

# September 2021 spotlight



**ANECCC**

Association of North East  
and Cumbria Car Clubs



**ANWCC**

Association of North Western Car Clubs

**ANCC**

Association of Northern Car Clubs



*Matt Flynn/ Rob Bryn Jones*  
*1st O/A*

***Photo Courtesy of Tony North***

Clitheroe & DMC +  
Airedale & Pennine MCC

**Pennine Targa**

1st August 2021

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

Volume 12 : Issue 9 : September 2021 : Maurice Ellison

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**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**

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**All advertising revenue helps to fund SD34MSG**

**Contact either Les Fragle, Maurice Ellison  
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## Chairman's Chat November 2021

Motorsport is back in full swing; Marshals have several events each weekend to choose from, Just look at page 42 to see the issues Maurice's had!

It is also worth reading page 41 **'The Origins of Spotlight'** do you wish to help SD34? See last month's issue for a **'unique job opportunity!'**

Whilst I read through this issue, I was thinking 'Spotlight' should now be renamed Targa news! Please continue to write your reports about your involvement in motorsport and making it happen. All reports welcome.

August again has been a busy month. The first 10 days was spent by me and Jim Livesey trying to finish the project started 3 years ago! Saving the club trailer from water ingress and updating the layout! This will hopefully allow it to last for the next 10-20 years supporting our events. A new 240Volt and 12V system has been installed; also re-cladding both sides, to hopefully now, make it water tight! Thanks to Andrew Bateson and Adam Padgett of Rossendale Plastics, the help and advice certainly paid off with the Aluminium Composite Sheets making the trailer look like new again!

Starting on the Friday, we had a busy weekend running the Lymm event for U17MC and Accrington MSC. This was the last of 4 events at the venue in 2021. Event set up was started on Friday 13<sup>th</sup> of August!.... M6 closed at Lymm all NW motorways grid locked. A magical mystery tour was had from Blackburn services to Lymm services without using a motorway! 3 hours extra travel time for the return trip on the Friday, just started 4 days of motorway madness! The team did a great job in setting the event up and it is great to see that 5 or 6 drivers came and helped out on the Saturday to set up the event. Thanks all for your help. More hands make light work.

After running the event, two trailer loads of equipment needed to be brought back to Accrington. The M6 on Monday 16<sup>th</sup> August again had lane closures due to crashes at J18 Southbound. The traffic was backed up to M62 at Croft! Why can folk not drive any more without crashing and blocking the roads!

The team are hoping that the Pendragon stages on the last weekend in August will be a little easier to marshal on. Getting to and from the event cannot be any worse than the Lymm event, *I hope!*

Finally, Now is the time of the year that most motor clubs will be planning for the 2022 events, please inform, Dave Thomas and Les Fragle, when your club has your dates for 2022...

**Steve Johnson, Chairman SD34MSG**





# ANWCC

Association of North Western Car Clubs

## ANWCC NOTES – September 2021

As things get busier and most of our championships hotting up it is time to plan ahead for 2022, when we hope that things will be more settled and without the constant calendar changes and issues we have experienced this year.

This month I am asking for your participation – whether as an organiser or as a competitor!

As an organiser please ensure that your events are notified to us. The form to submit your dates will be on our website soon and we ask that ALL clubs compile their planned calendar of events for 2022, and let us know, along with a contact and also whether or not you would like the event to be included in the appropriate ANWCC Championship.

We are planning to run the same championships as in previous years – so that's the Stage Rally Championship, the North Wales Stage Rally Challenge, the Forest Rally Championship, the Road & Navigational Rally Championship, the North Wales Road Rally Challenge, the Autotest Championship, the Production Car Autotest Championship, the Autosolo Championship, the Car Trials Championship, the Sprint Championship and the Hillclimb Championship.

Also there will be the Ladies Rally Championship, the Allrounders Championship and the Inter-Club Championship, plus, of course, the Marshals Championship. Something for everyone!

We are also looking at the "Streetcar" discipline that has been proposed by Motorsport UK, and how best to include that. More thoughts need to go into that one, but it will probably form a section of the Allrounders Championship in the same way as the 1000cc and Junior Driver sections do now.

If you are a competitor we want to hear your views on the championships – are you happy with things the way they are or do you want change? Are you happy with the scoring system, I do have a plan for some change to the points systems on some of the disciplines, but let's hear your views and they will all be taken into consideration.

2021 has seen a 15% increase in the number of registered championship contenders with many newcomers and quite a few who have returned after some time away, in one case nearly 40 years since last registered!

We pride ourselves on providing regional championships for club competitors, and will continue with that aim, we are asking for you to help us focus on what you want.

Looking forward to hearing from you – e-mail [anwcc@talktalk.net](mailto:anwcc@talktalk.net) please! Or perhaps go to our Facebook page and join in the ANWCC Chatter for a more public debate!

Keep checking the website for updates to the calendar and the championship tables.

## Dave V Thomas

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

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

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

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

A Friend suggested putting Horse Manure on my Strawberries. I am never doing that again  
In future its whipped cream like it always used to be!



I didn't think anyone would want to see the other Photo



# Pennine Targa Rally

1<sup>st</sup> August

*Neil & Claire Raven : Ilkley & DMC*

Another day of 'experience gathering' on the Pennine Targa run by Clitheroe and District Motor Club and Airedale and Pennine motor club. On last years event we burst a brake pipe in the MX5 and ended up towing Steve and Ian Mitchell through the Trough of Bowland, now that was an experience! Great memories of a fun filled day but we were propping up the rear of the field in the results after missing two tests due to our leaky pipe.

This year we were in our front wheel drive machine, our trusty Saxo Vtr, and feeling confident of a good day out. The organising team had listened to the feedback and modified the route slightly to remove a long drive after lunch but had kept the fab start ramp and food in the picturesque village of Wray. The start was at Gisburn auction mart and the first test was on the loose carpark area with a quick 30 second blast to get us warmed up. We set joint fastest time with John Haygarth in his Opel Kadett which was a great boost for the confidence which we needed as we knew what lay 7 miles down the road.

**Test 2 – Moss Farm** – This is rough and as we turned up there was evidence the surface hadn't changed since last year! We were running at car 20 and we saw five cars with issues such as punctures and wheel struts missing meaning a quarter of the field were struggling. It's an awkward test because to get a good time you have to go for it but you have to be careful to make sure you leave with all the bits of the car intact and all tyres inflated. I put my Sunday driving gloves on and drove through, opening the injectors up on a few sections but mostly I was steering around bricks and trying not to understeer into the fences in the puddles. It's a great test but certainly sorts out the standard cars from the well-built ones! Part of the design brief for Jacques le Autocad at Citroen wasn't to make the mighty Saxo Lancashire farmyard proof but he didn't do a bad job and we survived both runs through.

**Test 3 - Giggleswick Quarry** – another relatively rough test but as long as you kept the momentum going a flowing a good run can be had, including a superb water splash which makes for a fantastic photo for the fridge door. Last year I approached the water with caution as we were in a convertible, this year the large sump guard on the Saxo allowed us to go for it! I felt like a kid in a swimming pool running up for the biggest bomb he'd ever done! The water went everywhere and found the smallest of gaps in Claire's window resulting in lots of laughs and some added quarry slush memorabilia on the test diagram!

*Continued on page 8*



*Photos Courtesy of Tony North*



## ***Pennine Targa***

### ***Continued from Page 7***

One other issue we came across on the rough tests was Claire's chesticles were making a bid for freedom from her bra! As you can imagine this was uncomfortable for her and very distracting for me! I am but a simple man. She made a note to wear a sports bra on future events...boo!!

**Test 4 – The Tunnel** – Maurice Ellison had said there was a tunnel involved in this year's event, what he really meant was there was an Anderson air raid shelter used as an underpass which we were all going to go through! Being in a small Saxo we slotted through nicely but the picture of the Impreza coming out of there is impressive to say the least! We had a blast and the farm tracks took us to the tunnel, then into a tight slalom in a farmyard where I inspected the pointing of the barn after getting my turn in all wrong. I can report it was a mix of approximately 4:1 sand to cement and looked in good condition! Had the downpipe had been in place from the guttering it would have been removed by a Saxo headlight! The farmyard spat us out through a gate then into a wide open field for some engine revving antics and wheel spinning. My car trial skills came in handy as we negotiated a grassy bank and then around the perimeter to the finish. A fantastic blast.

As well as a huge grin from the tunnelling we also picked up a puncture at some point in the test but it was the car behind us that had alerted us to the deflated boot. I had purchased a set of Maxxis go faster winter tyres for this event and felt quite proud that I had a pair of branded tyres on the front of the car! I also have a set of Maxxis on my mountain bike so had heard of them before. Unfortunately it turns out that expensive tyres get punctures as well! We did our finest pit stop and were fully inflated within minutes and back on the road heading towards **Test 5, Lishmans**, which was new to us as we had to miss it so we could locate some brake fluid last year. This test was great fun but I was making up my own routes again but Mrs Rave's screaming got me back on track and we got through on the right track. It's a great test, very tight and technical with some different surfaces and a slope feature in the middle!

**Test 6 – Tonys Place** – this is where the brake pipe burst on the MX5 and ran after the Lishmans test last year. It's a small tight test around some industrial units on sealed concrete with curbs and buildings to try and avoid. I really enjoy this test, no idea why, it just seems to suit me and the cars. We set the fastest time on this test but there was something not quite right with the car.



***Continued on page 9***

***Photos Courtesy of Tony North***



## ***Pennine Targa***

### ***Continued from Page 8***

When we set off from changing the wheel for the puncture it felt like the gearbox was winding itself up and then releasing itself, a bit of a diff problem perhaps. We pressed on and got to **Test 7, Bricking It**, which as the name suggests was set in a brick yard! At Giggleswick we were well aware there was a massive watersplash but had no idea of the fishing lake in the middle of this test! It was massive. We both enjoy a spot of open water swimming and had I had my Peedo's and armbands with me I'd have been in there. We entered it sideways and clouted a pile of old bricks to the side of the cone with the rear wheel then scrabbled for grip to get out of the lagoon. As we sped off to the last cone I went in to 'make your own route up' mode and carried out a perfect 360 spinny spin the wrong way around the cone. I wasn't aware I'd gone wrong, but Maurice politely said we had so I disagreed and he then pointed out the error of my rotation, he was right. I was also convinced we had picked up a puncture from the sideways rock collision, but it turned out to just be knackered shock absorbers!

We skulked off to lunch and even the thought of going up an actual start ramp didn't lift my spirits. I'd not really been listening to Claire all morning and I had my head firmly inserted up my backside, I was being very silly. Pete and Sarah Clegg had enjoyed a similar morning with a puncture halfway round the infamous Moss Farm test then a wrong test to top their morning off. They would go on to finish the day but Pete had joined the silly sulky boys club, making the day of fun more of a treading on egg shells endurance event! The fab burgers and cup of not Yorkshire tea helped lift my spirits a bit as did the prospect of another favourite on this event, **Dunnow**, a track through some woodland which was like a rally stage and just as much fun! With this in mind we shovelled our lunch down and set off for the start ramp. Helen and Amy Toft were on hand to set us off and we rolled down the flower bordered ramp and headed off to the test.

Dunnow didn't disappoint and we had a great drive through pretending to be Colin McRae, sliding the nippy hatchback through the corners to a respectable 8<sup>th</sup> fastest time. I'd started listening to Claire and got my bottom lip off the floor mats, we were going to have a good afternoon. Another visit to Moss Farm lay ahead and as we queued for the start John Gornall came in to view hurtling to a stop astride in his blue 206 Gti which was putting every bit of its suspension to use to find some grip. Johns grin was as big as the slide he was in and he brought the car to a halt in the middle of the cones enveloped in mud and steam.

***Continued on page 10***



***Photos Courtesy of Tony North***



## ***Pennine Targa***

### ***Continued from Page 9***

He and Martin finished the event 7<sup>th</sup> overall, a great result. Meanwhile, back in the Saxo, I was just glad to get round and managed to set a time which was 18 seconds slower than the flying Gti and 25<sup>th</sup> fastest on that test, terrible. But we'd got it right and drove off with all tyres attached and inflated.

A quick drive across to Giggleswick and we were ready to attempt the quarry test for the second time. Stan Peel was holding us before setting off to the start line and was collecting donations for the Air Ambulance in his trusty black bucket; he raised a fantastic £275. I've known Stan for over 20 years and he's never far away from this trusty bucket and you are never far from putting cash into it when he approaches! It would be interesting to know how much he's raised for worthy causes over the years. A few pounds lighter we set off for the start line. The lumpy diff had been getting steadily worse and a very rough surface with some tight turns around big rocks wasn't really what it needed. And it proved to be the end of our event. We got through the test with another fab run at the water splash and got to the finish line with a very poorly car.

We set off from the finish line with the gearbox clunking in and out of drive and banging and knocking down the access road. We pulled up into the nearest layby and started to inspect the drive. Using the very wobbly car jack I got one side in the air and put the car in gear, rotated the wheel and the car didn't try to leave the jack, there was nothing going through the diff. Was it a broken drive shaft? I dropped the car and put the other side in the air. By this time sulky pants Pete and patient Sarah had pulled up to see if we were ok and helped diagnose the problem. With the other side in the air the same result was achieved so the drive shafts were ok, it was definitely in the gearbox. Having Pete there to confirm my thoughts was a great help as we didn't waste any further time messing around with it and decided to retire and try and get home. We clonked and banged along for a few hundred yards then whatever was worn dropped in to place and we had drive! It was pulling to the left a bit so with a bit of care we made the journey home with a few hairy moments but nothing major. Whatever was holding the drive kept dropping out when we slowed down through towns and stopping at lights etc. but once back in, we were ok.

We took the poorly Saxo straight up to the garage and started stripping the drive shafts out as we only had 14 days to get it sorted for the Blue Streak and I would only have the evenings to spend on the car! Both drive shafts out and inspected and apart from being covered in Giggleswick quarry limestone they looked ok. I put my spare drive shafts in to see if that made a difference but no change. The gearbox was next to be removed and by the time the last car had got to the finish on the Targa we had the gearbox on the floor and the car ready for a spare one I had in stock.

Retiring was a blow but it was nothing that couldn't be fixed and probably saved us destroying more of the gearbox. I had found I could really sulk when things weren't going my way and on reflection it spoilt the day and didn't make a difference to the outcome so I may as well have just got on with it and accepted we will get things wrong from time to time. The organisers from the Airedale & Pennine and Clitheroe motor clubs had put on another excellent event with some great tests on varied surfaces from smooth tarmac to the WRC Safari test at Moss Farm! The Pennine Targa is superb value for money, it's like a shorter (not by much) WRC event with a bit of every round of the WRC in one day. The friendly marshals were kept entertained by the various competitors shenanigans and had some great tests to observe. Thank you to them all for giving up their time so we can play.

Claire deserves a medal for putting up with me on this one and for the nervous journey home with the unpredictable drive coming from the distressed gearbox. I'm sure we will be ready for the Blue Streak but there will be a few late nights and lots of swearing ahead!





# ***A View From The Shore***

***Blackpool South Shore  
Motor Club News***

***by Phil James***

Blackpool South Shore Motor Club members Quentin James and Tom Howe secured a top ten finish on the Pennine Trophy Targa Rally, no mean feat as the event was the toughest yet of the 2021 NESCRO Rally Challenge Series.

Nine of the forty-four car starters failed to finish with many falling foul to accruing multiple punctures that left them stranded having only carried one spare, while broken driveshafts or half-shafts accounted for others. Competitors had to complete a 140mile route that included fifteen timed to the second tests while the tests utilised a variety of venues. They included a disused quarry, a brickworks, a rally forest test stage and numerous farm tracks, one of which featured a tunnel!

The rally, organised by Clitheroe & District Motor Club and Airedale & Pennine Motor Car Club, started and finished at Gisburn Auction Mart and comprised seven tests before the Wray lunch halt and eight after. It was on the morning's second test that James and Howe first hit trouble when the gear linkage cable became disconnected leaving their Citroen C2 GT with only first gear.

This saw the Shore duo lose almost half a minute in completing the test leaving them in 20<sup>th</sup> place in the rally standing and then have to undertake some roadside repairs in order to stay in the event. With the gear linkage re-connected it was on to Giggleswick Quarry where the biggest hazard came from large tracts of standing water that resulted in a number of cars drowning out.

Safely through and having now gained five places the following test involved driving through a livestock tunnel beneath the A65 before tests at a further farm, an industrial estate and a brickworks completed the mornings schedule. Starting the afternoon leg of the rally in 11<sup>th</sup> place they now found their progress slowed by a handbrake malfunction. This proved particularly problematic when negotiating some tight turns on the test through the forest stage and a further issue came when the sump guard pushed up onto the engine mounts and damaging the exhaust manifold.

With the exhaust note becoming louder and continuing concerns about the gear linkage a cautious approach was adopted to ensure a finish which they duly made in tenth place.

Things started well for fellow South Shore members Barry Young and Simon Mills who set joint third fastest time through the opening Gisburn test and completed the morning leg in 8<sup>th</sup> place. Unfortunately things didn't go quite so well for them in the afternoon as their Renault Clio picked up a puncture at the Quarry and they took a maximum on the following Lishmans test. Further penalties for cone misdemeanours and a stop astride failure saw them end the rally in 15<sup>th</sup> place.

Elsewhere, and following on from his Hillclimb debut in June at Barbon, John Stone took his Force TA to Loton Park where he finished fourth fastest in Class 8 Racing Cars over 600cc up to 1100cc.



***James / Howe : Browsber***



***Young / Mills : Giggleswick Quarry***

***Phil James***

# Birthday Treat Harewood Hillclimb

*Neil Raven : Ilkley & DMC*

On Wednesday I was lucky enough to drive another iconic track and in the form of Harewood Hillclimb. I first visited this site as a young teenager, colour tv's were just about available then so everything was in colour to watch a friends friend barre their way up the hill!

I've been several times since to watch the RAC, do demonstration car trials with Ilkley Motorclub, and once to watch again. I have always fancied driving the course and after a conversation with Gavin Parry the seed of taking part on an Academy Day was sewn!

And on my birthday in 2020 my getting older gift from Claire was just that! A day at the Harewood Hill Climb Academy in August 2020. Woo hoo! Due to a small issue of a world wide lockdown the date was postponed but one year later, and with a lot of hard work from the Academy team, the revised date was set!.

When the final instructions came my butterflies started whizzing round in my Covid life XL stomach, which is a tad bigger than a year previous, giving them plenty of room to dance around No idea why because this was an enjoyable day out, not a competition for a plastic cup

My next big decision was which car to take? Back in August 2020 I had a whizzy Boxster S but that was moved on and I now had to pick from the current Raven stock. Saxo Vtr, Peugeot 205 Gti or the 'new to me' red MX5 it had to be rear wheel drive and Beryl the red peril got the call.

