolds Continued from page 30

We said our thank you's to the organisers who were busy packing up and headed off home. We had enjoyed a fantastic day's motor sport and had some good laughs along the way. The whole event had run smoothly with a minimal amount of queuing and plenty of friendly, happy marshals on the tests. From the scrutineers and noise test at the start through to the ladies on the final MTC, everyone had a smile for us and were so pleased to be part of this inaugural event.

Our huge thanks to the organisers, officials, marshals and landowners for a most enjoyable day and a special thanks to my amazing wife who laughs as loud as me when we get to a test end. She comes up with some great ideas on how to improve what we do and is working a fine system of keeping the information coming as we hurtle from cone to cone. Targa's are very different to any sort of event I do because one slight error, especially a wrong test, and you are penalised so heavily that you have removed any chance of a good finish. Clean and accurate is the key and that takes teamwork.

Before this event Andy Pullan messaged to wish us good luck and said we could be within a chance of a top 5 finish, and, that if I listened, possibly a top 3! He was right we came 4th and I did listen, a lot!! So if you need any predictions, Mystic Pullan has a booth on Scarborough sea front during the summer season! And to add to this fantastic result there was also a unique award for 'the highest placed finisher in a bog standard car' and as the three cars in front of us were prepared road rally cars our £850 Saxo got the award! Targas allow all levels of car and competitor to compete on a very level playing field with high penalties for getting the tests wrong rather than having less bhp. Hopefully they will continue like this with organisers coming up with new and varied events for us all to enjoy.

**Neil – Basket Weaver – Raven : Ilkley & DMC**



Following the Government's announcement on Monday of a delay in the move to Stage 4 of the unlocking, I think it is natural that everyone is frustrated with the continued restrictions. However, there is real light at the end of the tunnel as the vaccination programme moves forward successfully.

I would like to reassure you that we have discussed in great detail the Motorsport UK response to the next four weeks and have concluded that it is in the best interests of the sport to continue with our COVID-19 Guidance as it stands. I am sure you agree that we all need to support the national effort to enable us to enter Step 4 in July, and hopefully sooner rather than later.

However, as a phased relaxation, we have decided that it is appropriate to increase the number of people attending events in support of competitors to five persons, permitted across all our disciplines. We will continue to help our venues and clubs to host events and welcome spectators at the earliest opportunity, whilst following the broader DCMS guidance.

I would like to personally thank you and the entire Motorsport UK community for showing true resilience and determination over the past 15 months. These times have been unprecedented for us all, but in general we are emerging in a good state for the future, with many events selling out within minutes of opening, and bumper size grids from karting to circuit racing.

I look forward to seeing many of you around the country in the near future.

Kind regards,

**Hugh Chambers**  
CEO, Motorsport UK





# Yorkshire Wolds MC

## Rallye East Yorkshire Targa Rally

### Sunday June 6th

Good and bad results for Hexham members today on the Rallye of East Yorkshire Targa.

Chris Dodds & Hannah Davison had a fantastic drive to win their class and finish 6th overall despite being held up on a latter test.

Liam Charlton and Dylan Scott managed 21st overall and 13th in class despite their gearbox disintegrating as the day wore on.

Simon Jennings and Colin Fish finished 33rd and 17th in class. Lucky to have made the start after their dramas the day before!

Ali and Lynsey Procter's day didn't start well when a sensor came loose on their Peugeot causing them to grind to a halt on the 2nd test! They managed to sort the problem and carry on but not before taking a test maximum.

Luke Tait and Josh Davison were setting a very quick pace on the first round of tests only for the axle to break on their mk2 escort causing them to retire!



YORKSHIRE WOLDS  
MOTOR CLUB

## Rallye East Yorkshire





# Lydden Hill RallyX

Wigan racer Tony Lynch enjoyed a solid start to his Retro Rallycross programme with a double podium finish from the 2021 season opener at Lydden Hill.

Running as part of the support bill for the Motorsport UK British Rallycross Championship 5 Nations Trophy, Tony and his Landsail Team Geriatric outfit headed for Kent hoping to challenge for silverware in the double-header meeting - with round one on Saturday being followed by round two on Bank Holiday Monday.

The event marked the debut for Tony's new-look Toyota MR2, which had undergone extensive work over the winter in a bid to challenge for the Retro Rallycross crown.

Saturday's opening meeting saw Tony pick up a hat-trick of third place finishes in the three heats and a rocket start to the final saw him take the lead ahead of the Mini of Terry Moore.

Tony managed to keep the rapid Mini behind until the end of the second lap and was then forced to fight hard to keep Steve Cozens at bay before taking the flag in second spot.

Monday's second round would see Tony qualify at the front of the grid in a depleted field and although he held the lead when the lights went out, he then lost the lead to Moore going through turn one.

From there, Tony would chase the Mini down and twice managed to get back ahead only to then see Moore reclaim the lead going up the hill to the hairpin. Moore would eventually hold on to take the win as Tony wrapped up a second runners-up finish of the weekend.

With points across the two rounds being awarded for both qualifying and the finals, Tony finds himself leading the standings after the first two rounds, with an advantage of eight points to take into round three at Pembrey.

"It's great to come away from the opening round with two podium finishes, but we're under no illusions about the fact that we have work to do ahead of the next round," he said. "We have done a lot over the winter to improve the performance of the car, but it's clear that we are still not quite where we want to be.

"Off the line, we had the edge over the other cars but we don't have the outright pace at the moment which meant it was tough as the races went on. I had to push really hard to keep Steve at bay in round one and although the fight with Terry in round two was fantastic, he had the extra speed when it mattered and I couldn't keep ahead.

"We'll now regroup and will be working hard with our technical partners to improve the car, and we also need to try and get more weight out of it if possible too. I have to give massive credit to the team as we had a few little issues across the weekend that they worked hard to fix, and that allowed me to go out and put on a good show across the weekend.

"We've got some good points on the board, but there is plenty of hard work coming up to let us build on the results this weekend."





# Marshal's Time Keeping

*John Broughall*

## *Is the time keeping by a marshal on a road rally an Art, a Craft or a Science ?*

Marshals and Timekeepers are an invaluable part of any road or stage rally. Without their support, the sport would not exist. Event organisers and competitors owe a great debt to these volunteers. They do a great job with the tools that are provided for them.

Road rallies can be timed using Time of Day clocks [sometimes linked to a radio control signal], by organiser's, [such as ECM, Liege or Wharton clocks]. Each type of clock has its advantages and disadvantages. All rally clocks should be synchronised to ' GMT / BST Time ', which is the time signal by the National Physical Laboratory in Middlesex, using an atomic clock. That time is a recognised ' British Standard '. For the purposes of rallying, the time from the atomic clock is the definitive accurate clock. However, it may be subject to degradation in the transmission / distribution of that time.

The marshals can be asked to time the cars as they enter the Control, at a fixed point before the control or as the cars stop at the control line. The control entry board / flag can be up to 100 metres away from the timekeeper. A fixed timing point beside the road or on the road may be a similar distance away. Judging the time that a car passes a given distant point is subject to parallax problems and is subjective. Stopping the clock as the car stops astride an often imaginary line is a matter of judgement by the timekeeper.

Timekeepers may be subjected to distractions by the people and the situation around them. Timekeepers may need to deal with several cars arriving in very close succession. Cars waiting outside a control or at the control line for a specific time may be overtaken by a late running car demanding the current time.

There is a reaction time from seeing the timing event and pushing the button on the clock. We are told that the driver's reaction time from seeing a hazard to commencing the braking is estimated to be an average of 0.7 second, of which 0.5 second is perception and 0.2 second is movement. The reaction time for a timekeeper could be anything between 0.5 to 1.5 seconds. The timekeeper may be dependent on a signal from a colleague at a distant location, which adds another link in the reaction chain.

The timekeeper may be operating in the dark, or in adverse weather conditions, such as fog, which may impair his judgement. He may be freezing cold and wet, wearing thick clothes and gloves which may impede his use of the timing equipment.

Taking all these variables into consideration, even with a diligent, experienced marshal, the accuracy of the actual time for each car could vary by up to plus or minus three seconds, but is usually within one second.

From the above comments, Road rally time keeping is not a Science; it may be an Art, but it is most likely a Craft. Discuss !

Timekeepers at Fixed Venues use remote electronic devices to trigger their Timers in the comfort of their Timekeeper's accommodation. They can't understand the conditions that nomadic timekeepers work in with possible extremes of the environmental conditions.

*John Broughall*

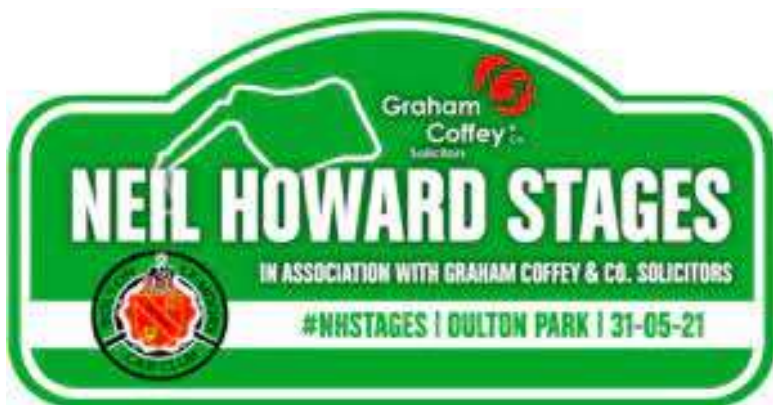


What do you call a monkey in a mine field?.....  
A baboooom!

We all know that Albert Einstein was a genius...But very few people know his brother Frank was a monster.

Just been online looking at a Garden centre website to buy some compost.....when I saw the price of it I nearly soiled myself

Special offer : All Adam and The Ants sheet music just £5.00. They'll even throw in a stand and deliver.



## Brilliant Bank Holiday weekend

If Carlsberg did weekends and all that.....this would be up there with the best, by the way just for the record - I don't even drink. Started off with surprising my parents Alison Whiteley and Andrew Whiteley then my nana & grandad. Their reactions were epic and something I'll never forget, bless them all.

The attention then turned to the main event Neil Howard Stages in a/w G Coffey Solicitors at Oulton Park for the first round of the British Rally Championship & a round of the regional Association of North Western Car Clubs

My first ever run out in a Ford Escort MK2 powered by a 2.5Ltr millington engine & by heck she was a weapon, a rocket ship in fact.

Arrived on the Sunday, got all setup, walked the track & stickered the car up ready to go for the Monday morning start. It was a hot day ☐ Setting the scene for a sizzler on Monday, hard tyres were set to be the weapon of choice ☐ Finished the evening with a Chinese chilling out in my tent studying the maps in readiness for an epic battle ahead.

Seeded down in 122 we knew we had our work cut out and due to a blockage in SS1 we didn't actually get our first run out until SS2 at 10am.

The weather on the Monday morning was nowhere near like the previous day and it was dull, cloudy and cold. After a change of tyres to a softer compound, we then got buckled up and it was lights out and off we went.

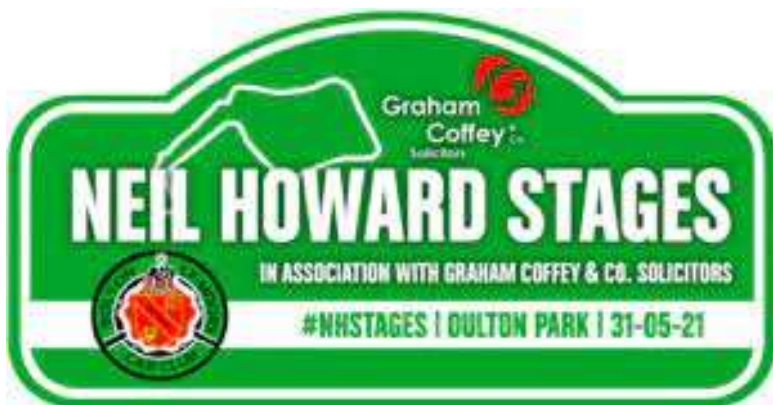
The event had a bit of everything from tight chicanes, a slippery surface track, flat out straights, gravel tracks & a water-splash. The sun did eventually come out at midday and it was a change back to a harder compound. After kissing a few barrels and having a slight encounter with a plastic barrier which made some cosmetic damage to the LH corner, always the co-drivers side. We had a really enjoyable day. Lost the paddle shift and electronic dash early on but it didn't cause any substantial issues and we powered on throughout the rest of the day. Lost another two stages, one due to an accident and another due to a time curfew at the venue we brought the car home in 61st Overall, 8th in class, which was a great result given the field of 50 R5/world cars and 148 runners.