On the way to the hill I fueled up with actual super unleaded, I picked the wrong hose up. £1.48 a litre..... I then drove very, very slowly to the tyre pumping up box and inflated Beryl's boots to Mazdas recommended pressures then headed off in Super Economy mode to ensure only the smallest amount of the liquid gold was passing through the injectors.

Claire had booked the day off to join me on this latest adventure and had plans to keep busy while I played but ended up chatting to everyone and taking in the magnificent views from the top of the hill. It really is a spectacular location and the glorious Yorkshire sun was out. It's just as well she was with me, to remind me to pump the tyres up, I was still in shock from the 20 litres of the finest fossil fuel languishing in the tank.

A very friendly welcome, with the emphasis of having fun on the day, and at the same time working together to let everyone enjoy the day to the max. I.e. don't go off and create a hold up!

*Continued on Page 13*



*Photos Courtesy of Phil Andrews*





## ***Harewood Hill Climb Birthday Treat***

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

Fortunately everyone listened although my tyres must have been chatting to the diff when that bit was mentioned as they were doing their very best to catapult me off the track in the part of the hill climb people call the S's. I can say with confidence it was the tyres and not the nut holding the steering wheel causing the issues because after the afternoon run with my instructor, Mike Geen, he jumped out of the car at the top of the hill, after an 'eventful' run through the twisty bit, and proceeded to dismay at the age of my tyres. My rear passenger side Pirelli P6 will soon be on eBay with the word 'rare' in the title. The women in the Pirelli calendar the year the tyre was made will probably be drawing their pensions now. On the positive side I have two new autotest tyres.

In the morning we walked the track and had a detailed description of each corner and the best lines to take. The turn in, apex and exit points were all marked with cones and it soon became apparent some thinking would be involved. Fortunately the first run was with an instructor so we got a rough idea of what to do but the cones and corners were coming thick and fast and the car was wondering what the hell was going on! 5 minutes earlier it had been trundling down the road to the start - 'the chute' - enjoying views across the Wharfe valley, now it was being asked to grip to levels usually reserved for gaffer tape I use to hold my cars together.

My self preservation gene has been developing itself over my 52 years on this planet and has done quite a good job of getting me this far. Trying to override that approaching blind corners at high speed takes some doing and as I hovered over the slowing down pedal on the approach to the last corner, Quarry, my gene took over and I found myself braking far too early. But, I'd made it up the hill without too many moments.

For the next runs we would be on our own with just the cones and scenery for guidance. If the track turned green it meant you weren't on the track anymore. On my 3rd run up I overruled my survival instincts and didn't brake, I didn't accelerate either so had a bit to go but it was in the right direction. Run 4 saw me accelerating through the corner and realising just how quick a car going up a steep hill slows down. It was great and I continued to go faster through the corner on each run.

Lunch was excellent and we got some feedback via video footage of the bottom half of the track on how we'd done. Each corner had a different set of cars shown and the good lines and areas for improvement were explained. This was excellent feedback and made you realise just how far from the cones and turning points you actually were! It's a narrow track but some of us were leaving big gaps between the car and cones which meant we weren't taking the ideal lines.

With a full tummy and determination to get closer to the cones I set off to the top of the hill. Claire came to the top with me to enjoy the wonderful views and watch her husband drive relatively slowly but in a very fast seating position. The sun had warmed the track while we filled our faces and the cones had gone. We had been told they would be removed so it was just the scenery and our memories that would be guiding us.

I had my first post lunch run and found the missing cones didn't make much difference, in fact they helped as there was a bit more track to glide out to on the exit. On my second run I had Mike back in with me so I had to impress. As the super unsticky Pirelli tyre squirmed for grip in the S's his confidence in us getting around the rest of the corners reduced significantly. I had done 7 runs with this worrying lack of grip so was used to it but Mike also has an Mx5 which has modern tyres and good suspension fitted so looked a bit uncomfortable. He gave me some more pointers for improvement, praise on a couple of lines I took and condemned my tyres.

Mike was also giving drivers runs up the hill in his Mx5 and I was keen to get a run up with him to see what the car and a top driver can do. He turned the track in to a completely place! The speed and position he was braking was a good two cars length further on than I'd been braking. He was using the same brakes as me, our cars are identical, and by getting the correct turn in, apex and exit kept the speed up and engine revving. A brilliant experience and one I tried to replicate over the next 5 runs. I made myself smile several times and tried to stop the car from sliding around but it started to become good fun, feeling the back end moving around. Good fun but not the quickest way up the hill.

We had been running in group and number order under the watchful eye of Lesley who had kept us all in line in the pits and made sure we were in our cars ready to go and not wandering around looking at each other's cars. Anyone missing was tracked down immediately and unless they were repairing the car Lesley made sure they got their run. This slick organisation ensured we got the maximum runs out of the day. At 3pm the status changed to an open pit lane so we could just go up the hill and then back down for another run to put all we had learnt in to a last blast or two.

***Continued on Page 14***

## Harewood Hill Climb Birthday Treat

### Continued from Page 13

We had 45mins to fill our boots and when they announced the open pit Claire said she would see me in 45mins! I was off like a kid running to the sweet shop with a shiny new pound coin. Or in this age, a kid with a new set of batteries for his P45 controller

I thought I might get 3 runs in at a push but managed 4 and had a blast. Everytime I got to the top of the hill I had a smile on my face. We weren't being timed so only had the feeling of how the drive felt to go on. Was it smooth, did I keep it on the right line, did it feel faster. It was great fun It felt quick and the trees and bushes around the course looked very unfor-giving but when you watch the video footage it looks really slow ☐ fortunately there weren't any stopwatches out so we'll never know

I'd had a fantastic day and the cakes and debrief at the end with some more video analysis rounded the experience off nicely We all got certi-ficates and info on how to get started in the sport before we headed back off to reality. It's very rare to be able to drive your car to your limits in a safe location without people whizzing around you as you would on track days or competition. And to get tuition from people who are passionate about their sport and very humble about their ability to drive to that level. I've learnt a lot and will be applying a few techniques to my auto testing and targa driving

I can really recommend the Harewood Academy as a great introduction to hill climbing, to learn the track or to drive an iconic hill in whatever car you fancy, it can be your daily driver or you can bring your pride and joy on a trailer. Thank you to all the organisers, instructors and marshals on the day who looked after us and made sure we were able to enjoy the experi-ence to the maximum. One marshal, Phill Andrews , also had his camera and got a few shots of us as we were leaving for the day Mrs Rave was on the iPhone doing some videoing but I need to check the play back speed as it seems soo slooow. And thank you Claire Raven for another fab adventure

**Neil Raven : Ilkley & DMC**

During a church service, the pastor asked if anyone in the congregation would like to express praise for answered prayers.

Suzie stood and walked to the podium. She said, "Two months ago, my husband, Phil, had a terrible bicycle accident and his scrotum was crushed."

There was a muffled gasp from the men in the congregation.

"Phil was unable to hold me or the children," she went on, "and every move caused him terrible pain. We prayed as the doctors performed a delicate operation, and they were able to reconstruct the crushed remnants of Phil's scrotum, using wire to reinforce and shape it."

The men in the congregation cringed and squirmed uncomfortably.

"Now," she announced in a quivering voice, "thank the Lord, Phil is out of the hospital and the doctors say that with time, his scrotum should recover completely." All the men sighed with relief.

The pastor rose and asked if anyone else had something to say.

A man stood up and walked slowly to the podium. He said, "I'm Phil."

The entire congregation held its breath.

"I just want to tell my wife the word is sternum."





Spadeadam MC

# BLUE STREAK

Targa Rally & Historic Challenge

15th August

*Neil & Claire Raven : Ilkley & DMC*

Another motorsport adventure this weekend in sunny Carlisle to do the Blue Streak targa rally run by Spadeadam motor club. A compact route with 6 tests run two times making for a great day in the wet sunshine of the north west

We had been seeded as number 2, that's not a typo, number two! We would be 2nd to leave the car park of 45 starters and 2nd on the first test.... You get the gist This is the highest we have ever been seeded so we decided to take it as a compliment and put a load of pressure on ourselves to perform Could we improve on our seeding and get a 1st

After the Pennine targa we had to replace the gearbox, O/S drive shaft and tyre, rear shocks, and put the engine mounting back together partly due to the terrain but mostly down to poor maintenance (complete lack of!) The car felt sooo much better with engine mounting back in place and the whole car no longer vibrated like a rabbit full of Duracell's! On the way up I was listening for any odd noises, especially transmission whines, hoping my repairs would hold up. The gearbox was out of a car I stripped and had languished in a damp container for 4 years! What could possibly go wrong? I had also purchased a pair of pick 'n mix all weather tyres from a bloke off of Facebook for £20 and Carl Horner and his team at Economy Spares & Tyres LTD put the Super Grippy rubber on to the Saxo wheels, one of them had a rotation arrow on it so they were top quality tyres

All the test diagrams had been emailed out on the Friday so after we had put our Morrison's pizzas in the oven at our Air B&B we started to try and remember the tests. It's an absolute waste of time for me because as soon as I leave the start line my mind goes blank and I'm concentrating on my skids and wheel spins It's like someone has got hold of my memory and given it a shake like an Etcha Sketch Enter Mrs Rave who goes from calm note calling, left at cone B, to higher pitched, Left At CONE B, and when I'm clearly in the zone she goes in to a window rattling, 'LEFT AT CONE B' Normally this does the trick and I come out of my red mist trance and go the right way

We agreed on how we were going to call the cones, finished off our beer and wine and went to bed! We had a big day ahead and had to get up early as we were 2nd to leave the start; did I mention we had been seeded 2nd?! The drive to the first test was fab. Beautiful red sandstone buildings lined fast flowing roads which narrowed to single car width at times and dropped down over picture perfect bridges and woodland. It really was a picturesque drive. This distracted us for a bit but the first test was just around the next blind corner and we had to get in to competition mode The start marshals warned us just how slippery the test was further in and as we approached the stop astride with all four wheels locked up I can confirm they were right! And trying to get back up the cow muck covered track also proved a challenge but we managed it and sped off to the finish. One manoeuvre on this test was a 360 degree spin around a cone directly in front of a shed full of cows! We were wheel spinning and revving away and they looked on utterly unimpressed

Test 2 was another interaction with the cows but this time they were roaming free! As we came back up the test doing our best rally driving the marshal was waving his arms and we wondered if it was to stop us It soon became clear that he was ushering two large cows off the test and back in to the field they had escaped from They didn't slow us down and we rattled down the straight to the finish Another test done and no mechanical issues.

Test 3. This was right on the England Scotland border As in a lot of cases a river formed the border and this test had a water splash at the end. We had to slalom up a track, do a 180 degree turn around a cone then fly back down and navigate the water splash to the finish line. We managed the going up bit but did the 180 degree turn on the cone before the one we should have done it on. Bugger. In targa rallies if you get a test wrong the time penalties are such that a good placing is virtually impossible. Disappointed is one word to describe how we felt We had such high expectations of ourselves and had also let the seeding team down But we still had 9 tests to do and the car seemed to be holding up so we got on with it

15th AUGUST 2021

THE BLUE STREAK TARGA RALLY

& HISTORIC RALLY CHALLENGE



*Continued on Page 16*

## **Blue Streak Tatga Rally** **Continued from Page 15**

Test 4 was just up the road from 3 and went through a very narrow farm yard then out on to completely grip free mud and grass which made for interesting driving! The cheepo tyres had held up well but even the most expensive tyres in the world would have been of little advantage here

Test 5 was around a house which looked to have been built then left to provide an obstacle to drive around Being 2nd on the road we had a smooth and quick run through here but my over exuberance in to the stop line found us a good cars length past where we should have stopped That was another 20 seconds of time added to our time card Arse!

Just test 6 to do to finish the mornings fun and again I started making my own route up! The window rattling shriek of 'LEFT AT CONE A' vibrated off the sunroof and hit my left ear as we glided past the wrong side of the cone! A quick tweak of the handbrake and we were heading back the right way and whizzed up through the rest of the test, enjoying the great open slaloms on the loose surface

That was round one done and back to the start for lunch We managed to take an accidental short cut in to the start venue, clocking in ahead of car 1 so would be leaving the car park first in the afternoon Nothing like promoting yourself up the seeding We are normally running mid to the back of the field so lunch can be a fairly rushed affair as a few delays usually occur and you have to keep within a certain time on the road. Today we had 1 1/2 hours to enjoy the great lunch, all part of the entry, and to catch up with our fellow competitors. Lynsey Procter and Bob Hargreaves had been rocking along to Fleetwood Mac as they made their way to the first test. It did the trick as they were 2nd overall!!! Ali Procter had a novice Nav with him and they had a fantastic run sitting 3rd overall which is a superb achievement Another top team was father and son Savage in the Suzuki Ignis. Previous winners of this event they were keeping up their status leading the field at lunchtime Having promoted ourselves to first on the road we led the field out with our tummy's full of sarnies and flap Jack There was no pressure to perform so we just went for it. We improved on our times and the car was running fine. The test 1 cows were still unimpressed and the two running free on test 2 were safely back in the field We managed to find the cone we should have visited in the morning in test 3, it was worth the extra effort as it was easier to go round The water splash at the end was great fun and we crossed the border back to England for the rest of the tests.

**Continued on Page 17**



**Photos Courtesy of Tony North**



## **Blue Streak Tatga Rally** **Continued from Page 16**

Test 5 had changed dramatically after 45 cars had gone through it and we found ourselves flipped up in to the air as we approached the garden of the abandoned house. It was a good test of the new rear suspension and our fillings. Test 6 was superb! As we approached cone K Maurice Ellison's car came in to view through the side window! We were gliding gracefully sideways and the £20 Polish rubber was scrabbling for grip on the loose surface. Fortunately they found some adhesion and we started to point towards Maurice himself who was poised with his camera gathering evidence for the insurance company.

A great test to end the day. We made our way back to the finish and we're the first finishers but didn't finish first. It's odd being at the front, you seem to miss out on the full event to some extent, no queuing, no tracks to follow and returning to an empty car park is a bit of an anti climax. I don't think we need to worry as this was a bit of a one off. We have some work to do to be more consistent and that will come with experience. After talking about the disadvantages of being at the front the big advantage is we hit the road early and got home in good time. We had the car washed and parked up by 6.30pm and ordered a celebratory curry. We hadn't improved on our seeding but had overcome the disappointment of our mistake and not let it spoil the day. We set some decent times through the day and without our early rotation would have been 5th. It's pointless talking about 'what ifs' but it gives us the confidence we are competitive.

A huge thanks to all the marshals who were grappling with a new timing system, which seemed to work well, and endured rain followed by sunshine followed by rain! And a big thank you to the organisers for a very friendly, well organised event with varied tests to keep us busy. And of course to all our co competitors who all seemed to be enjoying themselves with plenty of laughing and chatting around various cars. A really enjoyable social event.

During a conversation with the driver of car number 1, Chris Dodds, he told us just how MX5 friendly the Wearside Classic was! After we'd finished our curry Claire Raven put an entry in so Beryl the red peril will be doing her first targa in a few weeks. The Saxo will be doing a grass autotest in the gentler hands of Claire on Wednesday night then it's time for a bit of TLC before her next outing. Not sure what that will be but hopefully something in October.

**Neil & Claire Raven : Ilkley & DMC**



**Photos Courtesy of Tony North**



Spadeadam MC

# BLUE STREAK

Targa Rally & Historic Challenge

15th August

*Geoff Bateman : West Cumbria MSC*

A welcome return of the Spadeadam event after it's loss in 2020 saw us arrive at a dull and overcast "Down a Gate" community centre early on the morning of Sunday 15<sup>th</sup> August to resume where we had left off in 2019.

Some new test areas were promised with the format of 6 tests run in the morning, followed by a second run in the afternoon. The route book and test diagrams had been emailed out a couple of days before hand and so I was able to check the test sites out with previous events and, hopefully, reacquaint myself with some of them as I was running with a new (to me) navigator, a certain young gent, Barry Allman. We had never done an event together before so it was all going to be a bit "new".

I got to the venue amazingly early as all the traffic lights in Carlisle were on green and every junction was clear so arrived about 15 minutes before anyone else except John Ross the CoC who was already waiting there. As successive crews turned up I kept wondering where my navigator was and whether he had got lost on the M6 but, he eventually arrived, was spotted, but then like the Scarlett Pimpernel he was gone again! We eventually found each other and I was able to get my bacon roll and coffee, safe in the knowledge that we were "good to go".

With being seeded 18 and running at 2 minute intervals we departed MTC 1 at 10-06 and headed out of Warwick Bridge to find test 1. The weather had turned damp with a steady drizzle as we arrived at Park House farm to be greeted by John Ross who was liberally covered in "bovine mud" having just slipped over on the rather slippery surface in the farm yard. "I told them it was slippery" he said as we waited for our turn. After a warning about the down hill stop astride we started the test. The farmyard was interesting with a combination of mud and bovine deposits on concrete and nicely wetted by the persistent drizzle. Out of the yard and, with caution, down the hill to the stop astride which we slid gracefully through before coming to a halt about a length past it. At the bottom, the right turn was extremely muddy and could only be negotiated slowly before, at last, being able to get a bit of loud down the track. A short run to a 90 left, through a gate to a "free turn" found me "free turning" before we'd actually been through the final gate! A quick second 180 got us back on course but cost a good 20 seconds. Not the best of starts and total failure of the nut behind the wheel. The return run was just as testing with minimal grip up the hill and a short diversion in to the nettles just for fun. There was more grip in the nettles!

Out of test, errors put aside and onwards to test 2 at Haggistone Holme which we had done in 2019 so I was familiar with the layout. Just as it was in 2019 this test was rather muddy but was pretty quick and we got round with no errors even with a temporary loss of directions from the left seat, as the test layout was pretty simple and you could see where others had been before. A decent run settled things down a bit and we departed test to head for test 3, Plumpe 1.

The road notes were superfluous from this point as we were heading up through Longtown and on to Gretna a route we use a few times in a year and I knew from previous years where the sites were. We arrived at The Plumpe with a couple of cars in front which gave us a bit of time for a final diagram check and to see how deep the water was in the water splash at the end of the test.

15th AUGUST 2021

THE BLUE STREAK TARGA RALLY

& HISTORIC RALLY CHALLENGE



*Continued on Page 19*



## **Blue Streak Tatga Rally** **Continued from Page 18**

Our last outing here had resulted in the car drowning out twice and just limping out of test but, since then, I had done quite a bit of gap closing around the sump guard and was fairly confident that we would be OK this time. The test was a nice run down a decent track and there was some good grip as we negotiated the 3 slaloms, 2 gates and a tight 90 left for the tightish 180 at the end before returning up the track and finally slip left through the water splash to the finish. With the test completed without drama and lots of steam issuing forth from the bonnet vents we exited test for the very short run to Plumpe 2.

We'd used the farm at Plumpe 2 before but this time the test layout was different and had a mix of surfaces from concrete to gravel to grass and to mud, all adding much interest to the mix. A pretty easy start saw a tight hairpin left before an uphill where we struggled for traction. This led up to an amazingly tight figure of eight around D and E. Tight on the left were some large round silage bales and it was a real effort to pull round with the handbrake as an anchor and screwing the car round with the front wheels. Just clearing the gap between D and E then needed a similar effort on full left lock to screw round E narrowly avoiding the 1000 litre IBC which was conveniently placed, just in the wrong place! Full right lock and handbrake and I managed to screw us round D once more before the welcome exit down hill to the stop astride at F which, with a bit more grip available, we managed to stop at. The rest of the test was back on to concrete for some cone manoeuvres between buildings where we started catching the car in front (for 2 minutes). A bit of muddy track down to a rather slippy finish saw us catch the car in front on the line.

Unfortunately we were informed by the finish marshal that we could not have a time as the "timing app" they were using could not cope with 2 cars arriving at the same time so we would need to do the run again. Normally I would relish the chance for "another go" but all I could think was that we were lucky to clear it the first time, a second run would just be tempting providence and so it turned out. We managed, once more to get round the very tight figure of eight around D and E (the new EPAS system is a boon) but clipped a cone and, allegedly, slid across the finish. We were a little aggrieved by this as we had cleaned the test the first time and had been exactly 2 minutes quicker than the car in front so we knew what time we had done. We decided to query it with the CoC when we got to lunch and headed out for test 5 at a new site called Mill Hill.

We arrived at Mill Hill to see some familiar faces from Eden Valley who were running the test. We were warned about a rather large hole which was best avoided before being allowed to start in our own time. A bit of gravel to start with followed by some stubble field, avoiding the hole before turning back on to deep gravel for some interesting handling round three short slaloms separated by a couple of gates with a final stop astride before the finish. It all seemed to be over quite quickly and it was surprising not to have hit anything the way the car was moving about. We left the test, turned towards Gretna and headed towards the Iron Bridge road to take us back towards Carlisle for the final test at Brampton Skips.

Test 6 was pretty straightforward with a 90 left off the start followed by a 180 left before entering a long, quick slalom which ended with a 180 to return along the same slalom in the opposite direction. A run around the perimeter of the site slaloming round cones before stopping astride (to avoid colliding with the new weighbridge) and a 90 right out to finish saw that test over and the morning set completed. We returned to Warwick Bridge for lunch and the weather looked to be improving. This was just a bluff and by the time of the restart it was drizzling quite heavily.



***Photos Courtesy of Tony North***

## **Blue Streak Tatga Rally** **Continued from Page 19**

Test 1 was repeated as test 7 but this time I managed to stop astride and turn in the correct place and we managed a somewhat better time. Test 8 at Haggistone Holme was without incident and was a bit quicker than the first run and test 9 at the Plumpe 1 was a similar story.

With 2 runs through the water splash and the engine still running it looks like the drowning out problems have been sorted.

Test 10 was the downfall though. After 2 runs through there in the morning I was not particularly looking forward to another run round that hellish tight figure of eight. Anyway we got to it, got in to it, got most of the way round it until just exiting it with a bit too much handbrake saw us get friendly with a silage bale. It didn't flinch, it just sat there and let me do it! We got to the finish to be told "there's a bit of your trim hanging off". I think that was a bit of an understatement as when I stopped to get out and have a look I found that we had a new door design which was somewhat different to the original Peugeot concept. Seemed like a job for a big hammer was looming. Barry claimed he never felt a thing but I knew he couldn't have been asleep as he was calling out the notes!!

After that bit of excitement the second run at Mill Hill provided a little more with the car seeming to have a mind of it's own on the very loose and deep gravel. It was so disconcerting that we asked the finish marshal if he would mind checking to see if we had a puncture. He duly obliged but said everything was OK so we trundled off to Brampton Skips for the last time.

The last run was again clean and a bit quicker and this time we actually saw Maurice Ellison as we went round. It was good to see the folks from the South of Scotland at the test as we've not seen them for quite some time and good to know that the Doonhamer is planned to go ahead.

With a short run back to HQ there was nothing else left to do but pack up, enjoy the crack and then make our way home as the sun eventually began to peep out. Big thanks must go to John Ross and his team for putting on a very interesting event. Perhaps "Brown Streak" would have been a better description based on some of the tests. Great marshalling by all concerned despite the weather, without them these events would not be possible. I heard John had a fall on the Plumpe 2 test and had to go to hospital so I hope he is recovering OK.

Well, I now have a door to beat out somehow before our next outing which will hopefully be the Doonhamer with Maggy back in the left seat.

**Geoff Bateman, West Cumbria/Saltire RC  
& Barry Allman, Clitheroe & DMC  
Car 18 Peugeot 205 GTi**

  
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*Kirkby Lonsdale MC*  
**Harry & Ivy**  
**Novice Navigational Rally**  
**21/22<sup>nd</sup> August 2021**

**Ken Quinn : Car 18 : Yorkshire Wolds MC**

It has to be said, that I don't often write stuff like this, as I prefer to read other people's tales of the lanes, and enjoy them immensely, more so, if they have done an event in an area that I may have been to before.

But the thing is, nearly everyone can relate to the golden era in road rallying, and especially the big events of the time, and more so when the event is in an area that you might not have competed on, but know for other reasons nevertheless.

Step forward the 2021 Harry and Ivy organised by KLMC, but let me take you back to 2020 when I wasn't active after taking yet another sabbatical in 2016.

Like a lot, the itch was to get back on it again, and in 2020, I purchased the little yellow beastie, that was to pilot me in 2021, and for as long as I didn't get bored. At a total cost of no more than £2k, which included a brand new not fitted full cage, seats, harnesses and little else, I consider it to be a budget car for the money, when you consider what some people have in their machines. Unless everyone on an event dropped out, it was never going to win, but that wasn't the point of the exercise. It was all about having fun and going home in one piece at the end of the night. If there was to be any success, then that was a bonus.

My silly seat victim, err, sidekick, after advertising, was none other than Mr Arthur Heaton, a veteran of more years than some of our fellow competitors have been alive, however, Arthur hadn't done anything in the lanes for quite some time. In fact, if I stand corrected, it may have been around the time of the Chantry in the early 90's, so hardly fresh out of the box.

So car purchased, roll cage fitted, and a couple of sets of second hand tyres bought, (They had to be second hand, as being an Honorary Yorkshireman, I wasn't going to buy new.) and a couple of events were looked at.

First on the list, was the Yorkshire Wolds targa. For me it was ok, a little rough in places, and something I may not want to do again. Some of the tests were more akin to what you would put a fully prepared stage car down, not a budget club car. Next, was the Hall Trophy. Now we are talking. Back in the lanes and in typical Clitheroe Motor Club fashion, on it all night. Buzzing.

Step forward the Harry and Ivy.

Now, being in an area that I knew, but never competed before, I was bricking it, I won't lie. So before setting off, a quick look on the Wetroads site, to look at fords that may get used on the night, and then a couple of hours kip, sorted. A bit later, car on trailer, and away to collect Arthur on route, and as we crossed the A66 from Scotch Corner, we could see in the distance Tan Hill, and mused about the the golden days, and thought it would be unlikely that the event would come this far East, concentrating more on the West and South West side of the map. Little did we know that we would be wrong.....



***Photos Courtesy of Chris Ellison***

## ***Harry & Ivy Novice Rally*** ***Continued from page 21***

Formalities done at the start, strapped in, and off we go.

Now to be honest, as a driver, I usually don't remember much about any nights events, unless something particular happens, because I leave it to the office side of the car, but overall on the night, I seem to remember possibly 3 fords being used, whether they were wet fords, or Irish bridges, but one that stood out in particular, was at the end of a downhill white, 90 right into water, and out the other side. What was memorable about it, was the locals, of which there were about 8 of them, giving us a moonie as we went past, including what looked to be like one female!!!! Dear God.

But going back to the earlier part of my ramblings, once Arthur had plotted the route, he announced that we were indeed going up Tan Hill, and thoughts of Escorts and Mantas and huge crowds watching, stirred the memories, and thought wouldn't it be nice if we got there, and they were 10 deep at the junction. Sadly it wasn't to be, There weren't even any sheep to watch us slot 90 left outside the pub. Gutted.

Now. The Yaris is not the quickest car in the world, but what it lacks in power, it certainly makes up for in the twisty sections due to it's size, and I found on the really twisty bits, it's handling was out of the top drawer, and that seemed to be evident by some of the times, which didn't disgrace our performance. Being a budget car, I am, and have never been a fan of whites for fear of the possible damage, and on this event, that was no exception, but on tarmac, it stuck to the black stuff well. That may have been in part due to the tyres that were on it.

Due to the time loss on the whites, Arthur suggested that we cut back to finish, as we were 6 minutes from OTL, I suggested that we didn't, and that it was shit or bust on the last selective. We win together, we lose together. Fortunately for us, it was a time recovery leading up to it, so with 4 extra minutes in hand, off we go. The Yaris must have got a sense of it as well, as she behaved like a woman possessed, and we got to the final control, without going over, what's more, WE FINISHED!!!!

So after getting home a little later, I logged on to see where we had come. 5th overall and 4<sup>th</sup> in class, on an event that, competitively wise, I would never have expected that in a million years. I genuinely haven't had that sort of buzz, since 1995 on the Beaver, where I finished joint 3<sup>rd</sup> overall in a Mark 3 Golf diesel.

All in all, a very satisfying nights sport, that in real terms didn't cost the earth. With no more than £2k in it, it is proof that you don't need to spend big, to enjoy yourself.

I would like to thank Arthur for being brave enough to answer the call, to be daft enough to plonk his ass in the silly seat, and KLMC for putting on the event, and it goes without saying, the marshals who stood out in some atrocious conditions so that we could enjoy ourselves. If it wasn't for them we couldn't do what we do, so it doesn't hurt to be polite.

***Ken Quinn : Car 18 : Yorkshire Wolds MC***

## ***Kirkby Lonsdale MC*** ***Harry & Ivy*** ***Novice Navigational Rally*** ***21/22<sup>nd</sup> August 2021***

***Arthur Heaton : Car 18 : Navigator***

## **BACK TO THE LANES** **THE SEQUEL**



During lockdown, I realised how much I was missing competing on events-stage rallies were out, on cost grounds alone, but there are other things available, but my road car has only ever been used on WRC events in modified form!

So, a chance remark on Facebook, led to me volunteering to navigate for Ken Quinn, who I knew of from the early 90's, when we drove standard road cars on ANCC events, I think I last saw him on an icy Beaver nose first in a ditch!

Ken acquired a Yaris T Sport from a sheep lover in Wales-which would be at home in North Yorkshire!

***Continued on Page 23***



## **Harry & Ivy**

### **Novice Rally**

#### **Continued from Page 22**

And, miracle-the fastest finger first entry system got us into the first running of **Rallye East Yorkshire-a Targa** event, running as a clubman event, so we had to join Yorkshire Wolds club( York weren't invited),so turn up at Sledmere for the start, and wonder what the world's got in store. I've done a couple of classics, so had an idea what the tests would be like, but Ken was in unknown territory. Dave Boyes and others gave us some good advice, which eventually sunk in!

So, the very yellow Yaris,set off ,into next field from the start venue-a miscommunication led to a wrong test on our 4<sup>th</sup> cone!

Then we got going -test2-farm yard,farm roads and quick in places!

Test 3 in woodland,and 4 on tarmac—getting the idea now!

Test 5-farm and farm roads, and then the Quarry! By now we'd realised the front was a bit low and hoped the sumpguard would hold up (spoiler alert-it did!).

Test7-Ken's favourite-gravel around RAF Flixton

Then 2 Woodlannd tests near Sledmere, and around again!

I enjoyed the event-good weather ,good tests, and a challenge for this navigator with a misreading trip meter and a Tulip Road Book!

Great for a first event, and met a lot of old friends, and we might even be on Bangers and Cash!

Reasonable result-but the results website has been suspended!

## **Episode 2**

### **The Hall Trophy**

An event over the bump, that I last did in 1992! A half night Road Rally. Since it wasn't too far ,we drove over in the Yaris,and met up with more of my old mates at High Bentham-Covid friendly event,meant no scrutineering and noise at MTC0.

Marked maps provided,remote controls,code boards on Give Ways( most manned),a bit like the MN days,especially with some “Wels30h Miles”!

So,North out of Bentham,then loop West and South onto the fells.We were doing pretty well until ever inch of Lyth Fell cost us 9 minutes? The showers of sparks from the low front may give you a clue!And then the Trough Of Bowland-and other treats! No time recovery worthwhile on the route -we finished 47 seconds from OTL

! 30 o/a ,9<sup>th</sup> in class-not bad for the first time together in the dark. Could have been better if we hadn't missed CB behind a motorhome,and thanks to lads running behind us on the same minute in a quicker car who did a road position swap- they were faster on the power stuff,but we caught them on twisty's,and had a laugh at the finish! Unfortunately ,a lay-by,not a breakfast.

## **Episode 3**

### **The Harry & Ivy**

Well,according to the ASR'S ,we were Novices,so we entered the Harry and the Ivy,run by Kirby Lonsdale,on map 91.I have rarely been that far West-so new ground,and we were lucky----or not? Start at Tebay—work round to a big loop around Tan Hill-petrol at Kirby Stephen-going well-until we get put down NAM Whites-which our poor little car didn't like, and the idiot navigator who miss plotted a

NAM and cost at least 6 minutes! I reckon we dropped 15 minutes on the Whites,so I reckon 50/a,admittedly 30minutes behind the winners wasn't bad,the winners would have finished 3<sup>rd</sup> with the Experts who were out for fun!

Now-sharpen driver instructions-next event is the Wearside Targa!

Sharpen pencil-my pre plot is dire

Sharpen brain-may need a reincarnation as a cabbage....



# Historic Rally Festival 2021

The inaugural running of the highly anticipated and unfortunately delayed Historic Rally Festival organised by the Rallying History group finally roared into action over the weekend of 21st /22nd August 2021.

The brain child of Warner Lewis and Mick Covill set out to offer an European "LEGEND" style of event for the UK offering a celebration of Rallying's golden eras in the settings of the old Rac Rallys much loved so called "mickey mouse spectator stages".

Saturday saw the ceremonial start and service park based in Telford with the wet weather failing to dampen the enthusiasm of the varied 55 strong field and spectators alike. Weston Park a firm favourite of spectators of years gone by played host to all 8 stages with service back at Telford after every 2 runs.

The organisers plan to take the event to more locations in the future to make it a true multi venue event. Spectators were treated to a wide variety of iconic vehicles from rallying past with ex works, tribute and replicas demonstrating through the famous watersplash and stately home grounds.

Car clubs gathered to offer the great turn out of public something to admire in between the action with children's rides and a food court from a selection of vendors. The star names in attendance were ex ladies World Rally Champion Louise Aitken-Walker and her renown Navigator Pauline Gullick reunited in a peugeot 205 and brother of the late great Henri Toivonen, Harry manhandling his mitsubishi evo in his familiar style.

As the event is a non timed festival the organisers encouraged cars to be driven at pace in a safe and exciting Manor with the majority obliging to the thousands in attendance. Keep up to date with what the club has to offer by searching for rallying history via Facebook and their website [www.rallying-history.com](http://www.rallying-history.com)

**Report and images**

**James Redman Redman Photographic**





# ***NORTH WEST RACERS***

***With Dave Williams***

## **North West Racers go East**

Our North West-based Championships have been racing at circuits in the East of the UK during the Summer – the CNC Heads Sports/Saloons enjoyed a double header at Cadwell Park in Lincolnshire before heading North to Croft while the ETSL ST-XR Challenge ventured to Norfolk's Snetterton 300 circuit. The Avon Tyres Northern & Super Classic Formula Ford 1600 Championship stayed a little closer to home with a visit to Mallory Park in Leicestershire.



*Cadwell Winner Paul Dobson Photo Peter Scherer*

## **CNC Heads Sports/Saloons – Cadwell Park**

The weekend of 10th/11th July started with a “BANG” – literally – with a crash right at the start of the -qualifying session. The Spires of Danny Bird and Jon Woolfitt charged by either side of a slower car but there wasn't quite enough room on the tarmac for this sort of 3 abreast action and Bird ended up on the grass. The resulting loss of traction fired him across the track into Woolfitt's path. Despite Woolfitt jamming on the brakes he couldn't avoid T-boning Bird.

Both Spires were out of the meeting and, with no entries in Class A which includes Paul Rose in his all-conquering Saker, everything was up for grabs with regards to the overall honours.

When qualifying resumed, no one could match the pace of Paul Dobson in his Mazda engined LoCost. He was 5.116 secs faster than Roddie Paterson's Caterham while Jamie Cryer's Class E Ginetta G20 was next up on the time-sheets.

Dobson's form continued into race 1 and he blasted away from Paterson although he had a “blip” on lap 10 when he lost a shedload of time to the second placed man but still held on to take the win and Class B.

During the course of the contest, Cryer also had his share of drama when he spun at the Gooseneck. This allowed Paul Rotheroe to get ahead in his Citroen Xsara. Cryer recovered to get back in front of his rival for Class E honours on the approach to The Mountain on the next lap as he claimed third overall.

At the end of the green flag lap for race 2, Dobson dived into the pits and re-joined 40 secs after the rest of the field had departed. So Paterson was in the lead... but not for long as a fuel starvation problem meant he retired on the second lap.



***Fuel issue robbed Roddie Paterson  
Photo Peter Scherer***



***Jamie Cryer came close to an overall win  
Photo Peter Scherer***

***Continued on Page 26***

Thus Cryer was left out in front and, with no one in his mirrors, he thought he was on his way to a rare overall win for a Class E car however, despite his earlier delay, Dobson was able to charge through and take the chequered flag first. Rotheroe completed the overall podium.

Graeme Smith twice took Class F honours in his Mazda MX5.

## **CNC Heads Sports/Saloons – Croft**

Following his crash in qualifying at Croft, Jon Woolfitt managed to get his Spire repaired in time to take pole for both races at Croft on 7th/8th August where drivers' first and second best laps decided the two grids. Paul Rose (Sakar) topped the timing screens initially but he made an early pit-stop.

While conditions had been ideal for qualifying, rain began to fall just before the first race was due to begin – with many cars on slicks as they formed up on the grid, chaos was inevitable. As Woolfitt and the fast starting Paul Dobson battled it out for the lead, their dicing was soon interrupted by the Safety Car appearing after one of the competitors who was using dry tyres lost control exiting the final hairpin and made contact with the pit wall before shedding a substantial part of his bodywork when leaving the scene of the incident.