Thanks again to our service crew Arwel Jenkins & Siobhan Pugh and Malcolm for keeping us going Also to the organisers, officials and the marshals for being out there in the blistering heat that came in the afternoon.



**Liam Whitely : Manx A.S.**





# Radio Mutterings

## Neil Howard Stages

### 31<sup>st</sup> May 2021

### Oulton Park.

*Ian Davies / Ian Davies : Gemini 23*

It's forecast to be the warmest day of the year as my brother Simon and I head the short 50 minutes or so over the Mersey Gateway to Oulton Park for the BLMC Neil Howard Stages 2021 in Association with Graham Coffey & Co Solicitors, the first Round of the British Rally Championship 2021.



We arrive a little after 7am and it's chilly to say the least as we join the 'socially distanced' queue to collect our marshal's goody bag and radio pack. Once loaded up, compete with 'festival' like access wrist band to the paddock, we meander through the service area, saying "good morning" to Heidi and Ian W, before finally finding our way on to the stage and out to our by now traditional post at Junction 3 for a variety of merge and later split junction duties. We park up safely behind the barriers but then have to move slightly at the request of the Chief Marshal because my vehicle is in the camera view of the media, although to be honest I couldn't see any in sight (maybe they had a big lens ?).

After getting used to our surroundings and stage layout, it's not too long before a final 'check call' from Chris in Rally Control before Car 1 fires off the start line at 08:29:30 and what proves to be an eventful day begins in earnest.

For the first pair of stages the cars are coming screaming out of the Bus Stop chicane and up past our location at Junction 3 and then over the crest to the next chicane and into the merge from the start. At the Bus Stop, as ever the marshals have a busy day as barrels fly in all directions, along with the occasional wing mirror !. Car 14 halts around Junction 5 to change a wheel and then Car 25 hits the cones out at Junction 10, but continues. After only 41 cars in the stage, we get an immediate instruction from Chris In Radio Control to display Red Flags and the stage is stopped. With no other information coming over 81 we were all left somewhat in the dark as to the reason for the stoppage and eventful cancellation of the stage. It later transpires that Nigel Worswick had put his car off the stage and I can only assume it was in a dangerous position, hence the decision to stop the stage.

Stage 2 starts at 09:49 and the action from the get-go is fast and furious as the excellent field boosted by the BRC numbers really get into their stride on the fast and flowing Oulton Park stage. Car 82 is one of the first to hit some trouble and is reported as slowing on hazards from out of the start. The unforgiving barriers then catch out Car 106 around Junction 10 and Eagle 9 reports them stopped on the grass, requiring subsequent recovery. Minutes later and Car 109 clouts a concrete fence post at Junction 16 but continues, somewhat bruised and battered. Next to hit trouble is Car 115 who hits the chicane hard at Junction 2 and isn't so lucky and will require recovery. The final drama of this stage is left to Car 120 who hits the Bus Stop chicane but limps on. In the end 141 cars start the stage and a very creditable 139 make it more or less to the Stop Line.

For the next stages Junction 3 becomes a merge as we have cars coming from their first 'long lap' via the Shell Hairpin and through the Bus Stop chicane and then on the second short lap, behind us, via the split at Junction 7, or at least that's the theory as we shall see. As ever the need to make split decisions as to the correct route to take challenges some, although to be honest for the most part they completed the correct laps, just not necessarily in the right order.

*Continued on Page 37*

## **Radio Mutterings**

### **Neil Howard Stages @ Gulton Park**

#### **Continued from Page 35**

The lap / merge counting can be quite a challenge so being double crewed with my brother Simon is essential as one shouts out the car numbers and stage routing and the other writes it all down. However, here's my gripe of the day, some of the cars had the most ridiculously small numbers, often set over or against a sponsor's text or background making it really difficult to see. I can't believe how some of the numbers used passed any sort of scrutiny as there were even one or two cases examples of numbers folded over the top of a roof or spoiler, making some numbers guess work, based around the entry list !. A couple of cars manage an extra lap in the sunshine, so this gets jotted down on the lap counting sheets for the organisers. Back to the action and Car 65 pops a driveshaft at Junction 17 and manages to self-recover via one of the circuit gates. Car 69 then hits the Bus Stop chicane hard and pulls off onto the grass, although they eventually get moving again under their own steam and follow the last car into the finish, making 136 finishers out of 137 into the stage.



Stage 4 starts almost immediately at 12:44 and for some reason a few more cars seem to be confused as to the stage routing, despite only finishing only minutes earlier. Things then settle into a bit of a rhythm and then suddenly Car 85 comes towards us out of the Bus Stop chicane and then begins to lose the car sideways, through our junction in a split second, perhaps overcorrection or a sudden loss of grip catapults the car towards the double height barriers and the car hits the Armco hard on the nearside. With bodywork flying off the car rebounds back onto the grass and continues at speed along the grass, before finally stopping halfway to Junction 2. After what seems an age the crew both exit the car and marshals from Junction 2 are at the scene.



I call the incident in and a marshal walks down to me to say that both crew are out but that the Co-driver has some 'discomfort', probably needs a medic ?. I inform Chris in Control and walk up to the incident with the handheld radio and speak to the crew. The Co-driver is obviously in some pain, holding his upper ribs and I call Control and request one of the Rescue Units. Although Chris and the CoC try and get a unit to the incident off stage, it isn't possible so out comes the Red Flags for a second time and Staffs Rescue and Paramedic are mobilised to the scene. Thankfully the co-driver's injuries aren't severe and he is whisked off to the Medical Centre where he can be properly examined and from where I later find he makes his own way home, with advice to attend his nearest AED if his condition worsens. Car 85 is recovered by Bulldog Recovery back into the paddock.

Once all the cars are back in service the stage is turned around for Stage 6 and the introduction of the split at our junction, whereby cars can head into the infamous and rather deep Darcy Dip, watersplash on their first lap of three that make up the stage route. Stage 5 is lively from the start and the large spectator crowds, allowed in as part of the gradual lifting of COVID-19 restrictions are not disappointed as the cars dive headlong into the deep water and create quite a spectacle. After only a few cars however I am shocked to see some of the most dangerous driving I have ever seen on a rally stage in many years. One of the top twenty runners misses the split right on lap one at our junction and instead continues at high speed left on towards Junction 4. After at least 50m the drivers realises their error and unbelievably spins the car through 360 degrees in the middle of the live stage and accelerates at full speed head on back towards other competitors who are coming down over the crest from Junction 2 into the split. To say my heart was in my mouth would be an understatement as I instinctively reached for the mike to make what I was convinced would be an 'urgent' radio call. By some miracle the car manages to avoid the next car heading right direction into the split and proceeds back onto the correct lap one route into the watersplash. If ever I needed to fill out a Judge of Fact report it was this, along with a text message to Control to alert them to what I had just witnessed.

Thankfully nobody else tried this crazy manoeuvre although one of the later cars did take the lap one route towards the water in error on lap two and at the last second cut back across the grass to resume the correct stage route, but thankfully didn't involve any other competitors. Car 120 then hits trouble with a drive shaft issue at Junction 5 and then later Car 135 is reported off at Junction 8+, meaning 131 out of 133 starters complete Stage 5.

**Continued on Page 38**



**Radio Mutterings**  
**Neil Howard Stages @ Oulton Park**  
**Continued from Page 37**

For Stage 6 the action is repeated, and we are kept busy at our post counting and recording the cars three passes past our location and this time around best behaviours are observed by all concerned. All of the cars even manage the complicated business of ensuring that the laps are all completed in the correct order, without drama and most unusually for this event not one cone is harmed in the running of the split junction !. In the end we only lose Car 63 who is reported off around Junction 10+ and who eventually self recovers, making a very creditable 126 runners clear through the stage.

After some minor changes to the stage layout, we head into Stage 7 at 16:55, the planned penultimate stage of the event. Our layout remains unchanged, so its lap one left into the water and laps two and three right at the split and out onto the longer stage route. Although some of the spectators have drifted home, numbers around the split and water splash remain high, as the high-octane entertainment continues a plenty. Early drama at the Stop Line sees the brakes of Car 10 on fire at the Stop Line but they are soon extinguished by the vigilant marshals. Our split / lap counting continues and by now familiarity means that the cars with unreadable or obscured numbers are now etched into our brains so recording the car numbers becomes a little easier as the day draws on. A fine 123 cars enter the stage and for the first time so far all make it safely to the finish.

By now it's just after six and there is much speculation by the marshals (the circuit ones, with the orange suits and fishing tackle boxes) that the venue 'curfew' is close by ?. Control is however soon bringing things in line and Stage 8 starts quickly with Car 2 the first car into the stage. It might be the last stage but with things very close at least at the top of the field the cars really seem to throw caution to the wind as they fly into the split. With 53 cars into the stage however the call comes over 81 to Red Flag the stage and this final stage and the event comes to a close and what an event it has been. Three red flags and some of the very best rally action I've seen for a very long time and also sadly an example of one of the worst. It's time to pack up and head the relatively short distance back across the Mersey and look forward to the next event, most likely in Greystoke in July.

**Ian Davies**  
**Gemini 23 / motorsport UK Radio Controller**





**Duke Targa Rally 2021**

Druidale Motor Club are pleased to announce that on **Saturday 17th July** they will run the Duke Targa Rally.

This new event will include sections of Road Route and Tests. The Targa format has become exceedingly popular the UK and Ireland and although there have been a few run on the Island it is thought this will be the first multi venue tests event.

Druidale are delighted to have Duke Marketing supporting the event as Sponsor.

REGULATIONS ARE AVAILABLE AND ENTRIES ARE NOW OPEN ON THE DRUIDALE WEBSITE





# ***NORTH WEST RACERS***

***With Dave Williams***

## **RACING AROUND THE NORTH**

This month's round-up of the North West-based racing championships features action from Mallory Park, Oulton Park and Knockhill.

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

After kicking off the season at Mallory Park on 1st May, the series returned to the Leicestershire venue 21 days later when Nigel Dolan's Van Diemen JL012K was the only Post98 Class P entrant and duly took pole position however his fastest time was only a tenth of a second ahead of one of the most well-known drivers in club motorsport, Rick Morris, who was piloting a Royale RP29 from Class C.

Both occupants of the front row failed to get away cleanly at the start of race 1 and it was Stuart Kestenbaum who was the surprise leader at the first corner from fourth on the grid. For 2 laps his Class C Van Diemen RF79 charged round the track with Morris right on his gearbox but then proceedings were paused when the Safety Car was deployed to enable the marshals to recover a couple of immobile cars.

Dolan was down in fourth at the end of the opening lap but, with the help of the Safety Car and the demise of Chris Hodgen (Swift SC94F) which initially ran third, he was in position to sweep around the outside of Kestenbaum at Gerrards a couple of laps after the green flags came out.

This put Dolan in a race-winning position as everyone else battled amongst themselves with Morris taking Class C honours in second overall as the two Swift SC94s of Paul Mason and George McDonald battled for Class A spoils and the final place on the overall podium with the former getting the verdict by half a second. Nick Barnes won

Class B after "Juicieie Bruceie" broke down on the warm-up lap and failed to come under starter's orders.

Early leader, Kestenbaum, finished seventh overall and then suffered contact with another car on the opening lap of race 2 before retiring. This contest took place on a damp track following earlier rain showers.

Things didn't go so well for Dolan this time around as he finished seventh overall. He hadn't changed his set up from earlier in the day because he expected the track to dry more than it did. As a result, he had a twitchy car to deal with but at least he had no other competition in Class P. Morris fared little better, being classified fifth. This meant a trio of Class A cars battled for the victory with McDonald coming out on top from James Tucker in his 1992 Van Diemen and Hodgen.

This time around, Leanne McShane (Van Diemen RF88) took Class B while Ian Fernihough was the only entry in Class D for both races with a Titan Mk6.



***Nigel Dolan won the first FF1600 Race***



***George McDonald took Race Two***  
***Photos Courtesy of Rachel Bourne***

***Continued on Page 40***



# CNC HEADS SPORTS/SALOONS

Round 2 of the series for a wide range of modified road cars was staged Oulton Park on 12th June and once again there was a Saker on pole although this time it was Steve Harris who was fastest in qualifying with his team mate and former CNC Heads champion, Paul Rose, down in third behind Paul Woolfitt's Lotus Exige.