During the full course yellow, Rose pitted for wets but he missed discovering how much of an advantage they would be as he suffered a drive-shaft failure almost as soon as he re-joined the track.

When the green flags waved, Woolfitt was able to pull away from Dobson to win by 26 secs. The lack of pressure from behind allowed the victor to focus on keeping some warmth in his front slicks.

Garry Wardle ran third in his Class D Seat Leon but he was reeled in by Robert Wakelin (Peugeot 205) who was revelling in the greasy conditions despite running on slicks as he had already passed the Citroen Xsara of Class E winner Paul Rotheroe. Wakelin was able to pass Wardle. This meant the overall podium was filled with Class B runners.

Although he had much less power than many in the field, Graeme Smith had more grip than most as the Mazda MX5 in which he took the Class F honours was running worn treaded tyres. He finished a remarkable sixth overall.

Like his Sakar team mate, Rose, Steve Harris pitted for wets. This put Guy Carter (TVR) in the lead of Class A but, in such a brute of a car, he was really struggling on slicks and fell down the order as Harris gained places but, when the chequered flag came out, Carter was still 10 secs ahead of Harris in eleventh overall.

After his drive-shaft failure, Paul Rose must have been relieved that the grid for encounter number 2 was determined by second fastest qualifying times and not race 1 finishing positions, as is the case in many categories.

He chose to start on wet tyres despite the track drying. He was beaten away from the outside of the front row by Paul Dobson but Rose was soon out in front and then the heavens opened justifying his choice of rubber.



***Paul Rose leads the field at Croft***  
***Photo Peter Scherer***



***The MX5 of Graeme Smith suited the wet***  
***Photo Peter Scherer***



***Paul Rotheroe had at Class win at Croft***  
***Photo Peter Scherer***



As Rose pulled away to take a commanding victory, Steve Harris moved through to second after a brief tussle with Jon Woolfitt to make it a Sakar 1 – 2 both overall and in Class A.

With Woolfitt struggling for front end grip, Dobson took third as he won Class B.

There was a good battle for Class E where Connor Modro (Ford Focus) got ahead of reigning champion, Jamie Cryer, but couldn't break away. There was only 0.7 secs between them at the finish.

Graeme Smith added to his growing tally of Class F victories.

## **ETSL ST-XR Challenge – Snetterton**

The ETSL ST-XR Challenge had a superb weekend of racing at Snetterton on 24th/25th July when their Triple Header saw one of the closest finishes in the history of the series and, for the final encounter, a soaking track tested the skills of the drivers to the limit.

Michael Blackburn feels it takes him longer to learn new tracks than previously and he spent the entire test day on Friday unlocking the secrets of Snetterton. He also fine-tuned the set-up of his ST so that it was a joy to drive.

Blackburn set his fastest time on Friday right at the end of the day and matched it on his first flying lap in Saturday morning's qualifying session. His next lap was half a second quicker thanks to a tow from Sam Beckett.

All that good work in qualifying was nearly undone when Blackburn made an average start allowing fellow front row starter, Lee Bowron, to initially nose ahead however he appeared to miss a gear as Blackburn was able to recover and lead into Riches with Sam Beckett following in his wheel-tracks to push Bowron down to third.

As the race unfolded, a broken oil cooler pipe on one of the cars further down the order made the tarmac very slippery causing Beckett to run wide at the Montreal Hairpin. This allowed Blackburn to get away and take the victory with a 3 second margin as Beckett fended off the rest of the pack. Chris Grimes, who had come through from tenth on the grid, briefly got ahead of him but ran wide and allowed Beckett to reclaim the place at the Bombhole.

The non-ST Classes started 20 seconds after the STs and this section of the race saw a ding dong battle between the XR2s of Simon Robinson and Alex Causer. The latter tried everything he knew to get ahead but couldn't quite manage to do so and then he got caught out on the oil that had gone down. He spun and glanced the barriers on the inside of Riches corner but continued 6 seconds adrift of Robinson. By the finish, Causer had gained 5 seconds on the class leader.

For race 2, the XR cars started first. A missed gearchange by Causer gave Robinson a comfortable lead allowing him to focus on trying to get to the finish first and take the overall win before the STs overturned their 20 secs delay at the start. Robinson looked set to accomplish this feat but a failed wheel bearing forced him to retire a few laps from home.



**Michael Blackburn won twice at Snetterton**  
**Photo Jon Elsey**



**Simon Robinson was the fastest XR2**  
**Photo Jon Elsey**



**The final ST-XR race was very wet**  
**Photo Jon Elsey**

Just as Robinson pulled off the track, the first of the STs in the hands of Blackburn and Grimes were passing Causier along the Senna Straight. In the closing stages of this contest fluid had again been put down on the circuit and, on the final lap, it caused Grimes to have a huge slide at Williams Corner so instead of looking to pass Blackburn down the Bentley Straight he dropped a few lengths behind.

He must have thought his chances of victory had gone but Blackburn was a little too tentative through the Brundle/Nelson complex allowing Grimes to get back on the tail of the leader then at Murray's, the final corner, it was Blackburn's turn to be caught out by the fluid. He ran wide onto the exit kerb allowing Grimes to get a run on him. They crossed the finish line side by side with Grimes getting the nod after the photo finish had been analysed. Chris Jones, who was leading the series when it arrived in East Anglia, completed the podium.

Causier was the first XR2 home despite a spin at the final corner.

If that wasn't enough drama for the weekend, a heavy deluge forced the start of the third and final race to be delayed because cars had been aquaplaning off on the green flag laps.

When proceedings finally got underway, Grimes led initially but by the time he reached Agostini, Blackburn was ahead and on his way to taking his second win of the weekend which was made easier when Grimes ran wide the next time he tackled the Montreal Hairpin. This left Blackburn with enough of an advantage to allow him to try different lines to find out where the grip was in the wet without worrying about having to defend and he sailed off into the distance (literally given the conditions!).

Having started out of position due to a flailing bumper forcing a brief pit-stop in race 2, Sam Beckett quickly worked his way up from tenth on the grid to finish second ahead of Lee Bowron.

Simon Robinson had repaired his XR2 in time to win his class as his main rival, Alex Causier, hit the barriers at Ogies but continued.

## **Avon Tyres Northern & Super Classic Formula Ford 1600 Championship Mallory Park**

Conditions were very slippery for qualifying when the single seaters had a Double Header at Mallory Park on 1st August but they improved dramatically in time for the 2 races.

James Hadfield made his first appearance of the season in the series and duly took pole position in his Class P Van Diemen RF03 ahead of fellow Post98 driver, Jack Wolfenden (Firman RFR17). They had swapped position at the top of the timing screens throughout the session. Fastest in the Super Classic category was Peter Daly in a remarkable third overall with his Class B Van Diemen RF88.

Hadfield carried his dominance into race 1 and won by over 7 secs from Wolfenden despite the contest being restarted after 3 laps when the red flags appeared. Meanwhile, after a difficult qualifying session in which he was only fourteenth, Nigel Dolan charged up the order to come home in third. His Van Diemen JL012K made it an all Class P overall podium.

Another Post98 car was fourth, this was a Van Diemen RF09 in the hands of Ben Cochran. He is a young Scot who is concentrating on the National Championship and was getting additional high speed mileage here at Mallory Park. He only gained the position on the final lap as Paul Mason lost 2 places in his 1994 Class A Swift.



**James Hadfield leads the Formula Fords**  
**Photo Rachel Bourne**



**Peter Daly was thwarted by a brake problem**  
**Photo Rachel Bourne**



## **North West Racers**

### **Continued from Page 29**

The other car which passed Mason was Nick Barnes in another Swift, this was a 1989 model which ran in Class B. With the retirement of Peter Daly due to a braking issue, Barnes was the first Super Classic driver to take the flag.

Simon Hadfield, James' father, was leading Class D and was a remarkable third overall in his Merlyn Mk20 when the red flags came out but contact with another car induced a spin on the opening lap of the restart approaching the Esses. This dropped him down the order and allowed Mark Bates (Alexis Mk15) to take the spoils in that category after a spirited drive which saw him catch and pass class rival, Sam Harrison (Elden Mk8).

Class C was a hard fought affair between a couple of Van Diemens with Alan Fincham (RF80) coming home just ahead of Ben Hadfield (RF78). The latter, who was no relation to the other Hadfields on the entry list, was overjoyed to take a class win in race 2 after Fincham crashed out at Devil's Elbow. It was his first winner's trophy.

Fincham lost a wheel in the incident which triggered a lengthy Safety Car period and resulted in the race finishing under yellow.

Wolfenden had more pace in this encounter and took the overall victory having passed James Hadfield on lap 5. Ben Cochran finished third on this occasion when Nigel Dolan ran wide at Shaw's Hairpin. The incident caused him to slip to sixth behind Nick Barnes and Paul Mason who once again battled for Super Classic honours as the won Class B and A respectively.

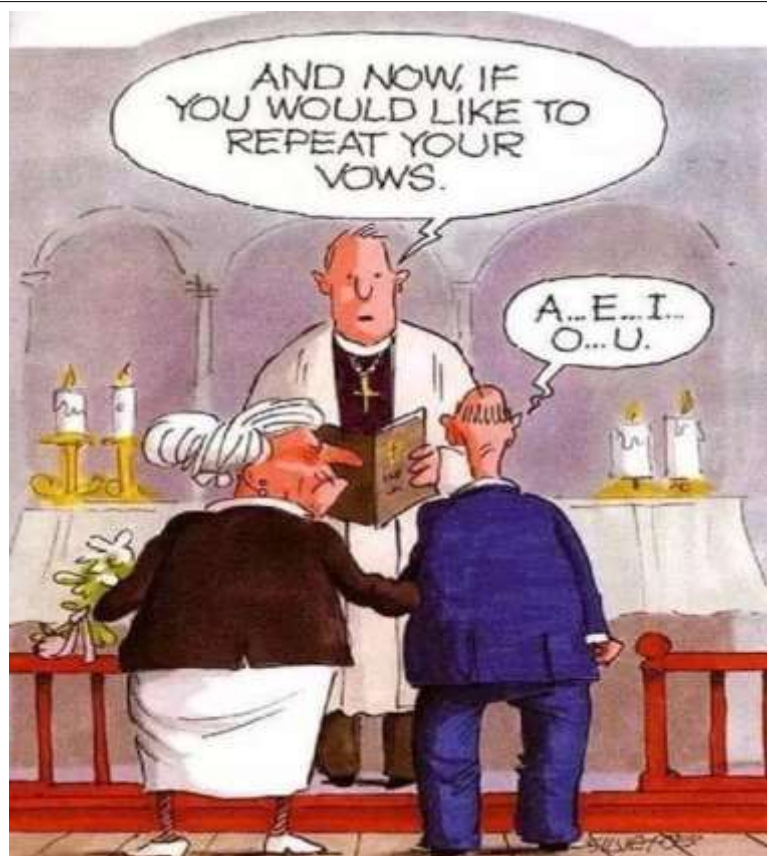
Simon Hadfield was the next car home behind Dolan as he took the Class D spoils. This meant all 3 Hadfields in this race were winners of their respective classes.

With the meeting at Mallory Park scheduled for 28th August having been cancelled, these two races became the final rounds of the Star of Mallory. The following drivers were provisionally declared as the champions in each category: Class P – Nigel Dolan; Class A – Neil Hunt; Class B – Nick Barnes; Class C – Ben Hadfield; Class D – Simon Hadfield.

***Dave Williams***



***Nick Barnes leads Paul Mason and Nigel Dolan***  
***Photo Rachel Bourne***





# Sprints & Hillclimbs

*Nigel Fox : Clitheroe & DMC*

August has been usually quiet, the Pendle organised Scammonden hillclimb was sadly cancelled due to the poor condition of the track surface. That left just two events, a sprint at Curborough and a hillclimb at Harewood.

For Curborough I decided to make an early start rather than stay overnight. I picked up the all but deserted M6 at Lancaster at around 5.30am. The weather was non too promising, and it rained heavily down through Cheshire. I rolled into Curborough which is near Lichfield, Staffordshire around 8am. The rain had stopped but it was still pretty damp. As usual I was driving my 2 litre Zetec powered Caterham in the roadgoing over 1800cc class. Two others in the class both sharing the same Vauxhall Redtop powered Westfield. The weather improved during the day and a stiff breeze soon dried up the track. After day's competition on the figure of eight course I had managed to take the class win by just 0.2 of a second.

For Harewood I took my aging camper van and arrived the previous evening in time to walk the course. Entertainment was provided by strains of Abba coming from a Mama Mia show at Harewood House a mile or so away. As my cross ply tyres are not permitted in Harewood road going classes, I was the sole occupant of a non road going kit car class. It was immediately obvious on my first run that my gear ratios didn't really suit the venue. This season I have used a 4.1 axle ratio everywhere and it's been ok. Here however, it kept needing a change to third for the briefest of moments. My best time of the day was around one and a half seconds of my personal best. I wasn't quick enough to beat the winner of the road going class. Next time I'm at Harewood it will be with the 4.4 ratio in.

September will be much busier with one day at both Aintree and Three Sisters, and two days at both Harewood and Blyton.

*Nigel Fox : Clitheroe & DMC*



**I'm starting a  
protest tomorrow.  
Fat Lives Matter!  
Meeting at  
McDonald's at 10,  
then KFC at 11 then  
Burger King at 12**

**I went for a job interview  
and the manager said,  
"we're looking for  
someone who is  
responsible."**

**"Well I'm your man," I  
replied. "In my last job,  
whenever anything went  
wrong they said I was  
responsible."**



**Bala & DMC**  
**Minafon Garage**  
**Gareth Hall**  
**Memorial Rally**  
**Trawffynydd**  
**22<sup>nd</sup> August**

*Emyr Hall : Bala & DMC*

**Local crew and Charity win at Bala Event**

Last weekend saw Bala and District Motor Club run the Minafon Garage Gareth Hall Memorial Rally at The Ranges Motorsports Centre, Trawsfynydd.

As ever the event focussed on raising money for the North Wales Air Ambulance with the huge sum of £2950 being raised for the charity by a combination of former works driver Geoff Jones once again raffling off his navigators seat, spectator car park gate money, donations by North Wales Honda and The Forest Experience Rally School and other generous donations from friends of the event! This takes the total raised by the club for this charity to in excess of £25,000 in recent years.

The previous day's rain had left the roads very slippery and victory on the first stage went to the popular Denbigh crew of Will Rowlands and Rich Birch, indeed it was a lead that they would hold throughout the event to take a well-received rally win at the end of the day.

In the over 2 litre class it would be another Ford Escort that would take the class win in the hands of Gary Thomas and Ben Ruff, with Ross Leach / Glenn Mercer and local Bala crew Huw and Phil Roberts coming home second and third in class. The next class for up to 2 litre cars was taken by Geoff Jones and his raffle winning navigator Bob Morgan who had travelled up from Coleford to do the event, 2<sup>nd</sup> and 3<sup>rd</sup> in class were the local crews of Guy Woodcock / Dave Williams and Dave Pritchard / Ilan Pritchard who were debuting a new Ford Escort on the event, which also won the best presented Ford award.

The Road Rally Class was taken by Kevin Kerr / Dan Jones and followed home by Denbigh driver Brynli Thomas and Catrin Price, rounding the class off were Richard Morgan / James Martin from Aberystwyth. Class 2 for cars with engines up to 1600cc fell to the brother and sister crew of Chris Phillips and Sarah Hughes, with Martyn Quant from Llangollen and Pwllheli based navigator Chris Evans taking 2<sup>nd</sup>.

The small engine class for up to 1400cc cars was taken by Betws GG's Hefin Lloyd Davies and Rhyl based navigator Rich Jones, with another local crew – Kelvin Evans and Jamie Atherton taking 2<sup>nd</sup> followed by trainee stunt driver Lee Wilson and navigator Chris Row in 3<sup>rd</sup>. The rally also welcomed the Mini Cooper Challenge to the event for the first time with 7 crews taking the start, the winners were Mark Livesay and Graham Brown with Gordon Davies / Tina Horsefield and Mark and Carl Norwood taking 2<sup>nd</sup> and 3<sup>rd</sup> in class respectively



**1<sup>st</sup> O/A Will Rowlands / Rich Birch**  
**Ford Escort Mk2**



**Cheque for £2950 raised**  
**by the event and presented to**  
**The North Wales Air Ambulance**



**AMBIWLANS AWYR CYMRU**  
**WALES AIR AMBULANCE**

**Photos Courtesy of Dan Nieroda – [ni;media](#)**

*Emyr Hall : Bala & DMC*

# Radio Mutterings

**Bala & DMC**

**The Minafon Garage**

## Gareth Hall Memorial Stages

**Sunday 22<sup>nd</sup> Aug 2021.**

*Ian Davies : Gemini 23*

It's an early alarm call and departure for the two hour drive into North Wales to The Ranges, Trawsfynydd and my first role as Controller for this popular club event organised by Bala & District MC. The welcome couldn't have been any warmer from Emyr Hall and his team and with paperwork in hand I head out to park at Junction 4, behind the tyre wall overlooking the stage and settle in for the day. A low cloud base lends an air of mystery for the event as the service area comes to life and I catch up on the event documents and instructions.

I'm parked up with other key members of the event safety team, Extractor Rescue, Maverick and Gemini Recovery and after the usual 'good morning' pleasantries I carry out the pre-event radio check and run through the radios out in the stage. Due to the unique layout of the ranges and stages, I have three start/ finish radios Gemini 21, Cambrian 12 and Cambrian 18. Comms as ever to the Forrest End where Derek in Gemini 21 is located are a bit iffy, but the miracle of moving the aerial three feet or so makes a world of difference. The only radio I can't contact is Bulldog 2 at Post 1, all I can hear is a brief burst of background noise and then that is it apparently from them for the day, I assume a set or power problem ?.

Checks complete I soon have permission from Sport 1, Emyr and the opening safety car, Spec 1 enters S1 at 09:07 who is quickly through the stage and gives the all clear. Car 1 fires off the start line at the end of the service area at 09:20 and the action is underway, as the cars head to Derek at the Forrest End. To be honest SS1 seems to fly by and soon all 36 starters are safely in and out of the stage. Hardly has Derek passed over the finish details and Dave Mitchell in the Closer Car got to the Stop Line before the super efficient Carron 9 and the marshalling team at the triangle confirm that the stage layout has been switched and we are ready for Forrest End to Road End.

After a quick run through the stage by Spec 1, SS2 starts with Car 1 at 09:50 and the action resumes just as the clouds and low lying mist begins to clear. After a somewhat obvious message of 'sheep on the stage', it is Wales after all the action is once again fast and furious, although not for Car 24 who is pushed back from the start with mechanical woes. The first 'safety shout' of the day then comes from Carron 9 as one of the Minis Car 32 gets themselves beached on the tyres at the triangle. Despite the best efforts of the marshalling team the car is wedged fast and will need help to re-join the stage. With the Closer ready to enter somehow Car 24 gets themselves going again and proceeds though the stage with Dave Mitchell in close company. Just as I mobilise Maverick Recovery to the triangle, the message comes through that Dave has pulled the beached Car 32 back onto the stage and they both make their own way back to the finish meaning in effect another 36 in and out of the stage.