Both Harris and Woodfitt had poor starts which enabled Jon Woolfitt – Paul's brother – to blast his Spire into Old Hall first. He was able to leave the rest of the field in his wake as the two slower moving cars that had been on the front row caused something of a bottleneck.

By the end of the opening lap, the Spire had an advantage of no less than 4 seconds over the Locost of Paul Dobson who had Rose right on his tail. By this time Harris had spun at Island and re-joined at the back of the field.

The second time everyone passed through Cascades, Rose took Dobson and set off in pursuit of the leader. He caught J. Woodfitt at the end of lap 5 and swept ahead as they crossed the start/finish line before going on to secure the overall and Class A victories with J. Woodfitt taking Class B – the latter was 10 seconds behind when the chequered flag came out.

Another Spire, albeit one with a smaller engine, was third overall in the hands of Danny Bird who took Class C. Bird had initially battled with P. Woodfitt until the Lotus' engine expired in a cloud of smoke on Lakeside Straight.

Ric Walker took Class D in his Mini when Garry Wardle's ex-TCR Seat failed to finish while there was pre-race drama for Class E front-runner, Jamie Cryer, when a mis-fire manifested itself on his Ginetta in the Assembly Area. He managed to fix the bad connection but failed to make it on to the grid and had to start from the pit-lane. There followed a charge up the order that saw him finish eleventh overall having taken the class lead on the last lap.

Finally, Class F went to Graeme Smith's Mazda.

## ETSL ST-XR CHALLENGE

The Ford hot-hatches ventured north to Knockhill in Scotland for a triple header on 12<sup>th</sup>/13<sup>th</sup> June. It was a weekend of great racing and warm sunshine.

It's a tricky rollercoaster ribbon of tarmac but Michael Blackburn's car was handling so well that it made the track easy to drive as he set the fastest time in qualifying for the Ford Fiesta ST Class however, come the first race, he was beaten to the first corner by Chris Grimes from third on the grid.

At the end of the first lap it appeared as though Grimes was going to disappear into the distance as he had already built up a 1 sec lead around a circuit that is only 1.2 miles in length but it was not to be as he ran wide on the next circuit and picked up a puncture which forced him to retire. He parked in a location which the officials deemed vulnerable so they triggered a Safety Car to move the vehicle to the infield.

Blackburn was in position to pick up the lead but had no less than 4 cars filling his mirrors. Chris Jones was the first of these and he followed Blackburn home in second.



**Another CNC Heads win for Paul Rose**  
**Photo Courtesy of Peter Sherer**



**John Woolfit was the early CNC Heads Leader**  
**Photo Courtesy of Peter Sherer**

## **North West Racers**

### **Continued from Page 40**

At the start of the final lap, Lee Bowron ran third but a huge slide at the Arnold Clark Chicane resulted in a lack of momentum down the back straight which allowed his son, Lewis, to take the position. Lee made a late bid to retake the place at Taylor's Hairpin but failed and found himself pushed down to fifth by Sam Beckett.

Despite spinning at Duffer's Dip just after the Safety Car pulled in, Alex Causer won the XR section of the contest and with the older cars starting race 2 at the front of the field with the STs having a 10 second delay, he had his sights set on an outright win. For a long time, it appeared as though this would be the case but the leading ST, which was driven by Jones, caught him with a few laps remaining. Beckett also passed the orange and white XR2 but immediately ran wide gifting Causer second overall only for his car to be found to be underweight in the scrutineering bay handing the XR win to the Escort of Jason Hennefer.

When the STs caught the XR pack, Blackburn was boxed in and lost second to Beckett.

In the final encounter, Jones once again led from start to finish. Blackburn tried to take second from Beckett at the Hairpin but his failed attempt cost him pace on the start finish straight allowing Chris Grimes and Lee Bowron to pass.

Bowron then took third from Grimes at Duffers Dip before charging after Jones and Beckett. Despite the leader being briefly delayed by a spinning back-marker there were no further changes of position.

***Dave Williams***



***Chris Jones won the Second & Third Race***



***Alex Causer won the XR Class 2 out of  
Photos Courtesy of  
Flat Out Motorsport Photography***

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

# **Three Sisters Circuit**



## ***Car Track Days***

***5th July***

***2nd August***

***6th September***

***4th October***

  
**three sisters**  
CIRCUIT



# Gemini Communications



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



**GEMINI**  
MOTORSPORT  
COMMUNICATIONS

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Website**

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



Things seem to be getting back to what seems to be a little bit nearer to 'Normal', but with new strains popping up every ten minutes we could be stuck with coping with this covid thing for many more years

The Primrose route has been to the relevant RLOs and is now with MSUK awaiting approval.

The Pennine Targa route is with MSUK and regs are out. Entries opened at 6pm on the 26th and it will probably have been another fastest fingers rush to get an entry.

The Hall Trophy ran faultlessly - or so it seemed to all marshals and competitors - little did you all know of my concerns, as chief marshal, that Marshals would not all turn up, on time or at the correct spot. Thankfully they all did and to my surprise mastered the system of photographing and sending the check sheets back to the results team. I was thinking of asking my 6yr old granddaughter how to work the QR reader system on my mobile. She seems to be able to operate all the Apps on my phone with no problems at all whilst I sit back and marvel !

Thursday the 24th and I am off up to Dunoon for the Argyll Closed Road Rally. I am not on my own Steve Broadbent, Steve Lewis and Barry Allman are also making the trip although Barry thought he had volunteered to marshal on the Jim Clark and thought he was going to Duns not Dunoon ! Andy Ritchie was also going to be part of the CDMC Marshalling team but a late call for a minor op clashed with Argyll and he had to cancel the week before.

We arrived at Dunoon on the Thursday afternoon and got ourselves settled into our caravan at Ardentinnny before having a meal at the nearest Hostelry. On the Friday morning we found our way to our marshalling points via a few other stages before heading back to Dunoon for more scrans before going back to our marshalling points.

All went well on the Friday night stages and being summer we could actually see the competing car numbers for a change. Saturday was a reasonably start time and the weather was good. (the roads and scenery are spectacular and I will be back). Not many problems on our stages but on the previous stage to us they had quite a few offs and then there was the problem with chicanes. The Regs stated the penalty for hitting a chicane (might not have been worded like that). The Final Instructions reiterated the point. The problem is that all too often Regs make the same point and then the organisers don't impose the penalty. Crews are now used to not getting penalized so think its OK to 'stroke' the chicanes. The difference on the Argyll was that some of the chicanes were only made up with red plastic barriers and didn't cause much resistance to a rally car.

On the Friday evening (before the start) we bumped into Daniel Harper and Chris Campbell in Dunoon and were discussing the Chicane rule. They had contemplated taking out the chicanes and arguing the toss afterwards but had come to the conclusion that it wasn't worth the risk for the small amount of time gained.

Looks like they got that right then. Or did they?

## ***Grumpy Old Git***

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



***Bruce 'Chonka' Lindsay***

# ***Inside the Industry***

## ***July 2021***

***with Paul Gilligan***

### **New Or Used, Car Or Commercial, It's A Sellers' Market**

The shortage of microchips and some other components continues to severely limit new vehicle production. The microchip is the biggest problem. The motor industry worldwide needs 85 BILLION microchips this year. However this is only 3% of the total microchip demand so other customers like the manufacturers of computers, mobile phones, gaming devices and so on are much more important. So while demand from these customers has been rising production has slowed creating a perfect storm. A fire at the Renesas Electronics factory near Tokyo destroyed 23 massive microchip machines, Renesas being the largest single supplier of chips to the motor industry. Then severe weather hit production in Taiwan and Texas.

The effects have been massive. VW lost production of 100,000 vehicles last year and expect this year to be far worse. Ford are forecasting that this year they will lose over 1 MILLION vehicles worldwide. The financial effects are almost unimaginable. Waiting times have stretched for new cars and vans often to at least a year. Of course this hits the dealers as well as the manufacturers. Both have responded by cutting discounts so certainly for the dealers many are making more money than previously because whilst they are selling less cars and vans they are making an awful lot more money on each one. Last week I located a rare specification new Transit Van for a customer. I would normally expect to negotiate 15-20% discount. I was grudgingly offered a free set of seat covers worth around £30! So had the deal gone ahead (I did better elsewhere) the dealer would have made at least £5000 more on the transaction than in normal times. One dealer I know will only sell you a new car if you have a part exchange which is attractive to him. If you have no car to trade in, or one he isn't keen on, he won't sell you a new car, simple as that.

A recent What Car survey showed that around a third of new car buyers are now looking at used models to cut the waiting time and save money rather than pay full retail price for a new car. New car prices have risen 5 times as fast as average wages over the last 10 years and that is before you factor in current reduced discounts. This coupled with the shortage of used models which already existed has pushed prices up even more. With less new cars and vans being sold main dealers are receiving less part exchanges, and keeping what they get for themselves starving the independent dealers. Rental and leasing companies are selling less vehicles as they can't replace them with new ones.

The result has been an inevitable increase in used vehicle values. On average used cars are at least 10% more expensive than the same car was this time last year. Vans are at least 20% more expensive. The trade guides have shown value increase every month but they seem to be behind the market. If the guide price goes up £1000 in a month buyers are still paying above that price to secure stock, and then the same happens next month. All sectors of the market are seeing the same. Top supercar dealer Tom Hartley recently complained in an interview how difficult for him to obtain the stock his business needs. He instanced a particular Ferrari which was worth £200,000 in December, now £240,00 at least.

Crucial question is how long the microchip shortage will last. Ask two people and you'll get three different answers. Trying to average out all the forecasts it seems likely the situation will improve later this year but will continue to have an impact, hopefully reduced, into 2022. Even when production returns to something like normal there is an enormous amount of demand to satisfy. Rental and leasing companies have extended the life on literally millions of vehicles, all these need to be replaced then normal replacement cycles satisfied too. My own best guess is that "normal" supply won't return until late next year at the earliest.

### **Electric & Hydrogen**

Biggest news this month is Tesla announcing that in 2023 they will launch a smaller car the Tesla 2 with a likely UK price of around £20000. This lower price will be made possible by a new type of battery they are developing which will be 50% cheaper to produce whilst producing FIVE TIMES more energy and up to 16% more range per charge.

***Continued on Page 46***



Now Tesla are known for making extravagant claims but if this information is half true it's a total gamechanger. Cost is one of the biggest barrier to drivers choosing an electric car. If Tesla really can provide a Focus/Golf sized car with a real world 250 miles range for £20000 as they claim their only problem will be keeping up with demand. To give you a comparison the VW ID3 is priced from £32000 to £40000.

It was always on the cards that advances in technology, particularly battery technology, would see both price reductions and range improvements for electric cars, and could persuade sceptics like me that they are actually a good idea after all. And it seems Tesla may be close to achieving all this. One very important question is what this will do to the value of existing electric cars which will suddenly become "old technology". I've said before that depreciation is the biggest cost of owning a car. Let's say you buy a new VW ID3 now for say £35000. In two years' time you can buy a brand new Tesla with at least the same performance and range for around £20000. What's your 2 year old VW worth? Certainly not £20000? Because of the uncertainties and the likely rapid development of new technology we're advising any of our clients buying electric to use some form of contract hire or contract purchase so the manufacturer or finance company can guarantee the residual value.

New technology isn't confined to electric power only. We all know the problem with hydrogen surrounds the storage and distribution of the fuel. Hydrogen is low density so you need large high pressure tanks to provide a decent range. Then you need electricity to create the hydrogen in the first place, and if this is provided by fossil fuels this is hardly green. Then there is the problem of creating a hydrogen refuelling network.

As I say technology doesn't stand still, and necessity remains the mother of invention. Now the Fraunhofer Institute in Dresden have developed something called "Power Paste". I'll try to keep this simple so even I can understand. Power Paste is hydrogen bonded with magnesium creating what is known as a metal hydride. Hydrides are hardly new but they are normally too slow in releasing the hydrogen to be of any use for powering fuel cells. The clever boffins in Dresden have come up with a way of storing the hydrogen in a fast acting grey goo that can be squeezed out of a tube like bathroom sealant is.

In the vehicle the Power Paste is released from the cartridge using a plunger, then water is added from an on board tank creating hydrogen gas. The paste has a very high storage density, far higher than a high pressure tank, and 10 times the energy-storage density of a battery! So you can easily get the same range as a petrol or diesel car, and you don't need any expensive refuelling network. You simply buy a new cartridge from just about anywhere, the supermarket, the corner shop, the motorway service station. Pilot production is starting soon. So whilst the new small Tesla may make the VW ID3 obsolete in about two years, Power Paste may make all electric cars obsolete soon after?

For anyone who doubts the future importance of hydrogen you only need look East. Following the Fukushima nuclear power station disaster the Japanese have decided they want to move to a hydrogen based economy. But they want green hydrogen produced without using fossil fuel electricity. Those nice chaps in Saudi Arabia are building a \$5 Billion solar powered plant in the desert which will become the world's largest zero emissions hydrogen factory. The hydrogen is then converted into ammonia, easily transported to Japan where it can simply be reversed back into hydrogen, and of course Power Paste. The deal between Japan and the Saudis is already signed, this isn't speculation, it's happening now. Meanwhile Land Rover have announced they are to begin testing a hydrogen powered Defender.

## **VW Dieselgate Isn't Over Yet**

This long running tale produced another twist last week when it was announced that former VW Chairman Martin Winterkorn had agreed to refund the company almost £10 Million. Two other senior executives will refund a total of a further £5.7 Million, and VW's insurers are contributing £234 Million. So that's just about £250 Million coming back into the kitty which sounds a lot of money, but VW reckon they have paid around £28 Billion to regulators around the world plus the reputational damage!

## **Stellantis Bring Brands Closer Together**

I've mentioned in the past that Stellantis, who now own Fiat, Chrysler, Citroen, Peugeot, Vauxhall and Opel are working to bring the brands closer together with one dealer selling all brands from a single site but with individual showrooms being discussed.

From this week customers will be able to go to the new SPOTICAR website and search 12000 used cars from Citroen, DS, Peugeot and Vauxhall dealers. Customers can arrange test drives and reserve their car on line. Early next year all other brands including Fiat and Alfa Romeo will join the system and customers will be able to complete their purchase online.

## A Nice Little Earner

For the last couple of years the cities of London and Cardiff have had the power to issue fines of up to £70 for a range of common traffic offences. These include things like driving the wrong way in a one way street, stopping in a box junction, performing a prohibited turn and so on. Last year London and Cardiff Councils raked in £58 Million between them from these fines. One box junction in West London produced revenue of £1.7 Million, not a bad return on the cost of a bit of yellow paint?

Now from December of this year almost 300 more councils in England will be able to apply for these powers. It's feared that cash strapped councils will see motorists who may be making an innocent mistake rather than deliberately flouting the law as an easy target to top up their budgets?

## Spot The Unreliable Cars

We certainly aren't short of information these days. I read recently a report on which cars are most likely to fail their first MOT when three years old. Would you believe 23% of Renault Meganas fail, with 22% of VW Tourans also not passing. The bottom 10 apart from a couple of VWs and one Ford (Galaxy) are all French, no surprise perhaps?

## There's Hope For All Of Us

Straying into motor sport for a moment if I may I was cheered to read that Polish rally driver Sobieslaw Zasada, three time European Rally Champion, is to contest next week's Safari Rally in a Ford Fiesta. What's remarkable is that the guy is 91 years old! He has contested the Safari eight times before with his best result being 2<sup>nd</sup> in 1972 in a Porsche 911S, the year Hannu Mikkola took the first victory for a European driver. Mr Zasada last competed in the Safari in 1997 when he was well into his 60s, he finished 12<sup>th</sup>. Inspirational!

*Paul Gilligan*

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## Thanks to Which for bringing these particular research findings:

"Last year, the International Environment Agency published their global EV Outlook 2020 which estimated the material demand for the batteries of the electric vehicles sold worldwide in 2019. 19 kilotons of cobalt, 17 of lithium, 22 of manganese, and 65 of nickel. Now, one kiloton is one million kilogrammes, and these are huge amounts, almost impossible to imagine. But it shows that the most use element for batteries is nickel then manganese then lithium and then cobalt.

In 2019, the Institute for Sustainable Futures at the University of Technology Sydney shared their findings of the impacts of mining these elements.

- Nickel, damage to fresh water and marine ecosystems has been observed in Canada, Russia, Australia, Philippines, Indonesia, and New Caledonia.
- Lithium, the major concern over lithium mining is water contamination and shortages in the lithium triangle of Argentina, Bolivia, and Chile.
- Cobalt, heavy metal contamination of air, water, and soil has led to severe health impacts for miners and surrounding communities in the Democratic Republic of the Congo.
- And the cobalt mining area is one of the top 10 most polluted places in the world.
- Miners work in dangerous conditions, and there is an extensive child labour."

**Welcome to your new electric vehicle!**



## **Using TimingAppLive**

Having marshalled quite a few times at Lymm using the good old fashioned stopwatch, and being handing timing cards, this was my first time using Sapphire Solutions

“TimingAppLive”. I had done the training webinar a few months back so I knew how to operate it, or at least I did then, and I hoped the knowledge would all come flooding back. With battery “range anxiety” in mind I’d left home with a fully charged phone, and it was plugged in during the journey to keep it at 100% and I’d also brought a charged up battery pack.

The circuit was fully set up when I arrived at 8am so once I’d parked Scooby2 up next to the Start/Finish awning it was time to walk the course, this always looks complicated to me as I think I tend to keep viewing the bigger picture and see too many cones, rather than just concentrate on the bit directly in front of me. Anyway after a couple of mental wrong tests, I had to sort it in my head.

After a new drivers briefing the first cars approached the start line and once we’d ensured that nobody was still promenading around the venue, it was time to call up the first car on the app, hover my finger over the start button and for the first time in well over a year issue the instruction “In your own time”. I’ve no idea now what the car was but it duly followed the course and I was able to click the finish timing button, and confirm a clean run, giving the time to the driver and ensuring it was recorded on the checksheet as a manual backup. The second car was already circulating and we settled down to an acceptable 30/40 second start gap, which would see us on course to be finished by tea time.

I found the app incredibly easy to use. I normally wear glasses to use my phone, but need to take them off to look at distance but I didn’t need them as the display is large and colour coded, the only time I struggled slightly was selecting the correct car as the type was a little smaller. However the cars are listed in number order and as long as I covered the screen from direct sunlight – yes the sun was shining! – I was OK. A selection of competitors joined me in turn on the timing station, and I was able to take a few breaks during the day to feed and water myself. A few drivers took a wrong test, so I had to break the bad news as they finished, although I didn’t have to issue many cone penalties, I think only 2 or 3 all day. It all went very smoothly and it was left to Jeremy Fonseca in his Citroen C1 to close the event with this last two runs of the day, and by 15:30 we were finished and ready to pack everything away.

As for range anxiety, I needn’t have worried, after using my phone all day, including taking a few photos on my breaks, I was showing 56% battery at the end (Nokia 8.3 5G).

In conclusion the TimingAppLive is definitely the way ahead. It was simple to use, clear to read and you could tell it had been developed by someone who knew what it was going to be used for in the real world. My only, minor, ask, would be if the car numbers in the drivers list could be a little larger, or in bold, then it get the perfect 10 from me, so it will have to settle for a 9.9 at the moment.

I hope to be back at Lymm on 15th August, it may not have the glamour of Monte Carlo or Le Mans, but it’s a good little venue, with some of the friendliest people in the sport, and always a pleasure to marshal at.

**Seán Robertson : Gemini 38**





# Classic Sports Car Club Cadwell Park

## June 2021

Thruxton or Cadwell, Cadwell or Thruxton was the debate; an argument which Cadwell ultimately won due to MSV's far superior ticketing system, a shorter commute and opportunity to see the highly entertaining Classic Sports Car Club crowd at one of the UK's finest circuits.

With immediate family dropped off en route, and fortunately arriving at the scene of a lorry's argument with an A46 roundabout before the queues developed, I was pleasantly surprised to park up at Charlies with still 15 minutes remaining of the day's first qualifying session. Better still the early June heat-wave appeared to be continuing and I, on being instantly reminded of the exceptional spectator viewing on offer, had a feeling we were in for a good day.

Whilst some of the grids fell far short of the numbers witnessed at Donington some 2 weeks earlier the racing did not suffer. In fact some of the closest racing of the day took place in the 6 car Special Saloons and Modsports race where a slow starting Ian Everett (in Tim Cairn's Midget) eventually found a way passed Neil Duke's Anglia and the 2.6 litre MK2 Escort of Martin Reynolds to take the race 1 victory. Despite a close encounter with Duke at the Mountain section in the early stages, the MG Hexagon pilot was able to stretch his lead to over 3 seconds by the time the chequered flag was waved following a remarkable pass for the lead around the outside at Mansfield!

Two races for the AR Motorsport Morgan Challenge were a welcome addition to the timetable and whilst both races saw runaway victors; Oliver Pratt claiming a 47 second race 1 victory and Roger Whiteside finishing 17 seconds ahead of his nearest rival in race 2, the battles behind were far less clear cut. Class 4 was the highlight with Steve Lockett (5<sup>th</sup> overall in both races) eventually claiming a double class victory with Simon Sherry and Tom Richards finishing a close second in each of the respective races.

Morgan Challenge race 1 victor Pratt was also due to start the Future Classics race from pole. However a fluid leak after the formation lap lead to the 4.6 litre Morgan being wheeled away from the grid. This ultimately left the way clear for an intriguing battle for victory between Sam Smith's MX-5 and Martyn & Matthew Ellis' Sunbeam Lotus. Whilst Martyn Ellis lead the early stages, a 30 second pit-stop penalty for winning the previous round entered ensured Matthew Ellis would return to the track behind the pink MX-5 of Smith. Fastest lap after fastest lap ensued and remarkably the Sunbeam pilot appeared to have snatched victory in the closing stages, only to be landed with a 30 second post race penalty for a 0.9 second too short pit stop!

***Continued on Page 50***





## **Cadwell Park : Continued from Page 49**

The Swinging Sixties Group 1 race (for smaller engine capacity cars) was perhaps the highlight of the day where Ian Staines worked his way to the front of the impressive 27 car field by the end of lap 1. And despite never relinquishing the top position, the MG Midget pilot was under pressure throughout the opening half of the race with Chris Watkinson's Austin Mini and Tim Cairn's pole sitting Turner in hot pursuit. The Mini challenge would sadly fade with troubles at the pitstop leaving Cairn's to provide the main opposition. But whilst the Turner pilot seemed to be right up there on ultimate pace, the Midget seemed more at ease in the traffic, leaving Staines to claim a well deserved 9 second victory.

The more powerful Swinging Sixties machines would form the Group 2 grid, and having cemented pole by over 1 second, Jamie Keevil in his Lotus Elan would take an early lead. Any thoughts of a stroll to victory however were quickly dispelled as the Lotus 7 of John and Tom Muirhead was able to keep the Elan in sight. But despite setting fastest lap of the race, the Lotus 7 duo were not able to mount a serious challenge for victory and ultimately ended the event 9 seconds in arrears. Following the pitstops, Jonathan Crayston and David McDonald would find themselves locked in a battle for the final podium position and it would be the TR6 of McDonald that would come out on top following a late overtake, thus ending a Lotus class lockout of the podium positions.

And last but not least (not in race order), disappointingly just 9 cars took the start of the Mintex Classic K race which even around the relatively short Cadwell park left plenty of quiet gaps. That aside the racing remained enjoyable with little to choose between the top 3 runners, Jon Wolfe's Elan, the David Beresford / David Morrison MG B and the TR4 of Neil Howe. Pole sitter Wolfe just had the edge throughout though with his Elan taking the flag 6 seconds clear of Morrison's MG. The battle of the race was for 4<sup>th</sup> spot however, where for lap after lap Nick Jesty, in his 1293 Mini, tried his absolute best to find a way passed Steve Chapman's TR4. After the pitstops it looked like the Austin pilot had finally cracked it only for the more powerful Triumph to find a way back through. Fabulous racing

And in what seemed like the blink of an eye, the final Morgan had re-entered the paddock and the day was sadly over, 9 hours at the circuit gone in an instant! Whilst it would have been nice to see slightly fuller grids you couldn't grumble with the quality of entry, which combined with the fabulous whether, the picturesque undulating nature of the circuit and the event running like clockwork (not a single safety car period) pleased the inner photographer (and Motorsport fan) in me! I won't leave it as long to visit Cadwell again and next time hopefully the great unwashed will be allowed to traipse around the Paddock.

**Paul Commons**



## **Paul Commons Motorsport Photography**

Paul Commons is an accredited motorsport photographer covered by public liability insurance to the value of £5m.

His weapon of choice is a Canon 5d MKiii, backed up by a Canon 7d, and combined with a range of 'L Series' lenses.

### **Product**

- JPEGS, prints, press releases and reports.
- Standard prints are available at very reasonable prices from his website.
- For a little extra he can arrange for professional prints to be delivered direct to the customer via the excellent Loxley Colour.