*Continued on Page 33*





**Radio Mutterings**  
**Gareth Hall Memorial Stages**  
**Continued from Page 32**

For SS3 the cars now start at the Road End with Cambrian 18 and the stage goes live at 10:24, with Car 1, who else, leading the field back through to Derek at the Forrest End. Midway through the stage there is another safety call this time from Sport 2 out at Junction 10 who reports that Car 17 has a door "hanging off", so the message is passed to Derek for the Stop Line marshals to exercise some care as the car gets to them. Gemini 59 Maurice then calls in that Car 20 is stopped just before his post at Junction 8 (incidentally my 'traditional' post on the event for many a year). In liaison with the CoC we decide to leave Car 20 where it is and ask that the Closer Car assess the safety or in fact not of leaving the car where it sits for the next run. Dave finds the car in a somewhat precarious position and decides to tow the car himself to the stop line and I can then sort out their recovery later. So for this third run, it's 36 in and 35 out of the stage safely.

With the ever efficient Carron 9 (my spelling as Bill's list alternates between one and two 'r's ?) we are soon ready to get the next stage running at 10:57 with the run from the Forrest End back into Service. Just as things appear somewhat quiet, there is another safety call from Maurice at Junction 8 as Car 18 is off the stage with an apparent broken steering arm and will at some point require recovery. The Closer assess that the car is in a dangerous position for the reverse stage run and I dispatch Gemini Recovery to collect Car 18. After pulling the car back onto the stage the car is in fact driveable and John wisely follows the car back into service, just to make sure that the stage isn't blocked if they stop again. So for now at least the 35 cars in becomes 34 out.

For SS5 we run Service Area to Forrest End and with Car 20 still stuck with Derek I agree with the CoC to dispatch Maverick Recovery behind the opening Spec 1 car down to the Forrest End so that they can be ready to recover the car later on. Car1 enters SS5 at 11:39 and the stage runs without any real incidents and the 33 eventual starters all make it through to the Forrest End by 11:58, ready for the return run.

SS6 starts at 12:10 as the cars head back towards the Road End of the stage. Car 22 has some sort of mechanical problem on the start line and pulls out of the queue and will eventually follow the Closer through the stage, short cutting at the triangle to get themselves back into service. Of the reduced 31 who start the stage, all make it to the Stop Line, along with Maverick Recovery and Car 20. Derek then advises that Car 24 is stopped some distance back from him and accounts for one less runner into the stage. Unfortunately, a marshal's vehicle then tries to turn around close to the narrow bridge at the Forrest End to 'help' Car 24 and manages to put themselves off the road. Derek reports that the 'van' is well and truly stuck and only about half a metre from ending up in the river !!.



**Photos Courtesy of Aneurin James**

**Continued on Page 34**



**Radio Mutterings**  
**Gareth Hall Memorial Stages**  
**Continued from Page 33**

After consulting with a less than happy CoC, I dispatch Gemini Recovery through to the Forrest End to assess the situation. Thankfully with the event running ahead of schedule we have a little time in hand and John reports that the marshal's van will be a "winch job" but that the stage is safe to run and he will set about his challenge whilst the next stage runs.

For SS7 it's now Road End back through to Derek at the Forrest End and thankfully the stranded marshal's van doesn't interfere too much with the tight turnaround space at the Forrest End. The stages starts at 12:46 and we once again sees an incident free 31 cars in and safely out of the stage.

After another run by Spec 1, SS8 swiftly starts at 13:14 and this time the cars head back into the Service Area finish. Carron 9 at the triangle soon reports that Car 19 is well and truly stuck on the tyres and is partially blocking the stage with marshals slowing cars down. After some excellent work the marshalling team manage to push the car back safely into the dead arm of the triangle, although one competitor is briefly delayed and I pass these details onto Emyr for the results teams attention. With the demise of Car 19 we are down at least for this stage to a total of 30 finishers. I dispatch Maverik Recovery back into the stage with the CoC's permission and they tow Car 19 back clear and into service.

With the marshal's van now winched back onto solid ground I also get Gemini Recovery and Car 24 (clutch cable apparently now bodged) to drive up to the triangle on the dead leg stage route and to wait there until the end of the next stage when I can get them both safely back into service.

For SS9 we run from Cambrian 12 in the Service Area through to the Road End and Cambrian 12. The stage starts promptly at 13:53 and a total of 33 cars enter the stage. Car 30 unfortunately doesn't get very far and just about manages to pull itself into the box junction at Junction 3 and Maverik Recovery must have the shortest tow of the day to pull them the last few yards properly back into service. So in the end only 32 cars finish this particular run. With the Closer clear of the triangle, I get Gemini Recovery and Car 24 back into the Service Area,

SS10 starts at the Road End with 33 starters at 14:22 and we only lose Car 32 who turns off at the triangle and slowly self recovers themselves back into the Service Area, with the last car finishing at 14:40. This makes a rather short 17 minute stage running time.

For the penultimate stage of the event we run once again Forrest End to Road End and the stage kicks off at 14:50:30 with who else but Car 1. Car 19 decides to stop once again with Carron 9 at the triangle and pulls off into the dead leg, another job for Maverik Recovery, although the crew push themselves some of the way back into service !.



***Photos Courtesy of Aneurin James***

***Continued on Page 35***



With Car 19 out that makes for 31 finishers down to the Road End for the final time.

As the stage turnaround is completed for the last time, I wish Gemini 21 and colleagues on the Forrest End of the stage a safe journey home as they are stood down for the final stage that ends in the Service Area. SS12 begins at 15:20, significantly ahead of schedule and passes off without too much drama, although Car 35 stubbornly refuses to make it to the start line. Our event thus finishes at 15:36 with a total of 30 cars making it through to the final Stop Line. Gemini Recovery offer to check on Car 35 as they head out towards the Road End exit, although in the end their services aren't needed and a marshal / friend tows the car back into service.

For me it's time to derig and collect the handheld radios back in after my first experience of running Control at this event. Talking to Jerry Lucas the MSUK Steward, we both agree it has been a most enjoyable event, which has been well run by the friendly team from Bala & District MC, a proper 'clubmans' type event and a great Sunday day out. I look forward to returning next year.



**Ian Davies : Gemini 23**  
**Motorsport UK Radio Controller**



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# Gemini Communications



## 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

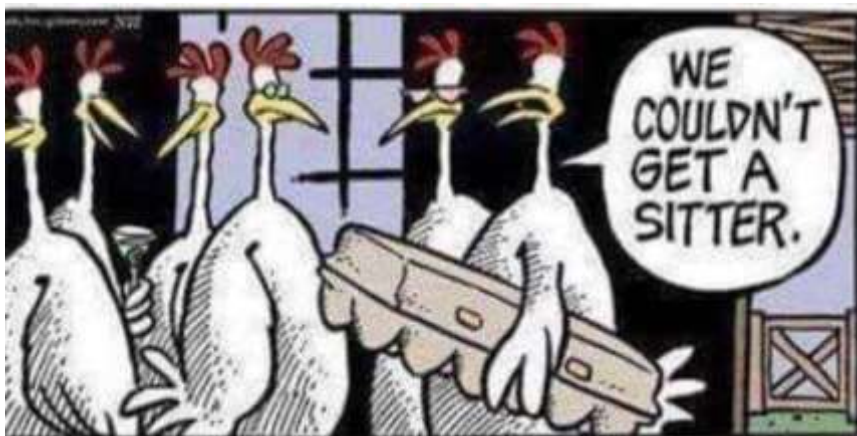
**Oulton Park**

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 59	Maurice Ellison	79 points
2	G 55	Steve Broadbent	59 points
=3	G 25	Chris Woodcock	49 points
..	G 23	Ian Davies	49 points
..	G 33	John Ellis	49 points
6	G 37	Jermaine Jackson	39 points
=7	G 13	Stuart Dickenson	30 points
..	G 62	Colin Evans	30 points
..	G 41	Jerry Lucas	30 points
..	G 48	Peter Langtree	30 Point
=10	G 04	Ian Winterburn	29 points
..	G 21	Derek Bedson	29 points
=12	G 38	Sean Robertson	28 points
..	G 56	Tony Jones	28 points
=14	G 16	Bill & Robbie O'Brien	20 points
..	G 07	Tony & Avril Lee	20 points
..	G 26	Mark Dickenson	20 points
..	G 28	Andrew Taylor	20 points
..	G 42	Roger Whittaker	20 points
..	G 64	Bryan Wragg	20 points
..	G 52	Steve Lewis	20 points
=21	G 03	Les Fragle	19 points
..	G 17	Robin Mortiboys	19 points
..	G 65	Brian Eaton	19 points
..	G 11	Mark Wilkinson	19 points
..	G 61	David Bell	19 points
..	G 01	Bill Wilmer	19 points
..	G 09	Keith Lamb	19 points
=28	G 24	Paul Henry	15 points
..	G 51	Gerry Morris	15 points
=30	G 06	David Crosby	10 points
..	G 50	David Peaker	10 points
..	G 70	David Mainprice	10 points
33	G 27	Roger Schofield	9 points
=34	G 05	Steve Coombes	0 points
..	G 10	Barry Kennedy	0 points
..	G 12	Ricard WM Jones	0 points
..	G 14	Adrian Lloyd	0 points
..	G 20	Peter Donnellan	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 53	Tom & Vicky Mercer	0 points
..	G 54	Peter Shuttleworth	0 points
..	G 58	Geoff Ingram	0 points
..	G 66	Martin Rowe	0 points
..	G 99	Tim Foster	0 points



## Training

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 5<sup>th</sup> September

Manchester 100

Manchester to Nantwich  
& Return



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My Marshalling Month started with the Pennine Targa Rally. Originally I was going to be sat in with Ayrton Harrison in the Nomad running as opening car but there was a lot of 'Official Cars' and I was better deployed on the Stop Line at 'Bricking It' (the Brick making plant at Claughton).

I had thought that this test was going to be a simple run around stacks of finished product and slotting between buildings. It turned out to be much better than that. I managed to avoid getting a soaking even if I missed out on a very exciting ride and a soaking!

I thought my next event was the 'Harry & Ivy Rally on the 7/8th of August but the date had been moved to the 21/22nd because of the Appleby Horse Fair. I published the date in Spotlight but forgot to alter it in my events calendar. With 'Nothing' on on the 22nd I had volunteered to marshal on the Gareth Hall Stages at Trawsfynydd Ranges - proper bugged that up!

Sunday the 15th and I was marshalling on the Blue Streak Targa at Tests 6 & 12. (See report on Pages 15-20)

So instead of the Harry & Ivy I was at the Gareth Hall Stages (I contemplated doing the Harry & Ivy and then driving down to the ranges but thought I might just fall asleep and not really do my marshalling duties). My first time at this event.

Bala MC run a very slick event and make the maximum use of the roads on these ranges. The roads used are excellent but don't join up and as I have said Bala do maximize what is available but they are very limited in what they can do.

I and the competitors doing the event had a very good days motorsport and the promised rain threatened but did not appear. See reports pages 30-34

Bala & DMC also raised some £2,950 pounds for North Wales Air Ambulance.

The last event of the Month was the Pendragon on the Warcop Ranges. I got away from home at 05:30 for a 06:30 signing on time with a clear blue sky above me and thought that the weather forecast must be wrong. As I turned off the M6 at Tebay the skies were covered with an ominous grey cloud - the forecasters were right.

4 Stages run twice (8 in total) with a stage mileage just under 70 miles - real value for money stage rally.

I was at Junc. 7 and we (the marshals at our junction) all commented that David Wright/Paula Swinscoe were noticeably quicker than the rest of the pack despite having a poor first stage (not past us it wasn't) and a spin on stage 3. They came home 1st O/A after setting fastest time on 6 of the Stages

Spoils of Marshalling : It is always difficult deciding what to hand out to marshals as a reward for marshalling. Bobble hats, mugs (I have a large collection of mugs that are in constant use) but something different, useful and will always remind you of that event is rather hard to come across. See photo on the right - Not got a sticker on it but I won't forget where I got it - A Seat Belt cutter and Windscreen Breaker Tool. I carry lots of kit when I go marshalling - something I didn't have before has now been added.

## ***Grumpy Old Git***

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



***Ayrton Harrison in the Ariel Nomad on the Pennine Targa running as Course Car (at Bricking it) Photo Courtesy of Tony North***



***Julian & Tom Birley at Post 8 on the Gareth Hall Memorial Stages Photo Courtesy of Aneurin James***





# ***Inside the Industry***

## ***September 2021***

***with Paul Gilligan***

### **Microchip Shortage Really Biting Now**

In July UK new car sales were actually almost 30% down on last year's low score and the slowdown is pretty well all due to lack of supply, and that is all down to shortage of vital components, mainly but not purely microchips. Different manufacturers are differently affected. Audi were 15% down whereas rivals BMW dropped 31% and Mercedes 34%. Those that suffered particularly badly were Citroen -44%, Ford -55% (!), Jaguar - 53%, Land Rover -44%, Peugeot - 60% and Vauxhall -49%. And remember these drops are against a pretty depressed score last year.

Even van sales dropped, 15% down on last year. Best selling car was the VW Polo with 3047 sales, but best selling vehicle remains the Ford Transit Custom Van, 3567 were registered but that is still a big drop on the 4500 a month Ford sold this year until end June.

I was talking to a senior Jaguar Land Rover Sales Manager the other day. He tells me JLR have just about stopped making Jaguars except for the electric I-Pace. Almost all the microchips they can get are being used to make Land Rovers and Range Rovers that are much more in demand and much more profitable. The dealer I was talking to didn't have an unsold Jaguar for delivery this year, and very few Land/Range Rovers.

Toyota has announced they will be shutting plants around the World for the second half of August and almost all of September due to component shortages. Production in this period will drop by around 40% as a result. Toyota expect production in the last quarter will also be reduced but hopefully not by as much.

VW Group have also made big cuts in production and expect the same in the final quarter of the year. For Stellantis alone it is expected that around 1.4 Million cars WON'T be produced this year that should have been.

Certainly the end of the microchip shortage is a long way away. Nobody knows when things might return to normal but the longer things go on as they are the further away that time appears. Most people are now saying we won't see normality any time in 2022. Even when supply returns to 2019 levels there is an enormous amount of pent up new vehicle demand to be satisfied. In the UK alone hundreds of thousands of finance contracts of one sort or another have been extended and the replacement of these is in addition to normal replacement cycles.

### **Manufacturers Optimistic About Profits In Spite Of Lower Production**

It may seem puzzling but in spite of these much lower production volumes many manufacturers are happy about their current profits, and profit forecasts for the rest of this year. Toyota posted a record profit of £5.9 Billion for the second quarter of the year. Stellantis said their profits for the first half of the year were above expectations, and most tellingly announced they were now aiming for an operating profit margin of around 10% compared to 5-7.5% previously. Ford, VW, and Nissan have all announced better than expected results for the first half of the year. BMW also had a good first half and announced they expected full year profits to be at the upper end of their original forecast of 7-9%. Ferrari have made 206M Euros in the second quarter of 2021, well up on the £184M Euros recorded in the same period of 2019 before the pandemic struck. In June of this year they took more new car orders than ever before in one month. As a result Ferrari have raised their full year profit forecast to 450M Euros from 350M

How you might well ask can manufacturers be so happy about their financials when they are selling a lot less vehicles than they did in 2019? The answer is very simple, "real" prices, what the industry calls transaction prices have risen dramatically. List prices have been increased, sometimes significantly. Discounts in the retail area of the market have reduced. Manufacturers often offer a finance deposit contribution (a discount by another name) to encourage sales. The average such contribution in the UK is down by 18% to £1704 for the third quarter of this year. Fleets that benefit from big discounts are being pushed to the back of the supply queue. Volkswagen GB for example are simply not taking orders from these customers just now. So average transaction prices have risen very significantly, the manufacturers are selling a lot less cars and making a lot more money.

***Continued on Page 40***

## Dealers Happy Too Helped By Record Used Car Business

It's not just the manufacturers, there has been a series of good news announcements from publicly quoted dealer groups in the last few weeks. Typical was the trading update last Friday from Vertu PLC who own Bristol Street Motors amongst others. Vertu said that "exceptional used car trading conditions" would help it to deliver a profit of no less than £50M for the six months to August 31 this year. New vehicle order take for the critical September period is ahead of previous years although they do admit that supply shortages will inevitable mean that not all these cars and vans will be delivered in the month. Doesn't matter frankly because the profit will hit the bank when the vehicles are eventually delivered. One large dealer group say they have sold 40000 vans they haven't yet been able to deliver, meaning they have pretty well made this year's sales target now! Other similar companies have reported great results also. Again they may be selling less new vehicles but at much improved profit margins. However it's used sales that are bringing even more good news.

According to Autotrader the average price of a used car advertised on their site rose by just over 14% in July. That's right a price rise of over 145 in ONE month! Trade prices have been rising strongly and continue to, and dealers are having to pass these increases on in the showrooms. Some of the increases are staggering. Autotrader have compared asking prices for cars at 3 years old and 30000 miles now and this time last year. Some have gone up by 30-45%! Best performers are high performance and premium models with convertibles very strong. Mazda MX 5s are up 31%, Jaguar XKs and F-Types by around 45%. Very glad I bought an F Type last September. I could make a big margin selling it now but would cost a fortune to replace so no point?

The franchised dealers have the advantage of acquiring a large part of the stock they need from part exchanges against new cars. In normal times they keep the best and pass to rest on to independent traders direct or via auctions. Now they are keeping most of what they have because demand is so strong, and of course less new cars due to microchip shortages means less part exchanges. So the thousands of independent traders are fighting over a much reduced supply of stock. They can't get as much as usual from rental and leasing companies, these are having to keep their cars and vans longer because they can't replace them with new ones.

Unique times in my memory, and it seems it will carry on like this for a good while yet.

## Drop In Car Accident Rates "Permanent"?

The Chief Executive of Direct Line Insurance has suggested that the number of accidents relative to miles driven would be permanently lower than pre Covid. Reason being that many people have altered their work patterns so will drive to work less, and when they do will do so less in rush hour. So although total miles driven are now pretty well back to normal those miles are being driven at different times so there are a lot less "commuter shunts".

Direct Line maintain that premiums have generally dropped as a result, wonder how many of you have seen that?

## Hydrogen

BMW will in September reveal it's hydrogen powered X5 SUV. The car is still in the development phase, a small number will be released for testing and development next year. BMW are convinced they need to offer hydrogen as well as electric power particularly for larger cars and long distance users.