For pricing and any other enquiries please get in touch via email

**paul.commonson@yahoo.co.uk**

**Or visit the website**

**www.paulcommonsmotorsport.com**

# RIP

## Margaret Sheila Malcolm

**8<sup>th</sup> May 1939 - 12<sup>th</sup> May 2021**



Margaret Sheila Malcolm was born on the 8<sup>th</sup> May 1939 in Sutton Coldfield, Birmingham to parents Reg and Ivy Rogers and was older sister to Janet, Pauline and Barbara. Most of her upbringing was in South Harrow and she had childhood memories of those post-war years of the sirens, blackouts and sheltering in the bunker.

She was a bright girl and was a student at Hendon Technical College where she did a business and secretarial course. She and her best friend, also called Margaret, were the best students on the course and they were chosen to trial the very first electric typewriter which was produced by Olivetti. Unfortunately for Olivetti, Margaret's typing skills were so fast, that the typewriter couldn't cope, and she ended up fusing it! Olivetti had to take it away, mend it, and improve it! Margaret and Margaret are still friends to this day, after 70 years.

Margaret and Graham met at the local church youth club and after a while, they began courting. When Graham completed his National Service, the pair married on the 7<sup>th</sup> May 1960 at St. Paul's Church in South Harrow, the day before Margaret's 21<sup>st</sup> birthday. As Graham had found work in the north, the newly married couple set up home in Leyland and initially Margaret worked as the PA to a senior official at South Ribble Borough Council before becoming the secretary and PA to the engineering director at Leyland Motors. During her days working with a firm of surveyors, she was approached by one of them who invited her and Graham to visit a newly founded club, the Longton & District Motor Club. It had only been established for a couple of months when Margaret and Graham went along in January 1963, and the pair have been a pivotal part of the club ever since and for the two of them, it has been a shared, life-long passion.

In 1965 they moved to Conway Drive in Fulwood where they were blessed with their two daughters Nicola and Paula. As a family, they then made one final move to Kilworth Height in 1969. Nicola and Paula feel very blessed to have had such a wonderful mum. They describe Margaret as being so warm and friendly and all their friends were made so welcome, it was open house to everyone. If the girls had been out to a disco, their friends would always want to go back to the Malcolm house as they knew Margaret would want to know how their evening was and they would often be invited to stay over too. Even as they got older, they still loved going round and Nicola and Paula say that they have received some lovely cards with messages of the fond memories that their friends have of their very dear mum.

When Graham decided he wanted to set up his own business, Margaret was behind him all the way and the two went into partnership together. Graham looked after the sales side and Margaret acted as PA and they were a great team, Margaret always backing any mad ideas that Graham might have, and together they made a great success.

She kept a lovely, happy home and her priorities lay with her family, the business and of course her dedication to the motor club and enjoying the social scene that came along with it. She became the Honorary Secretary, and she took a personal interest in the sport too. She competed in auto tests and sprints and became a huge fan of Formula One Grand Prixes. With Graham, they have been to a dozen or more Grand Prixes in the UK, they have been driven around the Estoril circuit in Portugal, and they have even walked the circuit in Melbourne, Australia. Five or six years ago, they also went to the Barcelona Grand Prix with Nicola, David, Connor and Scott and other members of the club too.

Margaret worked tirelessly for the club for decades. She was involved in the results and regulations for events and produced the motor club bulletin. Her contribution was invaluable as she also organised the awards presentations and dinners. Her ability to do shorthand and typing came into its own especially as Margaret could reach a speed of 180 words per minute with her shorthand skills. At home and at the club she was super organised and earned herself the title "Queen of Admin"!

She became totally immersed in F1 and when it was shown on TV, she wouldn't miss any of it, following it from the practice and qualifying rounds through to the actual races. Margaret and Graham have made many great friends through the club and have enjoyed long weekends away all over the country. It was through the club that Margaret first met her dear friend Babs, who meant everything to Margaret. We will be hearing about the friendship that the two girls had from Babs herself shortly. For many, many years, Margaret and Graham have been blessed with a group of good friends. Sue and Eric are very special companions; the two couples have enjoyed many holidays together and have had some fabulous times. Margaret was honoured to be godmother to Sue and Eric's son Gavin, Gill and Peter's son Matthew and Bab's daughter Helen.

*Continued on Page 52*



## **Margaret Malcolm**

### ***Continued from page 51***

Margaret and Graham loved to travel and have done so extensively. As well as enjoying their cruises, they have visited India, Thailand, Australia, New Zealand, Singapore, Dubai and many European destinations too. Margaret loved to explore the culture of wherever she was visiting, but before she did, she needed to start the adventure off with coffee and cake, or a scone with jam and cream. She had an inner radar which could detect the nearest coffee shop! Margaret and Graham were very adventurous travellers and Margaret relished in all the planning of their trips. The pair have driven the west coast of America, cruised to Alaska and driven north up to the arctic circle. The whole trip took five weeks and it was the adventure of a lifetime.

Margaret could be quite shy at first, but once she was introduced to someone, she would happily chat away, in fact Margaret and her three sisters are all well known for being able to chat. The family say Margaret could talk for England! Margaret kept in touch with her sisters, which was made even easier with all the technology and social media at hand. She was absolutely no technophobe and got to grips with it easily. As secretary to Graham's chairmanship, she quickly adapted to the Zoom' club meetings when they weren't able to convene in person. She was also a dab hand with her mobile phone, regularly using WhatsApp and Facebook and 'pinging' messages and photos across to family and friends.



Margaret was a loving mother-in-law to David for 31 years and she was blessed with 3 grandsons; Oliver, Connor and Scott. She warmly welcomed Paula's partner Graham, along with Cat and Phoebe into the family. She was further blessed with a great grandson Rory, and totally embraced Sam as another great grandson. Margaret knew that the family was to grow again, with the addition of another great grandson due in September. After raising two daughters she was to be surrounded by boys!

Margaret adored all the boys and was so interested in what they were doing, and Connor and Scott became involved in the family passion for motorsport. It was her grandson Oliver who christened her with the nickname of "Queenie". Margaret loved any royal occasion and being a smartly dressed lady, rather partial to wearing a gilet, she did indeed have a regal air about her, hence the affectionate nickname, and it stuck. She had a lovely sense of humour and one time, when someone asked where Queenie was, Graham answered as quick as a flash, "She's gone to let the Cor-gis out.!" Margaret was very easy going and didn't mind a bit of banter. She knew she was known as Queenie, Queen of Admin, and Queen of the Gilet! But she took it all in good humour.

She was very organised and never forgot birthdays. She had many nieces and nephews and she never forgot to send any of them a card. In the last few years, the family have had an annual reunion where Margaret would enjoy a glass or two of White Zinfandel or a G&T. Her favourite perfume was Oscar de la Renta and she loved birds and penguins, having many pictures and ornaments of penguins dotted around the house and she had multiple bird feeders to encourage them into the garden. She was a gentle, caring, positive and happy lady who enjoyed her home and her family the most.

The family have been inundated with cards and flowers from so many people who thought so highly of Margaret, and the motor club describe her as being the "matriarch of the motor club." She was also the matriarch of the family.

Margaret was the definition of stoic and utterly courageous in her fight against cancer, never giving up. She even completed her Driving License renewal form just days before she had to leave us.

After 3 years bravely battling her illness, Margaret passed away on the 12<sup>th</sup> May 2021 with her loving husband and daughters by her side. She had only just recently celebrated her 61<sup>st</sup> wedding anniversary and her 82nd birthday. She leaves an enormous gap in all your lives and she will be deeply, deeply missed.

# LIFING:

## A GUIDE TO SAFE AND COST EFFECTIVE COMPETITION

Find out what lifing is all about, why it exists and how you can use it to help you stay safe while stretching your budget further

Whether you are racing wheel-to wheel on track, rallying hard on a gravel road or waiting for the lights to go green on a quarter-mile drag strip, your safety and success rely as much on your equipment as your talent behind the wheel.

Lifing is all about giving you as much confidence as possible in your vehicle and kit without breaking the bank, from ensuring your brakes do not pitch you into the barriers to being certain that your fire extinguisher is ready if you need it.

John Ryan, Motorsport UK Sport, Safety and Technical Director, explains: "Immense progress has been made in improving the safety of motorsport in recent decades. We continue to work closely with the FIA to advance safety standards while making motorsport safety as affordable as possible at all levels. The lifing of kit and components is key to ensuring all competitors are protected at the highest level."

### Why do we need lifing?

Preparation is nine-tenths of success – and that goes for safety as well as performance. But how much focus do you actually put on the lifetime of your car's components and your personal kit?

Most of us would not drink milk one week out of date, yet many are competing with parts that have run long beyond their pre-prescribed limits.

The old adage 'if it ain't broke, don't fix it' doesn't run true in motorsport, as wear and tear on machinery and ever-improving safety standards mean that items can become outdated or in need of replacement well before there is any indication that they could break.

At the cutting edge, teams in F1, WRC or equivalent will life every part of the car, from front wings to suspension screws, logging every item's use to ensure that it does not get close to its life expectancy before being replaced by another.

While such levels of precision are neither necessary nor feasible at national and grassroots levels, the same principles apply. Equipment expiry dates are an important tool to ensure crucial items remain in peak condition and their effectiveness is not degraded by excessive time and usage.

Regulated items are typically given a 'length of usage' time within which they are considered safe in their typical operating window. Going beyond that not only means that your vehicle may not comply with the regulations, it also reduces the levels of safety.

Lifing applies particularly to items that are under constant stress and strain during competition, such as seats and harnesses. It is also used on items that degrade over time,

such as fire extinguishers. And while helmets and race suits are not officially 'lified', their safety credentials are continually managed by the introduction of new standards over time.

## CURRENT GUIDANCE

Key safety devices such as seats, harnesses and helmets are guided by official standards. These are the latest guidelines.

### Seats

Motorsport UK has extended the life of FIA Standard 8855-1999 seats for an additional two years beyond the FIA validity, to a total of seven years. Some 8855-1999 seats may also be subject to a further one-year extension due to the COVID-19 pandemic.

The FIA regulations allow for an additional two years if the manufacturer inspects and recertifies the seat, but Motorsport UK has removed the need for this recertification.

Beyond this, the FIA Standard 8862-2009 advanced racing seats already carry a 10-year validity while the new FIA Standard 8855-2021 for competition seats also has a 10-year validity. The aim of this new competition seat standard is to provide objective performance requirements considerably in excess of the existing baseline, ensuring improved strength and support during rear impacts together with more extensive support to the pelvis, shoulder and head during side impacts.

### Harnesses

Motorsport UK has extended the life of the latest FIA Standard 8853-2016 harnesses by an additional five years beyond the FIA validity, to a total of 10 years.

The 8853-2016 harnesses are subjected to significantly increased testing standards than the previous standards and are a six-point minimum. By extending the usable life, Motorsport UK aims to encourage competitors to move to the latest standard as soon as they can. Previous FIA Standard 8853/98 and 8854/98 harnesses can be used, but they are recognised for their original five-year validity period only.

### Helmets

Motorsport UK has routinely extended the validity of certain helmet standards beyond the FIA validity. Of the current recognised list, Snell SA2015, Snell SA2020 and FIA Standard 8860-2004 have already been confirmed as being recognised by Motorsport UK beyond the expiration of their FIA recognition.



## **Service, log and check**

New initiatives are constantly being developed and introduced by Motorsport UK to help reduce the financial burden of unnecessary replacement of safety equipment, while maintaining crucially high standards of safety.

Servicing, logging and compliance checking are all actions competitors could and in some cases should be taking to make sure equipment is up to the job.

Items such as fire extinguishers are not 'fit and forget'; they require regular servicing and maintenance to ensure they are ready to work when needed.

In the case of an FIA-homologated extinguisher (List 16 or 52), it is essential that the manufacturer or agent carries out checks as going outside the manufacturer's approved network will effectively void the FIA-homologation.

Homologation requirements define the work required in the service. It is a very thorough examination that involves, among other checks, internal and external examination of the bottle, replacement of all seals, cleaning and testing of operating heads and nozzles, and replacement of the extinguishant contents.

As this shows, the servicing schedule mandated as part of the FIA homologation is extensive and only the manufacturer – or their approved agent – will have access to the replacement parts and specialist tools required to undertake this service properly

Seats and harnesses are some of the most critical safety systems within the vehicle. If either of these fails, other important safety systems such as Frontal Head Restraints (FHR), Roll Over Protection Systems (ROPS) and racing nets will significantly reduce in effectiveness. This is why they must remain in peak condition.

Seats, for example, come with a set lifetime based on the number of years in use, typically lasting from seven to 10 years in the UK depending on the model and the standard to which it complies (see Current Guidance box).

Just as road car owners must take their vehicles for an MOT and service every year for vital checks, with parts often recommended for replacement based on visible wear but also on mileage, so competitors should take care of their equipment, although the variability of competition makes a similar approach to such vehicles a little more complex.

Safety equipment such as helmets and overalls are not lifed individually (with the exception of a 10-year life for the latest FIA Standard 8856-2018 overalls) but the standards they need to meet, typically from the FIA or Snell, are regularly updated as technology develops.

As new standards are released, the older standards are withdrawn to ensure users continue to have the best available protection. As such, it is important to stay informed of the latest requirements.

## **In your hands**

As technology develops and manufacturing improves, the lifetimes of parts and equipment are becoming more accurate and more reliable and, as a result, are run for increasingly longer timescales.

This extended validity in areas such as seat and harness homologation standards, however, make it essential for competitors to take responsibility for the care and maintenance of their equipment.

Safety equipment should only be fitted in accordance with the manufacturer's instructions and Motorsport UK or FIA regulations, and should not be modified in any way, as this will invalidate the homologation.

During the life of the equipment, it is good practice to undertake regular checks and maintenance, to ensure that it remains in good condition. This becomes essential in the case of an accident. It should never be assumed that such equipment will be safe to use again, as often this will not be the case.

Even what can appear to be a minor impact can put huge loadings through the seat and harness and their mountings. These items of safety equipment may have performed their function to protect a competitor from injury without them even being aware, so following an accident they should be carefully inspected for signs of damage.

Manufacturers should be able to advise how best to undertake this evaluation, and if there is any damage, they will be able to provide advice on if and how that equipment can be used again. If not, they can help dispose of and replace the items and ensure replacements meet the latest standards.

## **Into the future**

Investment into the improvement of lifing systems never stops and the sport's governing bodies are constantly undertaking research and development to advance the standards of safety and reliability at all levels.

## Lifing

### Continued from Page 54

Technological advances can give a longer life to safety equipment, such as the new 8855-2021 competition seat standard (see Current Guidance box), which has now extended the lifetime of a racing seat to 10 years. Equally, Motorsport UK's research into smarter technologies and systems aims to make lifing simpler and safer.

The Impact Data Recorder (IDR) could soon revolutionise the way vehicles and their parts are monitored. This simple to install, low-cost device can record instances of high G-force due to impacts, helping to identify when vehicles have been involved in a collision of sufficient severity to require the safety equipment to be checked, and potentially replaced.

In addition, Digital Vehicle Passports are being developed to achieve a further advance on the existing Vehicle Passports that are currently in circulation. Vehicle Passports were first created in 2016 and are being phased in as a replacement for Competition Car Log Books by 2026. The future, however, will be digital.

The aim of a Digital Vehicle Passport is to create a live log of information on the safety equipment installed in a vehicle, along with an up-to-date record of use and detail of incidents it has been involved in. Currently being worked on with developers, this will provide a consistent, constantly updated, secure and traceable digital record of a large number of vehicles taking part in any Motorsport UK licensed competition in the UK.

So, whether you are a historic racer or the driver of the newest EV on the grid, keeping on top of lifing is something that should be high on your priority list, to give you the confidence to perform at the limit when you get out on track.

To find out more, Motorsport UK has created harness and seat guidance, available in the Resource Centre at: [www.motorsportuk.org](http://www.motorsportuk.org)



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Plumbed in saloon car  
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**2 & 3 Kg Haylo**  
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## Harness Installation

We are receiving reports that Scrutineers are still regularly coming across incorrectly installed harnesses, which are not correctly routed through the adjusters when wrapped around a harness bar. Please see the example to the right.

As can be seen, for each shoulder strap the 3-bar adjuster is set a significant distance away from the ROPS harness bar and the strap itself has not been passed back through the adjuster for the third time. Looking carefully in the background you can just about see that the other occupant's harness is installed in the same way.

With an installation like this there is a significantly increased potential for slippage in the system – both longitudinally as well as laterally on the harness bar – with potentially serious consequences in the case of an incident.

When installing harness shoulder straps on ROPS harness bars with a 3-bar adjuster such as in this case, the installation should always be carried out as shown in this example to the right, including diagram below. Noting in particular that the adjuster is placed as close as possible to the harness bar, and the strap passes back through for the important third time, leaving at least 100mm free length. Remember that a useful Harness Guidance document is available in the Technical: Car section of the Resource Centre.



## Counterfeit Overalls

We were recently alerted to a potential set of counterfeit overalls by a scrutineer, and on further investigation we found not one, but two sets of overalls that are indeed counterfeit items but claiming to be manufactured by Alpinestars.

Both sets were sent to us for confirmation that they were counterfeits and we have included a selection of images here to highlight just some of the signs of their spuriousness. We have provided one of these sets to FIA for further testing, and the other will be sent back to Alpinestars for their own investigations.

The first thing to notice is the FIA label on the collar of each set of overalls. In both cases the general quality of the stitching used is poor. On the blue collar, the FIA Standard number is given as “8866.2000”, which is non-existent. On the black collar it states, “Year of Manufacturing”, which is incorrect terminology. And in both cases – perhaps the most obvious giveaway of all – the manufacture year is four years in the future.



Looking at the label adjacent to the zip (identical on both sets of overalls) the first issue to note is the FIA homologation number, which differs to that carried on the collar (above). Also, when checked on FIA Technical List 27 (here) this homologation number (RS.243.13) relates to an OMP product. It is also worth noting the quality of the stitching used in attaching the label here, including the internal view.

Looking next at the zip, in both cases the teeth are plastic, where FIA Standard 8856-2000 requires them to be metal.

The final picture gives an idea of the quality of the stitching found internally on the overalls, again the poor quality of the finishing gives a good indication that something is not right.

As always, when checking safety equipment, do keep an eye out for the tell-tale signs of something that may not be genuine. If you are in any doubt, then please don't hesitate to get in contact with the Technical team. Any photos you can include are always a great help.



## **Motorsport UK Documents**

We still continue to see documents submitted on old style MSA forms. As mentioned during the webinars earlier in the year, please ensure you are using the latest forms and documentation from the Motorsport UK Resource Centre.

If you save forms locally to your devices, it makes good practice to check the Resource Centre every so often and overwrite the form on your device. The latest version of forms, guidance notes and other documentation can be found at

<https://www.motorsportuk.org/resource-centre/#technical>



**motorsport uk**



# Number Collector

*John Broughall*

No - not collecting car numbers like collecting Bus or Train Numbers in the olden days, which soon lost its appeal. Part of the Timekeepers job is to get the vehicle identification

For Karting and Circuit Racing, transponders are used, but there is a high capital cost either to the competitor or the organiser who hires them out. In addition, there is trackside equipment to install and maintain. They are not suitable for transient stage rallies.

Bar codes and QR Codes are only suitable for static situations and would be no use at a Flying Finish.

Passive Radio Frequency Identification [ RFID ] only work over a short range. For example, the enabled Credit Card has to be within millimetres of the Reader. It is the Reader that sends out an energy wave as a "wake up" call to the Card which uses that energy to activate its microchip to send a much weaker signal back to the Reader with a data packet.

Active RFID devices have their own battery. When they receive the "wake up" signal, they are able to send a stronger data signal back to the reader. They have a maximum range of about 6 metres in ideal conditions, but usually is less than 6 feet. They are prone to extraneous interference.

The Police use sophisticated Automatic Number Plate Recognition [ ANPR ] equipment, which is very expensive. Perhaps it will become affordable / viable in 10 years' time. For road registered vehicles, it is already the driver's obligation to keep the car Registration Numbers and Competition numbers clean.

The timekeepers should use their best endeavours to get the numbers but the Blue Book states that " R 6.1.5. The timekeepers may decline to record the time of any car whose competition numbers are not readily apparent. "

For now, we must work with what we have got. Traditionally, competition cars have large numbers on the side doors, [ at least 23cm high, but usually 28cm high – see J 4.1 ] but it has become common on loose surface events to have additional numbers on the upper half of the side of the car [ above the waistline ], where there is less risk of them being obscure by mud. They are usually in a High Visibility colour.

At night and in poor visibility, getting the Competition numbers is a challenge at the Flying Finish. Several solutions have been used, including

1. Using a Flood Light pointing down the track [ not into the Driver's eyes ].
2. Getting a Team member to be a Spotter, say about 500m before the F/Finish, on a slower part of the Track getting the numbers and passing them to the F/Finish Timekeeper by secondary handheld radio. The radios should use a discrete business frequency and not a public licence-free frequency or Citizens Band because of the risk of interference or malicious / fake calls.
3. Move the main timing equipment to the Stop Line, with the Flying Finish beam connected to the Stop line with a long wire. The Beam then activates the Timer at the Stop Line and the Car number is inserted when the car stops.

Some Flying Finish locations have very limited visibility of the passing cars. They may only be visible across the width of a gateway for 0.2 seconds. If the number is not in the standard location, it is nearly impossible to get it. In these situations, the only practical solution is a Spotter in advance of the F/Finish.

It is rare for the Clerk of the Course to think about your problems when they set the course finish.

What are your problems with getting car numbers and how have you overcome them ? Is there a better way to do it ?



*John Broughall*

## 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

## Sprint & Hillclimb Championship

O/A	Competitor	Score	Class	Club
1	N. Fox	51.72	2	Clitheroe
2	M. Bramhall	51.26	2	Liverpool
3	C. Bramhall	49.03	2	Liverpool
4	S. Wilson	40.42	2	Longton
= 5	D. Goodlad	40.00	S	Bolton
= 5	R. Holt	40.00	3	Liverpool
7	P. Messer	38.89	S	Clitheroe
8	J. Wadsworth	30.24	S	Longton
9	N. Trundle	29.58	1B	G&PMC
10	S. Price	28.25	1A, 1B	Wallasey
11	P. Howarth	20.51	S	Liverpool
12	C. Plested	19.30	S	Liverpool
13	J. Pinder	17.93	S	A&PMCC

## 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*



MOTOR SPORT GROUP

# SD34MSG Championship Tables

## MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Maurice Ellison	70	Clitheroe	Y
2	Brian Wragg	60	Liverpool	Y
= 3	Geoff Maine	40	Liverpool	Y
= 3	Jim Livesey	40	U17MC	Y
5	Sean Robertson	30	Liverpool	Y
= 6	David Hunt	20	Liverpool	Y
= 6	Rod Brereton	20	Pendle	Y
= 6	Alan Shaw	20	Pendle	Y
= 9	Mark Johnson	30	Clitheroe	
= 9	Andy Fell	30	Liverpool	
= 9	Bill Gray	30	Liverpool	
= 9	John Harden	30	Liverpool	
= 9	Kevin Jessop	30	Liverpool	
= 9	Robert Rankin	30	Liverpool	
= 9	Tony McGuire	30	Liverpool	
= 16	Mike Van Gordon	20	Liverpool	
= 16	Ian Curlett	20	Liverpool	
= 16	Steve Johnson	20	U17MC	
= 16	Dave Barratt	20	Accrington	
= 20	Dave Collier	10	Liverpool	
= 20	Walter Holmes	10	Liverpool	
= 20	Mark Jagger	10	Liverpool	
= 20	Phillip Jagger	10	Liverpool	
= 20	Judith Pegram	10	Liverpool	
= 20	Matthew Pegram	10	Liverpool	
= 20	Max Quinton	10	Liverpool	
= 20	Eddie Walton	10	Liverpool	
= 20	Debbie Watts	10	Liverpool	
= 20	Mike Cadwalleder	10	Liverpool	
= 20	Les Fragle	10	G&PMC	
= 20	Stuart Ellis	10	Pendle	
= 20	Jon Chamberlain	10	Wallasey	
= 20	Tam Doefor-Hill	10	Wallasey	
= 20	Shaun Flint	10	Wallasey	
= 20	Gary Marriott	10	Wallasey	
= 20	Harri Packham	10	Wallasey	
= 20	Tom Pimlott	10	Wallasey	
= 20	Stephen Price	10	Wallasey	
= 20	Steve Smith	10	Accrington	
= 20	Tracey Smith	10	Accrington	
= 20	Mick Conboy	10	CSMC	

## U18 Championship

O/A	Competitor	pts	Club
1	Daniel Millwood-Jackson	10	U17MC
2	Monty Alcock	9	Knutsford
3	Elliott Shaw	0	Clitheroe