Whilst visiting the Silverstone Classic a few weeks ago I had the opportunity I had the opportunity of inspecting the Ineos Grenadier which was on display. Yes very impressive and yes the dog and I want one. I asked what they intended to do when they couldn't sell it with a petrol or diesel engine. "Hydrogen without question" was the answer. Electric they felt had no place in such a large vehicle that must have go anywhere capability. Ant their powertrains come from BMW.....

Even our Government has noticed and has just announced a major push to develop hydrogen power for shipping, rail, air and heavy commercial vehicles. Seems the message may be getting through at last?



# The Origins of Spotlight

Back in the 'Dark Ages' when I was at secondary school I struggled with English. The problem might have been caused by my fascination with American magazines and 'comics' especially 'Mad' magazine. American English and English English are not the same. My reading of 'literature' was confined to these truly awful publications and it is little wonder that I failed my GCE 'O' level English Exam (later passed at Night School) and I might have had a chance with my English Literature 'O' level if I had bothered to read any of the books on the curriculum.

As I progressed in my working life I couldn't dodge having to write reports. I struggled, but to improve my language and writing skills I started to read books (I now avoid anything American). In 1976 the company I worked for installed a computerized weighbridge and it started my interest in computers. In 1990 I began work for a different company and also acquired my first 'Windows' based computer. This business had a Company Newsletter that was distributed to all the workforce. It was awful - too corporate and of no interest or relevance to the workforce - so, using my newly acquired 386SX computer I started to produce my own Newsletter for my works every month. This publication was called 'Chippings' (for those who don't know, I spent most of my working life managing Quarries).

'Chippings' was the for runner to Spotlight. Unbeknown to me 'Chipping' was being passed on to other quarries in the group (Bloody wagon drivers) and before I knew it I was up in front of the Regional Director. With trepidation I attended the meeting fearing retribution (I did tend to make fun of some of the more stupid declarations issued by Head Office). However, I was surprised when I was congratulated on my enterprise and asked to continue but to increase my distribution to other units in the Northern company.

And that's how I got started doing a monthly magazine. I wish I had the gift that Alan Barnes has for knocking together a report. I have been producing 'Spotlight' for SD34MSG for 12 years and before that for 2 years for Morecambe Car Club.

Not many people know this but the name I wanted to use for this Motorsport Emag was going to be 'Skidmarks' but I was told it was inappropriate but with the rubbish I write I thought it was actually spot on.

So If you fancy taking over the editing of Spotlight don't hesitate to get in touch. It is a lot easier to do than most people think. I rarely spend more than 6 hours per month on it (that only 15 mins per day) and that included writing the 'Grumpy Old Git' column and other event reports.

Thank goodness for Spell Check - if only I could have had that when I was doing my 'O' Level English

**Maurice Ellison**

**07788723721**

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

# TARGA Rallying 'Ownership' ?

I usually stay pretty quiet but I'm not loving some of the comments flying around at the moment. I think lots of people are so busy trying to claim Targa rallying for themselves they are missing the point entirely.

What Targa rallying 'is meant to be' is defined by its ruleset not any individual. A car is either within the rules or it is not. Targa Rallying cannot be claimed by those who only want to spend £800 on their car just as it can't be claimed by those who want to spend £25k on their car. The rules are not designed for either of you, they are designed to include all of you and the results sheets speak for themselves - the best cars are not running away with the trophies, the best crews are. Yes it's supposed to be accessible as an entry point for low budget rallying but it's also there to catch those that fall out of stage rallying as it's costs escalate monumentally rather than lose them from the sport all together.

Targa Rallying looks to be entering a phase where it will either spread itself out and thrive or it will self destruct. Endurance rallying didn't make it through this stage despite pretty much anyone who was a part of it believing it was a golden era, let's not make the same mistakes. The broad rules allow for a spread of events from really affordable, local, single venue airfield type events right up to more expensive multi venue (possibly even multi day) events with the best mixed surface venues and a more 'national' appeal. Eventually those with bigger budgets can congregate towards the more expensive events and vice versa. It's starting to happen but it can't happen over night and the sport needs to continue the growth in participation to be able to be able to support that large spread of events.

Healthy debate is fine but claiming what YOU think targa rallying "is meant to be" has to stop, it is all things to all people. There is room for everyone, all budgets, all cars, all types of events, just stick to the bits you enjoy, leave everyone else to theirs and this branch of the sport will thrive like it needs to! Targa fills the gap between autosolos and stage rallying which is a huge chasm to fill, it's designed to be broad and inclusive, please don't make it narrow and inwards looking.

***Ian Collings***



# **Ross & DMC**

## **Hatsford Targa Rally**

### **August 8th 2021**

### **Targas, Tyres & 4WD**

*Nathan Perks*

Why are people asking stupid questions on Facebook again about tyres and 4wd cars etc. Stop focusing on negative side on sport and start enjoying it for what it is.

On the Hatsford at the weekend with road tyre non m&s. I was in an Escort. Yes no grip and maybe ended up in ditch on test one but I still enjoyed the day I'm sure everyone would agree on that I didn't really care about tyres at that point.

Not doing events or marshalling on them because of them rules as well is stupid and will kill the sport we need marshals to keep events running.

For a start the tyre rules and 4wd that get put in place for some events is to do with venue requirements to cause little damage and or insurance reasons. Not only that keep speed down.

What most are complaining about is having to drive little slower due to puncture risk we are all in the same boat and levels out.

Also buying gravel tyres at £80 a corner cost effective probably not? For those saying £25 a corner second hand you may as well by mid day be using road tyres as you will have hardly any tread left on some venues so what is their point?

The cost factor which some have been going on about - its grassroots motorsport. There was Yaris on the Hatsford I that was all but bog standard and I believe it did well. Maybe a class win and might be up there overall (4th O/A & 1st in Class) as well with escorts that were £20k. Cars running fancy diffs gear-box etc and yet still did better than them so money don't buy you win just spend what you want spend to enjoy your day out rallying. For as much or as little as you like.

I mean hell you have had hardly any rallying in the last year get on with it and enjoy it if not why are you here if you don't enjoy the events I find it's just nice being out the house again I try to enter as many as I can at the moment don't care what regs say about tyres what are on car now will stay on till worn out then I will buy same ones again. Anyway rant over - nice picture for you all to enjoy

*Nathan Perks*



**Car Track Days**  
**6th September**  
**4th October**





Motorsport UK has been made aware of a 'competition' and other purported motorsport related activities being run by an entity calling itself simply "UK Motorsport Academy" which has activities allegedly due to take place at Three Sisters Circuit on 16th August, 8th September and 27th September 2021

It has a website using the following URL :

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

We wish to make our community aware that this entity and any associated competition and or activities are not affiliated with Motorsport UK or its Academy and nor do we verify its legitimacy

We urge any person tempted to pay money to this entity or through this website to exercise extreme caution.

## **IN CASE YOU MISSED IT : RELAXATION OF REGULATIONS**

As a result of the Driver and Vehicle Standards Agency facing delays for driving examinations due to the COVID-19 pandemic, and the requirement for competitors to hold a full RTA licence in order to be issued with a Stage Rally licence, Motorsport UK relaxed two of its regulations relating to Single Venue Stage Rallies in April this year.

Sections R5.2 and R5.3 of the Yearbook have been revised as follows:

*With immediate effect, regulations R5.2 and R5.3 are relaxed solely for Single Venue Stages Rallies to permit drivers who hold a Provisional RTA Licence provided that they otherwise hold a Stage Rally Competition Licence, and that their Navigator / Co-driver holds a Full RTA Driving Licence along with an eligible Competition Licence.*

For further clarification, contact: [rally@motorsportuk.org](mailto:rally@motorsportuk.org)

## **UPDATE TO COVID-19 GUIDANCE IN ENGLAND AND SCOTLAND**

Following the easing of restrictions in England and Scotland, Motorsport UK has updated its guidance to the community.

The content of the guidance has been carefully considered in light of the ongoing COVID-19 global pandemic and current UK Government guidelines. Key to the content is the importance of keeping the sport's events and community safe from transmission and allowing all persons involved to feel safe and comfortable.

The guidance supersedes the previously published guidance for events in England and Scotland. However, any club or organiser may continue to follow the previously published guidance (or parts thereof), instead of the updated document.

The latest guidance is available to read and download in the COVID-19 section of the website at:

**[www.motorsportuk.org](http://www.motorsportuk.org)**

## **FIA APPROVES GRM AS SOLE UK SUPPLIER OF SIMULATION-BASED SAFETY CAGE CERTIFICATION**

**The FIA has approved simulation services provider GRM Consulting for the calculation of Safety Cages (ROPS) on FIA Technical List 35**

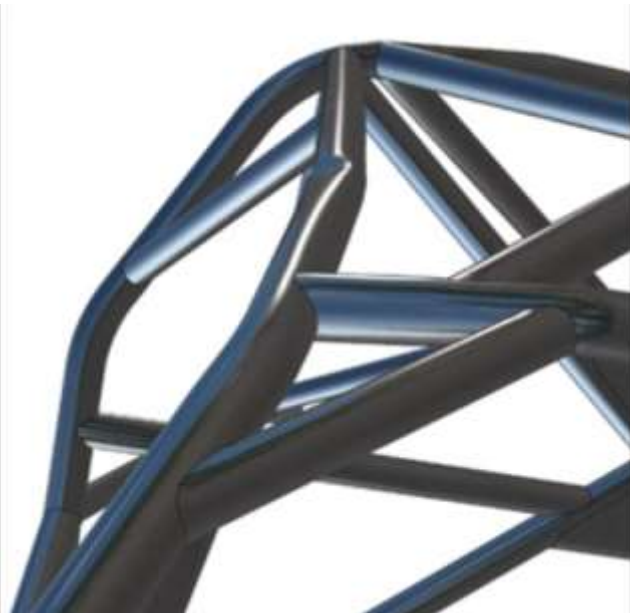
The ratification of GRM Consulting to provide this service is the culmination of many months of collaboration between Motorsport UK and GRM, with the aim of providing a local service to support the strong base of UK ROPS manufacturers.

Undergoing a strict simulation verification process by test prediction, GRM's Roll Over Simulation Centre was able to prove their capabilities and extensive experience.

This appointment makes GRM the only UK based supplier of simulation approved by the FIA.

Engineering Director at GRM, Oliver Tomlin, said: "We're really proud to have been approved by the FIA. The checks we underwent covered our techniques, background knowledge and ability to log and record customer data. We had to submit our results over a week before the test to Motorsport UK and although a little nervous, we had quiet confidence based upon the extensive experience of our Roll Over Simulation Centre team."

GRM Consulting is a design engineering consultancy and works across a wide range of industries including Automotive, Motorsport, Medical, Defence, Rail and Aerospace. GRM's engineers are experienced at applying the very latest simulation techniques and design tools.



# UPDATE: MOTORSPORT IN THE WELSH FORESTS

## Natural Resources Wales backs motorsport in the forests it manages on behalf of the Welsh Government

Following the consultation and presentation of the Sustainable Management of Natural Resources Review of Motorsport in the Welsh Government Woodland Estate paper on 14th July, Natural Resource Wales (NRW) and Motorsport UK will continue to work together to provide a long-term future for the sport in the forestry estate.

The NRW Board have collectively accepted the recommendations of the review, allowing the continued permission for four-wheeled motorsport in the Welsh Government Woodland Estate. NRW will work alongside Motorsport UK and its affiliated clubs to further improve sustainability.

Moving forward, Motorsport UK and NRW will commit to further improve the sustainability of the sport and integrate these into the new master agreement, with a particular focus on reducing carbon footprint and supporting biodiversity.

Motorsport UK Chair David Richards CBE said: "Motorsport UK are encouraged by the positive dialogue with Natural Resource Wales and delighted to hear the positive support from the NRW Board towards the sport and the shared vision to help shape the future of motorsport in the Welsh forests.

"We fully support the drive towards protecting the forests, sustaining biodiversity and reducing the footprint of events, and that is a challenge we fully embrace. Our member clubs are already working hard towards this, with one of the largest events in Wales, the Cambrian Rally aiming to go net carbon neutral by 2025.

## IMPORTANT ADVICE FOR COMPETITORS

### FIA Calls for Drivers and Co-Drivers to Check Seat Position to Prevent Injury

The FIA is encouraging competitors in GT, Touring Cars, Rally, Rallycross and Cross Country cars to always check they are positioned correctly in the seat, as this can play a key role in preventing injuries during serious accidents.

To ensure that seats provide the most strength and support, competitors should follow the best practice for installation of seats homologated to FIA Standards

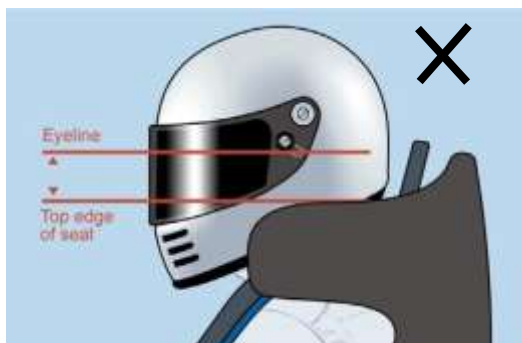
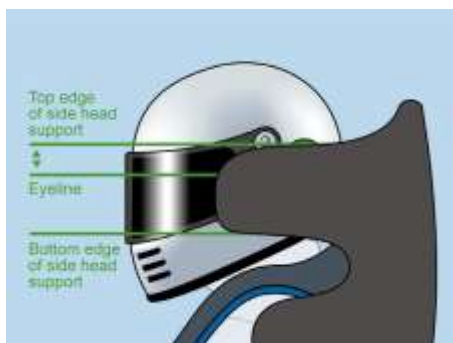
When seated in the racing position, ensure the pelvis, shoulders and head are supported comfortably by the seat by following these three steps:

- 1. Eyeline must be below the top edge of the side head support, and above the bottom edge of the side head support**
- 2. Shoulders must fit within the side shoulder support of the seat**
- 3. Pelvis must be adequately supported by the side pelvis support**

If the driver's helmet is too high in relation to the seat head support, the seat may not provide lateral and rear support to the helmet in the event of a crash.

The FIA has warned that officials can deny participation in a competition if the driver and/or co-driver are not seated in the correct position. Competitors can check compliance with the [FIA International Sporting Code under Appendix J](#) (Articles 253.16.1.1 and 283.20.1.1), which regulates the seating position as described above.

FIA Safety Director Adam Baker said: "Real-world accident cases highlight the importance of competitor installation in the cockpit for the prevention of serious injury. We are encouraging drivers and co-drivers worldwide to follow these steps to ensure the correct seating position."





# Bassenthwaite Lake Station Trip Out

Quite a number of 2nd Wednesday people often referred to as the " Dirty Fingernail Club" enjoyed a very welcome trip out to see the fantastic amount of restoration work that has been done to Bassenthwaite Lake station and had the opportunity to enjoy coffee and cakes in style especially those who were able to partake of their refreshments in the observation lounge in the actual carriages that were used in the making of "Murder on the Orient Express". At the head of the train was a very impressive looking loco which is absolutely huge, see if you can tell whether or not it is a genuine loco when you get chance to visit the venue.

Robert Gate was telling me it was delivered by the same guy who delivered Roberts ex British Rail carriage that you cannot miss if you drive through the village of Ullock, Robert has constructed his own railway station complete with a luxurious holiday carriage that has bedrooms, lounge, bathroom and all mod cons very close to the original site of Ullock station. Her Majesty the Queen will not have better accommodation on her Royal train than Roberts and it is available to rent if you feel so inclined.

The Bass Lake owners Simon Parums and Diane welcomed us and took a few photos of the visiting cars before they had to dash off behind the counter and continue serving their visitors, work is still very much ongoing but they are making a fabulous job of every aspect, they will need to take on more staff as it is a very busy place now and they are under constant pressure but it will attract thousands of visitors in the near future as it is so lovely and unique.

Despite it raining when I set off from Branthwaite and was raining at Cockermouth and Keswick I was told by some visitors, both only 5 or 6 miles each way from the station yet it was bone dry at Bass Lake as you can see in the photos for almost three hours, however it did rain after five o'clock just before I set off for home and it was nasty hail too which stung my face so I was glad of my flying helmet and goggles.

As regards cars Chris and Barbara Spencer came in their lovely recently acquired apple green Crossley, Simon Riley in his fabulous 911 Porsche, Ian Smith was in his Lagonda Rapier and Terry Richardson was as usual in his Alvis which is in perfect condition in every department. Ian Cowan decided after looking at the forecast to bring his Jag E Type, John Johnstone brought his XK 8, Doug Gilmour his Merc with Ed Glaister and Chris Hodgson attending in the works looking MGB, Ian Campbell left his MGB at home as only having two seats there was not enough seats to bring two of his grandchildren so his BMW was pressed into that duty, John Hunter and Janice were in another MG this time a Y type looking very pristine indeed. Well known Frog eye Sprite owner Barbara Burnyeat left her Sprite snug at home but came in her other car, Mike Mansergh gave his Elan an airing and Eric Smith came from Dalston in his Autin 7 open tourer, I was in my Buckler, Robert Gate obviously didn't know which of his many Bentleys to bring or Jags, Ferrari, Mini Cooper, Mercs or numerous other cars so his wife Di lent Robert her car as can be seen by looking at the number plate.

Making the journey over from Hexham in border raiders style was Clive Kennedy and his pal plus their wives but left their MGC and Healey 3000 at home and travelled by Volvo, a very sensible decision I would say as when I got back home I was wetter than in many of the races I sailed in at Bass regatta week but even so the afternoon was well worth a bit of dampness.

I'm very sorry if I've missed anyone out but with so many people milling about it was hard to see everyone, thank you to everyone for coming and a big thank you to Simon and Diane for allowing us to meet at their property, spread the word about this new attraction and enjoy future visits there with your friends and families. Carol couldn't come as we were oops I mean Carol was looking after our youngest grandchild but we will be back there shortly as 4 year old Jamie has spent as much time as anyone over the last two years checking on progress of the train as he loves going there when we look after him, a clerk of works will have not put in any more hours on the project !

I will look out for more opportunities for places to visit and meet in future but if you have any suggestions get in touch with me and I will e mail out details.



**Keith Thomas**

# Three Day Weekend

*Brian Wragg : Liverpool M.C.*

***What a super three day weekend I have just had.***

**On Saturday** I was at Curborough with Cannock Motor Club who, thanks to Will Barnes, set out a very tricky but fast 2 Test Autosolo. The Windy Oak Returns, returned with a vengeance. The weather stayed fine until midday when a light shower cause a few drivers to worry about a greasy surface, did it slow them down? Not a bit of it.

Test 1 was on the figure of 8 part of the circuit and as you can see it was quite a challenge to 1 get it right and 2 miss all the cones and barriers.