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## UPCOMING EVENTS

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

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**SD34MSG**

# Road Rally Championship

## Dates for 2021

Date	Event	Club	Location	Confirmation
21/22-Aug	Harry & Ivy	Kirkby Lonsdale MC	Cumbria	<b>NEW DATE</b>
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>
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
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	Enville Stages Rally	Anglesey Circuit	Stage
24-Jul	Targa	Yes	Stockport 061 MC	Summer Targa		Road
24-Jul	Trial	Yes	Ai&PMCC	Haw Park Car Trial		Non R/R
25-Jul	Sprint	Yes	Longton & DMC	Sprint 6	3 Sisters, Wigan	S&HC
31 Jul	Trial	Yes	Ai&PMCC	Production Car Trial		Non R/R
1 Aug	Targa	Yes	Airedale & Pennine	Pennine Targa	Maps 97,98 & 103	Road
2-Aug	PCA	No	Knutsford & DMC	KDMC PCA 5		
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	<b>CANCELLED</b>	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
21/22-Aug	Road Rally	No	Kirby Lonsdale MC	Harry & Ivy	Cumbria	Road
30-Aug	Hillclimb	Yes	Longton & DMC	Oliver's Mount	Oliver's Mount Sprint	S&HC
30-Aug	Sprint	Yes	Longton & DMC	Sprint 7	Oliver's Mount Sprint	S&HC

**Sprint & Hillclimb**

**Stage Rallies**

**Road Rallies**

**Non Race/Rally**

**Others**

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

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





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## 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	Paul Gorge	Liverpool	121
3	Steven Ormond-Smith	Manx	119
4	Gareth Roberts	Broughton	107
5	Terry Phillips	Manx	92
O/A	Co-Driver	Club	Points
1	Ian Jones	North Wales	148
2	Liam Whiteley	Manx	143
3	Lee Wilson	Wigan	124
4	Jordan Joines	Wallasey	112
5	Merfyn Williams	C&A	111

### 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	90
2	Stephen Johnson	CSMA	85
3	David Evans	Knutsford	55
=4	David Goodlad	Knutsford	28
=4	Lee Mathews	C&A	28

### PCA (U 25):

O/A	Driver	Club	Points
1	Oliver Mathieson	U17MC	87
2	Milo Unwin	U17MC	78
3	Jess Crawley	Warrington	29
4			
5			

### AutoSOLO :

O/A	Driver	Club	Points
1	Neil Jones	Bala	119
2	Howard Morris	Rhyl	102
3	Scott MacMahon	U17	96
4	Michael Dolby	Cannock	92
5			

### Sprint :

O/A	Driver	Club	Points
1	Matt Bramhall	Longton	626.16
2	Nigel Fox	Clitheroe	622.68
3	Chris Bramall	Longton	593.48
4	Steve Wilson	Longton	503.89
5	Harry Moody	Wigton	481.78

### Hillclimb :

O/A	Driver	Club	Points
1	Matt Bramhall	Longton	213
2	David Goodlad	Knutsford	203
3	Chris Bramall	Longton	198
4	Stephen Prie	Wallasey	183
5	Daniel Brady	Liverpool	108

### Trials :

O/A	Driver	Club	Points
1	Rupert North	A&PMCC	30
2	Henry Kitching	Ilkley	28
3	Kevin Roberts	Bala	25
4	Nigel Jones	Bala	23
5	Jon Turner	North Wales	21



# 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	88
2	Stephen Price	Wallasey	61
3	Pete Messer	Clitheroe	56
4	Mike Lawson	Knutsford	40
4	John Stone	BBSSMC	32
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	119
2	Bolton-le-Moors CC	105
3	Liverpool MC	92
4	Longton & DMC	86
5	U17MC	76
6	Clitheroe & DMC	54
7	Accrington MSC	48
8	Boundless	42
9	North Wales CC	37
10	Bala & DMC	33

## Marshals Championship

O/A	Marshal	Club	Points
1	Brian Wragg	Liverpool MC	44
2	Maurice Ellison	Clitheroe	24
=3	Steve Smith	Accrington	13
=3	Tracey Smith	Accrington	13
5	Tim Millington	Knutsford	12
6	Sean Robertson	Liverpool	10
7	Stephen Johnson	U17MC	7
8			
9			
10			

**Knutsford & District Motor Club**

# **Plains Rally**

**Saturday 14th August 2021**

## **Cancellation Announcement**

The organisers of the Plains Rally, Knutsford & District Motor Club Limited, regret to announce the cancellation of this year's event.

After careful and detailed consideration, the Plains Rally, scheduled to run on Saturday 14th August, and a qualifying round of the Fuchs Lubricants Motorsport UK British Historic Rally Championship, Fuchs Lubricants RACRMC Asphalt/Rally2 Mixed Surface Rally Championship, Crew 25 Rally Championship, MRF Tyres BTRDA® Rally Series, Pirelli Motorsport UK Welsh Forest Stage Championship, ANWCC Forest Rally Championship, SD34 Stage Rally Championship, and 2021 Lion Cup, has sadly been cancelled.

The current spread of delta variant CV19, and the ability to travel, is a major concern for the organisers. Most of the organising team are based in Northwest England, and while there are no travel bans in place, between Northwest England, and Wales, the current official advice is to avoid travel to/from areas of high infection. The organisers have a duty of care and social responsibility to the residents of the local communities that our event passes through, and we feel that it's important that we respect the official advice and not travel at this time to conduct the necessary pre-event public relations work, which, on completion, would allow us to move forward to a fully authorised event. The organisers are also concerned that as delta variant CV19 continues to spread, travel restrictions, be they voluntary, or mandatory, would lead to a loss of entries and marshals, since we will be respecting official travel advice, we cannot expect others to ignore it. Equally, the question of inviting spectators to the event, was a cause for concern.

As enthusiasts, our natural inclination, is to invite spectators and welcome them with open arms, allowing them to enjoy a full spectator experience. But, while spectators are enjoying that experience, the event organisers are responsible for their safety under Motorsport UK Regulations; while CV19 restrictions remain in place, that responsibility extends to ensuring spectators stay within their own bubble and

maintain social distancing, we must also work within, and respect Local Authority guidance to protect public health under CV19 legislation, and we simply do not have the necessary resources to achieve these requirements.

It is hugely disappointing that we have had to cancel the event, but we take our responsibilities to the sport, the residents of the local communities the event travels through, and members of the public visiting these communities and forests, be they spectators, or engaged in other leisure pastimes, very seriously. With the help of NRW and R4W, the organisers had planned a compact route, utilising classic mid-Wales stages, all of which being in exceptionally good condition. We are incredibly grateful to everyone that has helped us develop our event, and sorry that all their hard work can't deliver the event we were looking forward to.

Our attention now turns to the

**2022 Plains Rally on Saturday, 21st May.**

**Les Sharp  
Clerk of Course**



## **TYNESIDE STAGES**

1st August 2021

### **CANCELLED**

The rapidly changing and evolving variants of Covid-19, especially the Delta strain, has meant some significant changes have had to be implemented by a myriad of different bodies in their decision-making processes, several of whom have to grant permissions to the organisers of any rally. This is beyond their control too, as often they have to follow government directives.

In effect, what this means to the Tyneside is that until the guidance changes, several bodies are unable to make those decisions, and the latest position we have is that those decisions cannot be made until July the 12th at the earliest.

As substantial financial expenditure (approaching five figures) needs to begin in the next week, the organisers were faced with a particularly horrible and difficult dilemma – shall we gamble on circumstances changing sufficiently enough to allow all concerned to make the decisions quickly, and assume that those decisions will be positive for us (and risk very substantial sums of money, and perhaps even the future of both clubs), or do we have no choice but to cancel?

Realistically, even if those decisions were taken some time very soon after the 12th, it would still give us less than three weeks to ensure everything would be put in place.

Given all of the above, the organisers felt that the only sensible (and very, very regrettable) decision is to cancel the event for 2021.

We appreciate that everyone will be very disappointed (and none more so than us) and ask for your understanding and consideration.

We look forward to seeing you in 2022.

***The Organising Team on behalf of  
Alnwick and Berwick District Motor Clubs.***





# NESCRO



Historic Motorsport In  
The North Of England & Scotland

## 2021 Calendar & Challenge Rounds Update

<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*

### Historic Driver's Challenge

Pos	Driver	pts
1	John Haygarth	184.4
2	Andrew Johnson	135.4
3	Graham Cornthwaite	104.1
4	Chris Haygarth	97.5
5	Alex Willan	98.2
6	Luke Tait	92.4
7	Ronnie Dale	91.3
8	Paul Dyas	86.5
9	David Garstang	85.0
10	David Marsden	78.8

### Targa Driver's Challenge

Pos	Driver	pts
1	Neil Raven	182.5
2	Chris Dodds	173.2
3	Kevin Stones	142.7
4	David Pedley	126.6
5	Simon Jennings	114.6
6	Andy Davies	107.8
7	Sam Collis	107.3
8	John Davies	105.6
9	Bradley White	104.6
10	Owen Turnjer	103.3



### Historic Navigators Challenge

Pos	Navigator	pts
1	Bob Hargreaves	184.4
2	David Boyes	135.4
3	Marcus Pomfret	104.1
4	Glen Fothergill	98.2
5	Si Gleich	97.5
6	Josh Davison	97.4
7	Sean Kukula	91.3
8	Paul Morris	86.5
9	Matthew Alexander	85.0
10	Michael Garstang	78.8

### Targa Navigators Challenge

Pos	Navigator	pts
1	Claire Raven	182.5
2	Hannah Davison	173.2
3	Chris Holden	142.7
4	Grace Pedley	126.6
5	Colin Fish	114.6
6	Max Freeman	107.8
7	Nick Carr	107.3
8	Nick Bloxham	105.6
9	Gary White	104.6
10	Rachel Vestey	103.3



# A Timely Reminder

A motorsport without Timekeepers  
is just a pointless weekend drive.



**Would you like to support Motorsport 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)

## GREYSTOKE STAGES ANNOUNCEMENT

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

## New Plans

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

**M-Sport Stages  
Greystoke Stages**

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

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

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

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

**Richard Christensen and Roger Fisher**



**BRITPART**  
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**motor sport UK**

**CROSSCOUNTRYUK.ORG**

**June 12/13 SLATE MOUNTAIN**  
**July 17/18 SWEET LAMB**  
**Sept 18/19 KIELDER**  
**Oct 09/10 WALTERS**

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



# BXCC 2021 Calendar

- 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

**Airedale & Pennine MCC**  
**and**  
**Clitheroe & DMC**




# Pennine Trophy

## Targa & Classic Rally

### Sunday August 1<sup>st</sup> 2021



Photo Courtesy of Chris Ellison

Regs at : <http://anwcc.co.uk>  
and <http://sd34msg.org.uk>

Entries are open

# Marshals Needed

Chief Marshal John Rhodes  
[rhodesj3@sky.com](mailto:rhodesj3@sky.com)

# Association of North East and Cumbria Car Clubs

## Training Sessions 2021

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

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

The sessions are scheduled for Wednesdays:-

- 21st 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 [lmacdonald555@aol.com](mailto:lmacdonald555@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)

A young lady confidently walked around the room while explaining stress management to an audience, holding a raised glass of water. Everyone knew she was going to ask the ultimate question, 'half empty or half full?'

She fooled them all ..... "How heavy is this glass of water?" she inquired with a smile.

Answers called out ranged from 8 oz. to 20 oz.

She replied, "The absolute weight doesn't matter. It depends on how long I hold it.

If I hold it for a minute, that's not a problem.

If I hold it for an hour, I'll have an ache in my right arm.

If I hold it for a day, you'll have to call an ambulance.

In each case it's the same weight, but the longer I hold it, the heavier it becomes."

She continued, "and that's the way it is with stress. If we carry our burdens all the time, sooner or later, as the burden becomes increasingly heavy, we won't be able to carry on."

"As with the glass of water, you have to put it down for a while and rest before holding it again. When we're refreshed, we can carry on with the burden. So, as early in the evening as you can, put all your burdens down. Don't carry them through the evening and into the night... Pick them up tomorrow.