Test 2, The test that I was on turned out to be any but the quite country stroll that I expected it to be. I was positioned half way along the circuit, the RED dot is me, and all went well in practice. The timed runs were a different kettle of fish altogether. Speed with accuracy is what was wanted. Speed with cone clipping is what I got. I was kept quite busy rebuilding the barriers for the rest of the day.

It was an early finish due to the number of entrants but it was an enjoyable day just the same.

**On Sunday** I was asked to run MTC2 at Wray for the Penine Targa by Clitheroe & DMC. So I took my newbie marshal son with me and he operated the RAB clock while I guided the drivers to their parking area. His brain is younger than mine.

Thanks to Mr Wright for the new parking area and the snazzy ramp leading the field and to the on site catering who provide a glorious aroma of fried onions all day long.

The cars that arrived did so in a very mucky condition and when the 0 car stopped I had to clean his number in order to read it. 7 contenders did not arrive at MTC 2 and one was towed in ny another competitor. How gentlemanly is that?

Once again the Tea Rooms provided the start platform ready for the MTC 3 crew to set them off on the next leg of their journey. For me and my lad it was all done and dusted by 2 o'clock so I went home happy. Again the weather was glorious which is just as well because the field would have been muddy by the time the last car had left.

**On Monday the third day** of my three day weekend I was in a field just by the Antrobus Arms near Northwich to marshal a grass Autotest run by Knutsford Car Club.

Four tests were laid out by Mike Timmins and the Knutsford Car club, club members and though they looked easy to negotiate on paper they were anything but easy on the long grass.

Test 1 and 2

Tests 3 and 4

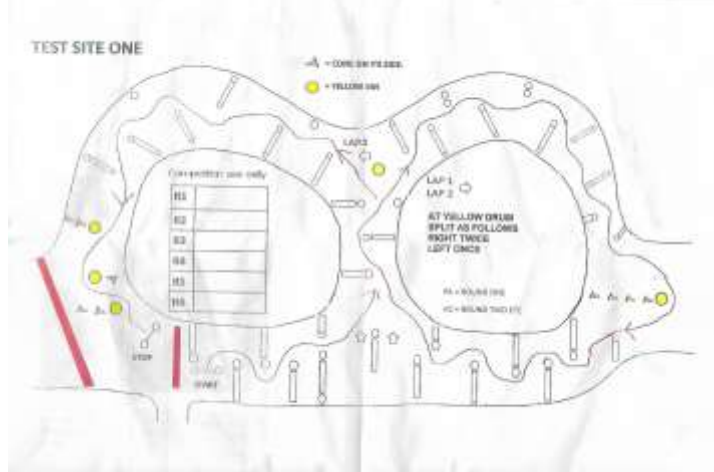
Once again the weather was in our favour, or should I say, in the drivers favour. Although the grass was long it was dry. A great deal of fun was had by the 11 contestants in a very wide variety of cars. Unfortunately a few of the drivers fell foul of my eagle eye when the left front wheel failed to cross the finish line, the right front did but both wheels have to cross the line. This was caused by the approach being at an angle.

All in all I had a great three sessions and I would do it all again. My mileage for the three events was about 430 miles.

On Tuesday I surfaced at about 10 o'clock.



*Photo courtesy of Bridge House Tea Rooms*



*Brian Wragg : Liverpool M.C.*





## Liverpool Motor Club News

There are two charity events coming up at Aintree in September and we're looking for volunteers to watch over the activities on track

### Can you help?

Previous marshalling experience is not essential at these fun, but extremely worthwhile, events.

#### 1) Sporting Bears Dream Rides– Sunday 5th September.

During the year, [Sporting Bears Motor Club](#) members visit various shows and events around the UK and give members of the public rides in a spectacular array of exotic cars in exchange for a donation to the Sporting Bears Charity. The “Bears”, are a dedicated group of classic car and sports car enthusiasts with one primary aim – to raise money for children's charities through their own social and touring events. It is to the club's credit that annual subscriptions entirely support the club overheads thus allowing all monies raised from events to be directed towards the selected charities. Since the Club was formed in 1989 they have raised well over £2,000,000 for children's charities in the UK.

At Aintree, no money changes hands, the public doesn't get the rides, but instead, the children, their carers, families and staff from various North West charities are given a “sprint” ride around Aintree Circuit in the Bears' classic saloons and sports cars, modern supercars and an assortment of sporting kit and competition cars.

If you can spare some time to keep an eye on the “on-track” activities, please do come along. I'm proud to say that it's the most rewarding thing I do in motorsport and many a helper goes away with a tear in their eye when they see the reactions of the kids, virtually all of whom are being treated for serious and sometimes life-threatening health conditions. “The best day of my life” is an oft-heard response from the kids. Those who helped with previous **Dream Rides for Kids days** at Aintree without exception said afterwards that they had a thoroughly enjoyable time.

We need at least a dozen volunteers to keep an eye on the Circuit, to report any problems so that we can ensure that the event runs safely. This is not a race, it's not competition, and overtaking isn't allowed, but many of the cars will be driving at high speed which is why we need volunteers to observe the on-track activities and keep everyone safe.

*Continued on page 48*



To be able to run a Covid-Secure event, special measures are in place to keep all participants safe, so marshals we be kept totally separate from the Sporting Bears drivers and, of course, the children and their parents.

### **Provisional timetable:**

- 6.30 – Gates open
- 8.30 – Signing on opens**
- 9.30 – Marshals Briefing**
- 9.30 – Drivers briefing and refreshments provided for Drivers, Marshals and helpers (Sponsor wanted)
- 9.30 – Children start to arrive and sign-on
- 9.50 – Participants sighting lap convoy run
- 10.00 – Dream Rides start.
- 12.30 – Lunch provided for Marshals and helpers (Sponsor wanted)
- 12.30 – PM session children sign-on
- 13.30 – Dream Rides start for PM session
- 16.30 – Dream Rides finish
- 16.45 – Pack up

**If you can help, please reply to this email to volunteer for the day (for even part of it would be great).**

**Will you be there?**

**John Harden 0161 969 7137**

Please note that anyone wishing to offer their car to provide rides around the circuit will need to contact [Shirley Hennessy](mailto:shirley_hennessy@btinternet.com) of the Sporting Bears Motor Club (not Liverpool MC) as they have introduced strict protocols to maintain the safety of the children and their parents/carers at this event. [shirley\\_hennessy@btinternet.com](mailto:shirley_hennessy@btinternet.com)

## **2) Greenpower Electric Car Races**

### **Wednesday 8th September**

After a year off due to Covid, the [Greenpower](#) Electric Car Races are returning to Aintree for the twelfth annual visit on Wednesday 8th September, and we are looking for your help to keep an eye on the action on track. Are you available?

For those of you who haven't been to Greenpower before, there's nothing strenuous about your duty, but don't step out in front of one of the cars, some can be averaging over 35mph round the circuit and they don't slow down for the corners!

The day is particularly suitable for our less active (or more senior) helpers as you can sit in the comfort of your car or armchair (if you bring one!) and watch the cars go by.

Unfortunately, the Coronavirus pandemic has had a significant effect on the way the event is run, so unless you volunteer as a marshal, you will not be able to get in to watch. There are also fewer teams taking part due to the earlier date and the need to reduce the number of students on site. And due to Covid, no overseas teams this year. But the action on track from the 16 teams taking part will be as hotly contested as ever.

The Greenpower races are the only car races to have taken place since the last motor race on the Club Circuit back in 1982, so come along and enjoy the spectacle - albeit on a reduced scale!

Can you help?

See the announcements tab on the [LMC website](#) for more details and the timetable. You will need to sign-on in advance, so please get in touch by simply replying to this email to send a message directly to me, John Harden. (This event is not open to spectators)







# RIP

# Rob Foote

The BMMC are devastated to confirm that the marshal who tragically lost his life following an accident at Brands Hatch on Saturday 31 July was Robert Foote, a member of our South West Region. Robert was a regular at Brands Hatch, Gurston Down and Goodwood and was also a scrutineer - he will be missed by all. We send our sincerest condolences to his family, friends and colleagues. We also offer our thanks to all marshals, medical personnel and officials who were involved in the incident on Saturday.

Two other marshals were also directly affected by the incident and are being supported by BMMC, Motorsport UK and the BARC. We respectfully request that they are given the privacy needed to recover accordingly and we send our thoughts and best wishes to them at this time.

To all marshals who attended Brands Hatch over the weekend in particular and all other events around the country we thank you for your outstanding professionalism in extremely difficult circumstances. It was humbling to see the outpouring of positive support from across the Motorsport community in response to the incident - irrespective of motorsport discipline and club - we are all marshals.

The minute's silence was impeccably observed at many events on Sunday morning and many racers sported an orange heart on their vehicles in support. A number of our club ambassadors and other supporters have all stepped forward with offers of assistance - for which we are grateful and will consider appropriately.

Thankfully these events are rare but still shocking and devastating. If anyone needs support at any time, please remember that your Regional Committees and National Officers are available as well as our free counselling service for all our members. <https://www.marshals.co.uk/marshalling/insurance-news/>

Our orange family are devastated by the loss of one of our own this weekend - our hearts will need time to heal, our bonds will be stronger and we will pull together to support each other and continue our passion for motorsport.



# RIP

## Chris Mansley



It is with great sadness that we report that scrutineer Chris Mansley recently passed away after contracting Covid-19 whilst undergoing treatment for cancer. A long-standing official who started scrutineering in the mid-1980s, Chris was a regular sight at events in the North West, particularly at Speed Events and Rallies in the region.

Somewhat eccentric, Chris was one of the true characters in scrutineering. His straight-talking manner sometimes caused discussion, but he was always willing to help and advise new and seasoned competitors with his vast experience.

Chris will be greatly missed not only by the scrutineering community but also by the many competitors



### The Beatson's Building Supplies Mull Rally

organising team are pleased to publish our Supplementary Regulations for the 2021 rally. These provide key instructions for competitors including the entry process. We are delighted to be able to keep the entry fee the same as 2019. The "regs" can be downloaded from our website and entries open on Monday 16th August. Regular competitors should read then carefully, as there are some changes to the event since our last running in 2019.

<http://mullrally.org/regulations/>





# 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				

# 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**



# 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
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
2-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
17-Oct	PCA	Yes	Warrington	Gravel PCA Wern Ddu	Wern Ddu	Non RR
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
12-Dec	PCA	Yes	Ai&PMCC	A&PMCC PCA 10	Rock & Heifer,	Non R/R
12-Dec	PCA	Yes	Warrington	Gravel PCA Wern Ddu	Wern Ddu	Non RR

**Sprint & Hillclimb**

**Stage Rallies**

**Road Rallies**

**Non Race/Rally**

**Others**



# rally

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### UPCOMING EVENTS

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

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# SD34MSG

## Road Rally Championship

### Dates for 2021

Date	Event	Club	Location	Confirmation
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

## Non Race/Rally Championship

O/A	Competitor	Class	Points	Club
1	Andrew Williams	A	71.36	U17MC
2	James Williams	A/C	62.30	U17MC
3	Steve Johnson	E	60.30	Boundless
4	Lauren Crook	C	58.73	U17MC
5	Phil Clegg	E	50.70	Accrington
6	Andrew Robinson	A	50.62	U17MC
7	James Robinson	A	49.16	U17MC
8	Stephen Holmes	A	41.24	Clitheroe
9	Scott MacMahon	A	40.32	U17MC
10	Garry Sherriff	B	39.39	Bolton
11	Chris MacMahon	A	39.68	U17MC
12	Shaun Mundy	B	34.47	Knutsford
13	Alec Tunbridge	E	33.46	Bolton
14	John Jones	B	30.41	Accrington
15	Steve Price	E	28.29	Wallasey
	David Goodlad	A	18.33	Bolton
	Dave Graves	B	17.49	Bolton
	Jess Crawley	A	11.74	Warrington
	Andrew Crawley	A	10.96	Warrington
	Chris Livesey	A	9.07	U17MC



MOTOR SPORT GROUP

## 2021 SD34MSG Championship Tables

### U18 Championship

O/A	Competitor	pts	Club
1	Daniel Millwood-Jackson	50	U17MC
2	Monty Alcock	18	Knutsford
3	Elliott Shaw	0	Clitheroe

### Sprint & Hillclimb Championship

O/A	Competitor	Points	Class	Club
1	C. Bramhall	83.00	2	Liverpool
2	Nigel Fox	82.09	2	Clitheroe
3	David Goodlad	81.31	S	Bolton
4	M. Bramhall	77.25	2	Liverpool
5	S. Wilson	60.42	2	Longton
6	Pete Messer	58.89	S	Clitheroe
7	R. Holt	50.00	3	Liverpool
8	Steve Price	48.08	1A/1B	Wallasey
9	P.Howarth	40.37	S	Liverpool
10	Nigel Trundle	39.42	1B	G&PMC
11	John Wadsworth	30.24	S	Longton
12	C. Plested	38.85	S	Liverpool
13	John Pinder	27.99	S	A&PMCC
14	E. Roberts	18.91	S	Knowldale

### MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Brian Wragg	144	Liverpool	Y
2	Maurice Ellison	80	Clitheroe	Y
3	Jim Livesey	60	U17MC	Y
= 4	Andy Fell	50	Liverpool	Y
= 4	Geoff Maine	50	Liverpool	Y
= 4	David Hunt	50	Liverpool	Y
= 4	Robert Rankin	50	Liverpool	Y
= 4	Dave Barratt	50	Accrington	Y
= 9	Steve Johnson	40	U17MC	Y
= 9	Victoria Swallow	40	Bolton	Y
= 11	Ian Swallow	30	Bolton	Y
= 11	Sean Robertson	30	Liverpool	Y
= 11	Rod Brereton	30	Pendle	Y
= 11	Alan Shaw	30	Pendle	Y
= 11	Jon Chamberlain	30	Wallasey	Y
= 11	Tam Doefor-Hill	30	Wallasey	Y
= 11	Shaun Flint	30	Wallasey	Y
= 11	Gary Marriott	30	Wallasey	Y
= 19	Les Fragle	20	G&PMC	Y
= 19	Stuart Ellis	20	Pendle	Y
= 19	Kevin Charnock	20	Wallasey	Y
= 19	Neil Cousins	20	Wallasey	Y
= 19	Peter Heighton	20	Wallasey	Y
= 19	Andy Marchbank	20	Wallasey	Y
= 19	Pat Marchbank	20	Wallasey	Y
= 19	Steve Noble	20	Wallasey	Y
= 19	Steve Price	20	Wallasey	Y
= 19	Graham Williams	20	Wallasey	Y
= 19	Jack Mather	20	Bolton	Y

Only Showing those Marshals that have Qualified  
28 Marshals have Qualified

61 Marshals from 13 member clubs have claimed Points

### Stage Rally Championship

O/A	Driver	Class	Pts	Club	Q
1	Pauk Murro	D	112	G&PMC	
2	Greg Williams	D	109	Warrington	
3	Neil Roskell	D	87	G&PMC	
4	Andrew Potts	B	52	Clitheroe	
5	Steve Kenyon	D	28	G&PMC	
= 6	James Swallow	D	27	Bolton	
= 6	Matthew Harwood	D	27	G&PMC	
= 8	Richard Cookson	D	26	G&PMC	
= 8	Craig Kennedy	D	26	Warrington	
O/A	Co-Driver	Class	Pts	Club	
1	Callum Cross	D	112	Blackpool	
2	Richard Edwards	D	107	Warrington	
= 3	Jonathon Kennedy	C	53	Warrington	
= 3	Victoria Swallow	C	53	Bolton	
= 5	Andrew Potts	B	52	Clitheroe	
= 5	Dave Wilkinson	B	52	Clitheroe	
= 7	Terry Martin	D	28	Clitheroe	
= 7	Barry Allman	C/D	28	Clitheroe	
= 9	Paul Redford	D	26	Clitheroe	
= 9	Gav Irvine	D	26	G&PMC	
= 9	Jonathon Cragg	D	26	G&PMC	





Clitheroe & DMC

## CLITHERONIAN

Road Rally

**25/26<sup>th</sup> September 2021**

**140+ miles of all  
Tarmaced Roads on  
Maps 97, 98, 102 & 103**

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**sd34news@gmail.com**

**Tel. 07788 723721**

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2021 SD34MSG  
Championship Tables  
Continued from Page 55

### Road Rally Championship

O/	A	Driver	Club	Class Rds	Pts
				1	Matt Flynn E
<b>Waiting for RESULTS</b>					
79					
Clitheroe	2	Stephen Holmes	N	61	
Clitheroe			6		



**ADGESPEED Stages**  
**10th October**  
**3 Sisters Circuit**



## REGULATIONS

Available at Wigan & DMC Website  
[www.wiganmotorclub.org.uk](http://www.wiganmotorclub.org.uk)



## Championship Standings

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

### Road Rally :

O/A	Driver	Club	Points
1	Richard Hunter	Matlock	100
2	Chris Farrell	Rhyl	98
3	John Gornall	KLMC	95
4	Mark Jones	A&PMCC	78
5			

O/A	Co-Driver	Club	Points
1	Andrew Lowe	Mid Debish	98
2	Martin Gornall	KLMC	95
3	Corey Powell-Jones	A&PMCC	78
4	Jack Mather	Bolton	76
5	Barry Allman	Clitheroe	0

### Stage Rally :

O/A	Driver	Club	Points
1	Rob Hughes	C&A	440
2	Paul Gorge	Liverpool	382
3	Neil Roskell	G&PMC	359
4	John Stone	BSSMC	289
5	Keith Anglesea	B&B	285

O/A	Co-Driver	Club	Points
1	Sion Cunliff	C&A	534
2	Ian Davis	HoVAC	377
3	Rob Bryn Jones	Clwyd Vale	331
4	Jonathon Cragg	G&PMC	323
5	Lauren Hewitt	Wigan	287

### Stage Rally (Forest) :

O/A	Driver	Club	Points
1	Steve Ormond-Smith	Manx AS	40
2	Tom McKeown	NWCC	38
3	Robin Eyre-Maunsell	HRCR	36
4	Jonathon Caen	ERO	34
5			

O/A	Co-Driver	Club	Points
1	Matty Daniels	BSSMC	40
2	Linda Thomas	Dovey	39
3	Ian Jones	NWCC	38
4	Jamie MacTavish	Bolton	36
5	Neil Thomas	NWCC	35

### Autotest :

O/A	Driver	Club	Points
1	Stephen Johnson	CSMA	155
2	Colin Moreton	Knutsford	138
3	David Evans	Knutsford	82
4	David Goodlad	Knutsford	54
5	Melanie Morgan	Bolton	52

### PCA (U 25):

O/A	Driver	Club	Points
1	Oliver Mathieson	U17MC	147
2	Milo Unwin	U17MC	105
3	James Williams	Knutsford	30
4	Jess Crawley	Warrington	29
5			