- 1 \* Accept the fact that some days you're the pigeon, and some days you're the statue!
- 2 \* Always keep your words soft and sweet, just in case you have to eat them.
- 3 \* Always read stuff that will make you look good if you die in the middle of it.
- 4 \* Drive carefully... It's not only cars that can be recalled by their Maker..
- 5 \* If you can't be kind, at least have the decency to be vague.
- 6 \* If you lend someone \$20 and never see that person again, it was probably worth it.
- 7 \* It may be that your sole purpose in life is simply to serve as a warning to others.
- 8 \* Never buy a car you can't push.
- 9 \* Never put both feet in your mouth at the same time, because then you won't have a leg to stand on.
- 10 \* Nobody cares if you can't dance well. Just get up and dance.
- 11 \* Since it's the early worm that gets eaten by the bird, sleep late.
- 12 \* The second mouse gets the cheese.
- 13 \* When everything's coming your way, you're in the wrong lane.
- 14 \* Birthdays are good for you. The more you have, the longer you live.
- 16 \* Some mistakes are too much fun to make only once.
- 17 \* We could learn a lot from crayons. Some are sharp, some are pretty and some are dull. Some have weird names and all are different colors, but they all have to live in the same box.
- 18 \* A truly happy person is one who can enjoy the scenery on a detour.
- 19 \* Have an awesome day and know that someone has thought about you today.
- 20 \* Save the earth..... It's the only planet with chocolate !



## **BXCC Round 4 Sweet Lamb 17th & 18th July Radio and In-Stage Marshals Needed**

Marshal registrations have now opened for Radio and In-Stage Marshals for the 2021 BXCC Round 4 at Sweet Lamb in Mid Wales on 17th & 18th July 2021.

The BXCC has been described as Rallying on Steroids!

More info at [crosscountryuk.org](https://www.crosscountryuk.org)

Videos from Round 3 last weekend:

Day 1 preview clips <https://www.facebook.com/specialstage/posts/4670146413012819>

Day 2 Preview Clips <https://www.facebook.com/specialstage/posts/4672823982745062>

If you have a smart phone, please use the [Wizzy Events App](#) to register for this event as that will capture all the details we need and also lists other events you might be interested in and will be used for contact less digital signing on.

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".

Hope to hear from you

**Jon Aston**

[jon.aston@lanonyx.com](mailto:jon.aston@lanonyx.com)

**I fill sorry four all the  
kids that half to learn  
from home with  
parents who can't  
reed, right or spale**



## Is Time the fourth dimension ?

We all accept that there are three dimensions [ Height / Width / Depth ]. Some people say that ' Time ' is the fourth dimension, but others suggest that it is ' Space '. Academic physicists say that there are even eleven dimensions but you don't want to explore them now. It is often not considered but there is a ZERO dimension, which is a Spot [which has no height / width / depth].

Let's consider Time. Without the dimension of Time, we would have no perception of motion or speed. If Time didn't exist, everything would appear to be motion-less.

As a Keeper of Time, you are measuring a dimension. Most events compete against the Clock to minimise the Time, so the competitor with the least time is the Winner.

We can influence Height / Width / Depth, but we can't slow down or speed up Time. We can't make it go backwards. Time is our Master not our Slave.

- Time and Tide wait for no man
- Time waits for no one.
- Lost time is never found again
- Time is the most valuable thing a man can spend
- The key is in not spending time, but in investing it
- Procrastination is the thief of time

*John Broughall*

## Lombard Rally Festival Newcastle July 3rd

In 2021 this event will be at a single venue only, Brunton Airfield near Seahouses, with many other attractions, before becoming a full three day tour with special stages in 2022. With more than one stage layout available at the venue, full spectator facilities, catering a shopping opportunities, what a day out it will be.

As part of what we're doing at Brunton on the 3rd of July is to try to promote motorsport in the north east, we want to offer a free space for motor clubs to have a stand or easy-up to help them both promote their own motor clubs and perhaps even recruit new members.

**We intend having a location adjacent to the service area for this purpose, and will also grant free entry to four bona fide club members who might take turns manning their stands.**

**Any club wanting to take up this offer should email either myself**

Tom Wilkinson [tom@gnarnia.co.uk](mailto:tom@gnarnia.co.uk) or

Tim [Nashtim@lombardrallybath.co.uk](mailto:Nashtim@lombardrallybath.co.uk)



## We Are Recruiting

We're looking to recruit a range of roles to support the increasing number of events from Karting , Car Track Days and Drift Days,

- Co-ordinators,
  - Marshals,
  - Receptionists and
  - Event Staff
- all needed.

You'll need to work evenings / weekends and be flexible with the hours you work, interested?

**Please forward a full CV**

to [operations@threesistrscircuit.co.uk](mailto:operations@threesistrscircuit.co.uk)

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## **Brecon Motor Club Harry Flatters Rally 25th July**

Brecon Motor Club have made the difficult decision not to go ahead with this years Harry Flatters Rally due to run on the 25th July.

Despite some relaxation in rules by the Welsh Government other continuing restrictions and obstacles surrounding the event mean that the organisers do not feel they are in a position to run a safe, covid compliant event and the size of the organising team and the amount of extra work involved to organise the event is not compatible with the working lives of key team members.

The club would like to apologise and thank our sponsors, competitors, officials and marshals who have supported us and will continue to do so when we start again in 2022

## **Trackrod Rally Yorkshire 24/25 September**

The organisers of the Trackrod Rally Yorkshire are gearing up for the 2021 event on its planned date of 24/25 September when it will run as a test event in advance of rallying's return to the Forestry England estate.

The two-day event will be the fourth round of the Motorsport UK British Rally Championship as well as a round of the Fuchs British Historic Rally Championship and the BTRDA Rally Series and will be used to test Forestry England's capacity for re-starting large scale events.

Plans for the highly-regarded rally in the famous North Yorkshire forests are moving ahead apace and the rally will feature a compact route taking in all single-use stages on gravel roads that will not have been rallied for nearly two years. For the crews contesting the three major rally championships, this is the only visit of the season to the classic forest stages in the Dalby and Cropton forest complexes.

As has become tradition, the event will feature two key parts. Rally Yorkshire will run over nearly 60 stage miles as a round of the British Rally Championship and will be joined by the Historic Cup for the British Historic Rally Championship and Land Rovers. The route will include one long stage in the darkness of Friday evening. On Saturday, the Trackrod Forest Stages will cover a full 45 miles as a round of the BTRDA Rally Series.

Rod Parkin, Trackrod Rally Yorkshire Clerk of Course, said: "We are really pleased to be running on our scheduled date. The competitor response to the opening BRC and BTRDA event, the Nicky Grist Stages, has been outstanding and so we are looking forward to welcoming those crews, and the BHRC contenders, to Yorkshire in September."

Regulations for the event will be published in August. For more details of the Trackrod Rally Yorkshire, please visit: [www.rallyyorkshire.co.uk](http://www.rallyyorkshire.co.uk)



Kikkby Lonsdale MC  
**Harry and Ivy Road Rally**  
**NEW DATE**  
**21/22 August**

A brief update on the KLMC Harry and Ivy Road Rally. We spent bank holiday Monday doing a reccé of the route, and even though I say so myself, we shall be using some cracking roads, some of which have been seldom used, like the one in the photo.

However, we have come across a bit of a problem - the date for the Appleby horse fair has been moved to the second week in August, so there is every likelihood that on the proposed date of the event all the back lanes and open spaces will be occupied by Travellers. Not wanting to clash with them or make trouble for the locals, we are looking at moving the event back a fortnight to the **21/22 August** but this needs to be agreed with the RLO, MS UK and the various championships the event was going to be part of.

We are very sorry if this has messed up people's plans but it was felt it is the best way to proceed.

We will keep you posted as soon as we have confirmation of the date, but our aim is to get the SRs out 5 weeks before the event and entries open a week later.

*Nick Townley, Clerk of Course*



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

A round of the Mini Challenge

**Regs :-**

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

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**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".

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](mailto:chiefmarshal.knutsfordtarga@gmail.com)

**BRC**  
British Rally  
Championship



**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**  
**We Still Need**  
**Marshals**

Chief Marshal Ian Swallow

Tel. 07989 600764

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

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



**Pro-Rally.co.uk**

**1**



## Motorsports Photography and Journalism

Classic Rallying | Historic Rallying | Road Rallies  
Stage Rally | Targa Rally | Vintage Car Rallies  
Sprints & Hillclimbs | Stock Cars | Off Road

**Phil James**

Motorsports Photographer & Journalist

07771 76 86 57 | 01772 69 00 34

phil@pro-rally.co.uk

@ProRallyPhoto

**Pro-Rally.co.uk**

**1**

www.pro-rally.co.uk



## 2021 Events

### Round 3

#### 4th July Brawdy Stages,

Haverfordwest

www.pemprokeshiremotorclub.com

### Round 4

#### 25th July Harry Flatters, Epynt

www.breconmotorclub.co.uk

### Rounds 5 & 6

#### 3 & 4th September

#### The Tour of Flanders

Roesleare, Belgium

www.omloopvanlaanderen.be

### Round 7

#### 16th October Wydean Stages

Forest of Dean

www.wydeanstages.co.uk

### Round 8

#### 24th October Cheviot Stages Rally

Otterburn Ranges, Northumberland

www.cheviotstages.org.uk

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

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### 2021 Calendar

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



**motorsport uk**

## NEW MARSHAL DEVELOPMENT OFFICER

We are delighted to announce that Sharon Smith has joined Motorsport UK as the new Marshal Development Officer. She will become the first point of contact for all marshalling queries and is responsible for reviewing upgrade applications and providing support to our volunteer community.

Sharon has previously worked as the Marshals Administrator for the BRDC, Competition Secretary at MG Car Club and has also previously been a registered Timekeeper, with marshalling being a big part of her family life too!

We'd like to also take this opportunity to thank Becky Maidment for the work she has done with the Marshals and the Marshals Advisory Group of the last couple of years.

We are pleased to say that she remains within the Learning and Development Team and is now able to focus full-time on her role as Competitors Pathway Coordinator assisting Katie Baldwin to develop the Academy, create clear pathways and provide support to all our competitors whatever level they aspire to.



# Kirkby Lonsdale MC Devils Own Rally

## 23rd October



The Devils organising team have never been one to walk away from a challenge. But 2021 might just be that year. It is with regret that KLMC have to announce the postponement of the "full fat" Devils scheduled to take place on the 23rd of October 2021. This is due to several reasons but in summary the Lake District is seeing influxes of tourists double that of a standard year and to try and run an event with an evening section on the public roads, especially in October half term would likely damage future chances of this or other events.



In addition with two stage rallies in the north of England over the same weekend, which sees a stretch on the existing timing equipment available to hire and will see our marshals depleted

Finally Forestry England are not prepared to guarantee access to any plantations throughout the area due to the surge in usage in the English forests. We do not want to run an event that doesn't live up to the previous "full fat" Devils, so have decided to put our plans on hold for this year.

BUT we do have another event in the planning stages for the same date. The HRCR have decided they do not want this new event as part of their series, so this will be a stand alone event outside of any championships. More news to be announced as soon as details are confirmed, but rest assured its new, bold and different to anything we've done previously.

**Images courtesy of Chicane Media.**



Liverpool MC  
Kirkby Lonsdale MC



# BARBON HILLCLIMB

## 3rd July

Having taken all possibilities into account, we have regretably reached the conclusion that we cannot admit spectators to the Barbon Hillclimb on 3rd July.

The provisions needed to comply with MSUK and Government requirements have proved to be too onerous for the small team that organises the events at Barbon, all of whom are volunteers. It's hard enough work to organise an event in normal times, but we simply don't have the resources to put into place everything we would be required to do to make the event Covid-Secure.

We realise that our loyal spectators will be as disappointed as we are that they won't be allowed to attend and we ask that everyone appreciates and understands the difficult decision we have had to make. We really needed the income too - which would have been ploughed back into further track maintenance.

If you were thinking of trying to sneak in to the venue anyway, please don't. Doing so could put at risk the whole future of motorsport at Barbon, so just for one year, please stay away unless you are competing or marshalling and have already signed on for the event.

**Many thanks - the Barbon Organising Team**



# 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*

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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

**Monday 20<sup>th</sup> Sept**  
[www.ancc.co.uk](http://www.ancc.co.uk)



## ANWCC

Association of North Western Car Clubs

### Next Meeting,

**Tuesday August 10<sup>th</sup>**  
<http://anwcc.co.uk/>

## ANECCC



### Tyneside Group

**Tuesday 7<sup>th</sup> of Sept**  
**Might be by Zoom - Might Not**

**Teeside Group Meeting**  
**Thursday 17<sup>th</sup> of Sept**  
**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 August Edition is**  
**Wednesday the 28<sup>th</sup> of July**  
**which is due out on**  
**Saturday the 31<sup>st</sup> of July**

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