### AutoSOLO :

O/A	Driver	Club	Points
1	Michael Dolby	Cannock	182
2	Steve Dolby	Cannock	167
3	Neil Jones	Bala	139
4	Phil Clegg	Accrington	134
5	Andrew Williams	Knutsford	129

### Sprint :

O/A	Driver	Club	Points
1	Nigel Fox	Clitheroe	826
2	Matt Bramhall	Longton	734
3	Chris Bramall	Longton	695
4	Steve Wilson	Longton	604
5	David Goodlad	Knutsford	501

### Hillclimb :

O/A	Driver	Club	Points
1	Chris Bramall	Longton	700
2	Matt Bramhall	Longton	674
3	David Goodlad	Knutsford	405
4	Nigel Fox	Clitheroe	403
5	John Stone	Blackpool	303

### Trials :

O/A	Driver	Club	Points
1	Rupert North	A&PMCC	143
2	Henry Kitching	Ilkley	134
= 3	Kevin Roberts	Bala	117
= 3	Jon Turner	North Wales	117
5	Nigel Jones	Bala	44



## Championship Standings

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

### North Wales Stage Rally Challenge

O/A	Driver	Club	Points
1	Rob Hughes	C&A	147
2	Paul Gorge	Liverpool	120
3	Greg Williams	Warrington	108
4	Keith Anglesea	B&B	97
5	Chris Berry	C&A	93

O/A	Navigator	Club	Points
1	Sion Cunliffe	C&A	147
2	Lauren Hewitt	Wigan	114
3	Richard Edwards	Warrington	106
4	Chloe Thomas	C&A	94
5	Christine Pearson	B&B	93

### 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	Phillip Wood	Potteries	25
2	Nuala Dowie	Wigton	23
3	Richard Harrison	Knutsford	21
4			
5			

O/A	Co-Driver	Club	Points
1	Graham Raeburn	Knutsford	25
2	John Youd	B&B	23
3	Peter Boyce	Knutsford	23
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	148
2	Nigel Fox	Clitheroe	145
3	Stephen Price	Wallasey	89
4	Pete Messer	Clitheroe	85
5	Mike Lawson	Knutsford	80

### Inter-Club Championship

O/A	Club	Points
1	Knutsford & DMC	246
2	Bolton-le-Moors CC	219
3	Liverpool MC	178
4	Longton & DMC	167
5	U17MC	146
6	Clitheroe & DMC	100
7	Caernarvonshire & Anglesey MC	77
8	Accrington MSC	71
9	North Wales CC	63
10	Bala & DMC	56

### Marshals Championship

O/A	Marshal	Club	Points
1	Brian Wragg	Liverpool MC	103
2	Maurice Ellison	Clitheroe	52
3	Jim Livesey	U17	32
4	Stephen Johnson	U17MC	28
= 5	Ian Mather	Stockport	27
= 5	Lindsay Mather	Stockport	27
7	Steve Smith	Accrington	13
8	Tracey Smith	Accrington	13
9	Tim Millington	Knutsford	12
10	Sean Robertson	Liverpool	10



# NESCRO



Historic Motorsport In  
The North Of England & Scotland

## 2021 Calendar & Challenge Rounds Update

<b>Sun 5th September</b>	Wearside	Durham AC	Historic/Targa
<b>Sun 2nd October</b>	Solway	Wigton Motor Club	Historic/Targa
<b>Sun 3rd October</b>	Solway Coast Targa	Solway Car Club	Historic/Targa
<b>Sat 13th November</b>	Saltire	Saltire Rally Club	Historic/Targa

There may be an extra event in the NESCRO Challenge. Kirkby Lonsdale MC were organising the Devils Own which was an Interclub Permit event (Nat B in old money!!) which was to run in the Cockermouth area for the HRCR Clubman's Championship. This event has been cancelled but they are looking at running a Clubman's Permit event in a different location. Nothing is confirmed at the moment but Clerk of the Course, Martyn Taylor is working on it. If this event runs I will certainly include it in the 2021 NESCRO Challenge.

The first weekend in October has a 'double header', a chance to compete on two events in one weekend. Saturday 2nd October, Wigton MC are organising the Solway Classic and Targa based entirely at Kirkbride Airfield. Sunday 3rd October, Solway CC are running the Solway Targa based at Dundrennan Camp.

**Bob Hargreaves**

**2021 NESCRO Challenge Co-ordinator**

### Historic Driver's Challenge

Pos	Driver	pts
1	Alex Willan	191.8
2	John Haygarth	189.4
3	David Alexander	164.3
4	Ali Procter	156.7
5	Malcolm Mackay	151.4
6	Andrew Johnson	135.4
7	Tom Cruddock	117.1
8	Brian Bradley	115.8
9	Ronnie Dale	111.3
10	Graham Cornthwaite	104.1

### Targa Driver's Challenge

Pos	Driver	pts
1	Chris Dodds	329.6
2	Neil Raven	254.2
3	David Pedley	222.8
4	Jack Morton	222.5
5	Simon Jennings	216.9
6	David O'Conner	215.7
7	Kevin Savage	209.8
8	Chris Hunter	205.7
9	Matt Flynn	201.0
10	David Place	191.8



### Historic Navigators Challenge

Pos	Navigator	pts
1	Glen Fothergill	191.8
2	Bob Hargreaves	189.4
3	Marc Humphries	154.3
4	Marc Crack	151.4
5	Alisdair Venn	145.7
6	David Boyes	135.4
7	Rita Newit	117.1
8	Michael Marsland	115.8
9	Marcus Pomfret	104.1
10	John McWhirter	102.9

### Targa Navigators Challenge

Pos	Navigator	pts
1	Claire Raven	254.2
2	Grace Pedley	222.8
3	Essi Salonen	222.5
4	Colin Fish	216.9
5	Stuart Davies	215.7
6	Phil Savage	209.8
7	Fiona Tyson	205.7
8	Rob Bryn Jones	201.0
9	Lynsey Proctor	194.1
10	Ryan Parker	191.8







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- Cool Air Induction
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*Motorsport UK Yearbook 2021 (Compeditors: Safety, sec 2.2 Seats)*

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## GRAVEL PCA WINTER SERIES

**Wern Ddu Quarry**

**Gwyddelwern,**

**Cowen LL21 9SD**

Event 1. October 17<sup>th</sup>

Event 2 December 12<sup>th</sup>

Online entry's Open September 1st

Finals + maps 1st October

25 places + reserves



**Kirkby Lonsdale MC**

**Devils Own Rally**

**23<sup>rd</sup> October**

**Warcop Ranges**

Here we go again people. The Devils Own team present the KLMC Targa, Part Two.

A Targa event on the Warcop Army ranges on the 23rd of October 2021.

Compact route, mainly on private MOD land, starting at 12:30 and finishing at 20:00.

25 miles across 12 tests of mainly tarmac roads on the army ranges.

An evening meal to allow darkness to fall, followed by a marked map navigational section of 15 miles, across tarmac and gravel roads which will test drivers and navigators to the limit across this challenging little used venue.

4WD cars are welcome and tyres are free, as long as they comply with the Blue Book.

More information to follow including regulations in a couple of weeks.

## E5 & E10 Fuel : A Solution ?

I was having a coffee with a few of my old motorsport pals last Tuesday when the subject of the new petrol came up.

During discussions, one of our company came up with a plan; I think it will be popular.

- Put your new petrol into a clean container which has a tap fitted at the bottom.
- Take some tap water and add some drainage dye to it and pour this into the container.
- After a wee while, the water absorbs the ethyl alcohol and settles to the bottom.
- The water / alcohol mix is drained off leaving proper petrol in the container.
- Now, all you have to do is distil off the alcohol.
- Pour the dyed water down the drain,
- Drink the alcohol and relax with a classic car magazine.

### Just a suggestion!

A hillbilly went hunting one day in West Virginia and bagged three ducks. He put them in the bed of his pickup truck and was about to drive home where he was confronted by an ornery game warden who didn't like hillbillies. The game warden ordered to the hillbilly to show his hunting license, and the hillbilly pulled out a valid West Virginia hunting license. The game warden looked at the license, then reached over and picked up one of the ducks, sniffed its butt, and said, "This duck ain't from West Virginia. This is a Kentucky duck. You got a Kentucky huntin' license, boy?" The hillbilly reached into his wallet and produced a Kentucky hunting license.

The game warden looked at it, then reached over and grabbed the second duck, sniffed its butt, and said, "This ain't no Kentucky duck. This duck's from Tennessee. You got an Tennessee license?"

The hillbilly reached into his wallet and produced an Tennessee license. The warden then reached over and picked up the third duck, sniffed its butt, and said "This ain't no Tennessee duck. This here duck's from Virginia. . You got a Virginia. huntin' license?"

Again the hillbilly reached into his wallet and brought out a Virginia. hunting license. The game warden was extremely frustrated at this point, and he yelled at the hillbilly "Just where the hell are you from?"

"The hillbilly turned around, bent over, dropped his pants, and said "You tell me, you're the expert!!"



## Hexham & District Motor Club



JOHN ROBSON / HEXHAM HISTORIC RALLY  
19<sup>th</sup> and 20<sup>th</sup> of February 2022

Hexham and District Motor Club are pleased to announce the running of the John Robson / Hexham Historic Rally 2022.

- 150 Mile Route Using The Best Lanes of Northumberland and Cumbria.
  - Results by Matthew Atkinson's Rallies Info
- Unique Early Finish
- IN ANCC, SD34, Scottish AMC, ANWCC and also ANWCC Historic Rally Championships.
  - Simple No Nonsense Navigation
  - Beginner Class with Marked Maps



Image courtesy of M. Scammon

2020 winners Bevan Blacker/Niall Frost

- Regulations available from the 1<sup>st</sup> of January 2022 from the Hexham and District Motor Club Website and Facebook Page.

16th October 2021

The  
Andy Mort  
Tour

Entries are open!



AMT

Regs etc : [www.2300club.org](http://www.2300club.org)



**8 Rounds 6 Circuits**  
**Make sure you get these dates in your calendar**

**6th November 2021**  
**Oulton Park**

**21 November 2021**  
**Cadwell Park**

**5 December 2021**  
**Donington Park**

**15 January 2022**  
**Brands Hatch**

**29 January / 30 January 2022**  
**Anglesey Circuit / Trac Môn**

**19 February 2022**  
**Snetterton**

**13 March 2022**  
**Donington Park**

**3 April 2022**  
**Cadwell Park**

**Full details at**  
**<http://msnrallychamp.co.uk/>**



**24th & 25th September**

Trackrod Rally Yorkshire runs on Fri. 24th & Sat. 25th September in the North Yorkshire forests. BRMC are running Gale Rigg on the Saturday, with Elizabeth Klinkenberg as Stage Commander.

Sign-on 07.15 to 08.00am at the stage start, & first car is due at 09.54am.

A full entry of 180 cars is expected.

Any help would be welcomed by Elizabeth, who can be contacted on

M : 07713 324499 or E : [myrallyemail@gmail.com](mailto:myrallyemail@gmail.com)

With grateful thanks,

Tim Bendelow , BRMC NE Rally Rep.



## 2021 Events

### Rounds 5 & 6

**3 & 4th September**

#### The Tour of Flanders

Roesleare, Belgium

[www.omloopvanlaanderen.be](http://www.omloopvanlaanderen.be)

### Round 7

**16th October Wydean Stages**

Forest of Dean

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

### Round 8

**24th October Cheviot Stages Rally** Otter-

burn Ranges, Nothumberland

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

To register for the 2021 Championship go to [www.hrcr.co.uk](http://www.hrcr.co.uk), NB if you registered for 2020 your registration remains valid for 2021



# Manx Auto Sport

# PokerStars

## 1st & 2nd October 2021

**Manx Auto Sport, are looking for volunteers to help run the event.**

**We are looking for:**

- \* Marshals
- \* Radio operators
- \* Timekeepers

If you'd like to help out on the event, register your interest today with our volunteers liaison officer at [volunteermas@gmx.com](mailto:volunteermas@gmx.com).

If you are new, don't worry our Volunteers Team will help you through the MSUK Marshal accreditation and you will be placed with experienced volunteers.

**Please state the following in your email:**

- \* Name:
- \* Official role (ie Marshal/Radio/Timekeeper):
- \* Availability: Friday / Saturday / Both
- \* Contact number:
- \* MSUK Marshal number:
- \* People in Group (if applicable):



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>**



**TOUR OF CHESHIRE  
HISTORIC ROAD RALLY  
SATURDAY 25<sup>TH</sup> SEPTEMBER 2021**

# MARSHALS

**We are recruiting marshals for the Tour of Cheshire 2021, so, if you can assist please contact us at:**

**[marshals@tourofcheshire.co.uk](mailto:marshals@tourofcheshire.co.uk)**

with your contact details, availability and experience.

Rally start & finish at the Bickerton Poacher SY14 8BE on the A534, map reference 117/524545.

This year's event will be mainly within Cheshire, using OS maps 109,117 & 118 with a route of approximately 150 miles including 8 Tests and 8 Regularity Sections.

**We look forward to hearing from you soon.**

**Noel Watson & Roger Hopkins -  
Joint Chief Marshals**

**Dale Cox - Test Marshals Co-ordinator  
Tour of Cheshire Historic Road Rally 2021  
Knutsford & District Motor Club Ltd**

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

E-mail: [marshals@tourofcheshire.co.uk](mailto:marshals@tourofcheshire.co.uk)

## 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:-**

- **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

<b>Leigh Macdonald</b>	<b><u><a href="mailto:Imacdonald555@aol.com">Imacdonald555@aol.com</a></u></b>
<b>Anthony Jamieson</b>	<b><u><a href="mailto:anthony.jamieson@live.co.uk">anthony.jamieson@live.co.uk</a></u></b>
<b>Neville Simmons</b>	<b><u><a href="mailto:Neville.simmons@live.co.uk">Neville.simmons@live.co.uk</a></u></b>

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**Phil James**

Motorsports Photographer & Journalist

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phil@pro-rally.co.uk

@ProRallyPhoto

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# 1

www.pro-rally.co.uk

## Association of North East and Cumbria Car Clubs



**AS PERFORMANCE.COM**

Motor sport specialists

The Championship Management Committee met to start planning the 2022 championship. It is looking an excellent championship with a mixture of the traditional circuits, ranges of Otterburn and Warcop and closed road events. Hopefully enough in the 2022 championship to please all.

There is of course the small matter of completing the 2021 championship and we still have 3 rounds to complete. Entries are still open and the championship is poised that a winner could not be assumed at this point.

Entries should be made via the official web page [www.nerallychamp.co.uk/competitors.html](http://www.nerallychamp.co.uk/competitors.html)

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## **SALES & MARKETING EXECUTIVE**

Due to growth and expansion, Motorsport Circuit Management Limited is now looking to recruit a Sales & Marketing Executive to primarily source new business and develop new partnerships as part of our Sales, Events and Marketing Team. The successful applicant will be expected to attend exhibitions and trade shows as well as networking events and visit potential new clients and will report to the Circuit Director.

### **PERSONAL ATTRIBUTES**

The ideal candidate will have previous sales experience preferably in the corporate hospitality/entertainment industry and we are looking for a dynamic customer focused person. A background in motorsport sales and marketing would be an advantage. The applicant must have a professional and confident telephone manner and a good working knowledge of Microsoft Office and all social media channels. We are looking for a confident, enthusiastic, self-motivated person who has first class communication skills and must be presentable and reliable.

### **BENEFITS**

- 28 days holiday per annum
- Free car parking on site
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**Please forward your covering letter and full C.V**

**By email to:**

[Chris.Pullman@threesisterscircuit.co.uk](mailto:Chris.Pullman@threesisterscircuit.co.uk)

**or by post to:**

**Chris Pullman,  
Three Sisters Circuit  
Three Sisters Road  
Ashton-in-Makerfield  
Wigan WN4 8DD**



## **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)**

**Come and help run Yorkshire's top Rally!  
Help is needed on both the special stages  
and along the route.**

**Contact- [Richard Webster](mailto:marshal@rallyyorkshire.co.uk) Chief Marshal  
[marshal@rallyyorkshire.co.uk](mailto:marshal@rallyyorkshire.co.uk)**

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## WINTER SERIES GRAVEL PCA

### WERN DDU QUARRY



(Thanks to all who responded we are go for this series)

1. **October 17th - confirmed**
2. **November Yet to be confirmed**
3. **December 12th confirmed**

Final date for November to be confirmed in the next few days.

#### Series Details

Similar course set up

Limited to 25 entries

9:30 am first car on track

Target 6x runs min

AM/ PM reverse course lay out

New / Junior drivers (14yr +) Introduction

Winter Series awards

Classes as before

Camping overnite £7.50

The entry is limited to 25 competitors and the earlier start are both to maximise the number of runs.

Entry £50 Due to increased costs both MSUK and site all entry's are to be prepaid and close 14 days before the event .

Organisers to reserve the right to cancel the event if minimum of 22 paid entries.

It would be great to re establish this unique event , the planned dates are to avoid Rallys .

A major concern is the amount of entrants and cars that are ready to compete -

So please express you interest if we have enough response we can confirm dates and proceed to promote this mini winter series - and finally blow away those lock down cobb webs .



## Updated 2021 Motorsport UK British Rally Championship Calendar

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



## 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".



### 2021 Calendar

12 Sep	Ilkley Jubilee	Ilkley & DMC
25 Sep	Tour of Cheshire	Knutsford DMC
9 Oct	Dansport Historic	Matlock MC

# GAZZARD ACCOUNTS

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**[gazzard.accts@btinternet.com](mailto:gazzard.accts@btinternet.com)**



# Acknowledgements

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

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

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

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

*Jokes, Photographs, Information, reports etc*

Terry Martin (CDMC)	Steve Entwistle,
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Songasport	Ed Graham (HDMC)
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Dan Willan (KLMC)	Dave V. Thomas (ANWCC)
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Les Fragle (Gemini 3)	Steve Coombes (Gemini 5)
Adrian Spencer (Adgespeed)	Phil Andrews
Tom Irvin Photography	David Bell (Gemini 61)
Paul Gilligan	'Inside the Industry'
Duncan Littler	Speed Sports Photography

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

**Steve Johnson**

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

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

## SD34MSG



### Next Meeting

**Wednesday 15th Sept**  
**By Zoom**

## ANCC



### Next Meeting

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



## ANWCC

Association of North Western Car Clubs

### Next Meeting,

**Tuesday November 9th**  
<http://anwcc.co.uk/>

## ANECCC



### Tyneside Group

**Tuesday 7th of Sept**  
**Might be by Zoom - Might Not**

**Teeside Group Meeting**  
**Thursday 17th 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 November Edition is*

**Monday the 27th of September**  
*which is due out on*

**Thursday the 30th of September**

(I will be at the Clitheronian Rally on the 25th and 26th)

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

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

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