

# October 2021 spotlight



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



**ANWCC**  
Association of North Western Car Clubs

**ANCC**  
Association of Northern Car Clubs



***Phil Thompson's 'Backyard Special'***

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

***Volume 12 : Issue 10 : October 2021 : Maurice Ellison***

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***Front Cover :-***

***'Backyard Special'***



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## Comprising the following 10 Clubs



**Blackpool South Shore Motor Club**

[www.bssmc.com](http://www.bssmc.com)



**Clitheroe & District Motor Club**

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



**Ecurie Royal Oak Motor Club**

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



**Garstang & Preston MC**

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



**High Moor Motor Club**

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



**Preston Motorsport Club**

[www.facebook.com/prestonmotorsportclub](http://www.facebook.com/prestonmotorsportclub)



**Stockport 061 Motor Club**

[www.stockport061.co.uk](http://www.stockport061.co.uk)



**Warrington & District Motor Club**

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



**Wallasey Motor Club**

[www.wallaseymc.com](http://www.wallaseymc.com)



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## ADVERTISING in 'SPOTLIGHT'

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ANWCC, ANECCC and ANCC clubs**

**All advertising revenue helps to fund SD34MSG**

**Contact either Les Fragle, Maurice Ellison  
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Marshalling has taken up most of my weekends since the last Chairman's Chat. At the end of last month I attended the Pendragon Stages with club members and had a great time marshalling in stage. The Pre-event signing on saves time on the day. All the team, Radio car and 3 extra marshals, were allocated to a junction before the event through emails. We also had a local marshal with us who had stage plans and turn around tasks for the junction. So, between each pair of stages we all pitched in to set the junction up. The job was done in minutes, well before any change crews or the event stewards arrived. That is how stage events should run. The marshals on the event had been 'looked' after; how many events forget that marshals also need to be appreciated and thanked? **Whilst I do not marshal for the goody bags, the Pendragon Stage's was a level above most events!** Well done to the Pendragon team, I am sure all marshals will be back for the next event; a great investment for future volunteers. **Many events could learn from these actions.**

On next 'other' club event that I marshalled on was the CDMC Clitheronian Rally. Here again the team had a goody bags for all marshals at the start. They also (at a substantial cost to the event) offered a free breakfast to those who marshalled all night and came to the finish! This has always been a tradition on road rallies; the marshal, without which, the event would not happen, is very truly appreciated on this event.

See below;

## **Paul Buckel**

*Can I on the behalf of myself and Steve, say a massive thank you to a small but dedicated team for all the hard work on this year's Clitheronian.*

*Maurice Ellison (Chief Marshal) Gareth Sheppard (Assistant to Chief Marshal), great job guys.*

*To John Gribbins of Wastebusters for their support.*

*Chris, Heidi and Steve on the results.*

*Mick Conboy and Paul Pendleton set up. Spot on. I should also mention Jez Turner who put hours of work into set up before he came down with Covid. Get well soon Jez.*

*Dave Barratt and Tony Vart, course closing car.*

*Steve L and Andrew bringing up the rear as mop up crew.*

*I would also like to thank all the Marshals for giving us your valuable time, without whom we could not do what we do.*

*To the competitors both new and old to the Clitheronian, for showing your support to the event. I hope you all enjoyed it regardless of how your night went.*

*Well done to David Iwan Jones and Ryan Swain on a well deserved win. First time on the Clitheronian and from what I can gather, first time in our neck of the woods, showing the regulars how it's done. Commiserations to those who just missed out.*

*I won't lie it has been a very challenging event to run this year for many reasons. I hope the cracks didn't show too much. Just goes to show that every day is a school day. Lessons to be learned even after 15 years of running the event.*

*I think it's off to the Peel Park tonight for a pint or two.*

*Cheers*

## **Paul Buckel C of C**

For me, the Clitheronian was a return to the 70s/80s with six Ford Escort Mk2s in the first 12 cars on the entry list. All that I saw were £30 to £40K cars! and possibly had more power than when they were winning the RAC rally! They were a credit to the owners and the builders of these cars. *I am glad; I am not picking up the repair bill for Car 1! But that is rallying for you.*

**Continued on Page 6**



## **SD34MSG** **Chairmans Chat** **Continued from Page 5**

The Start was again just like the 70s/80s with members at the start from almost every North West Motor club and several that have dissolved. It was what SD34MSG is all about, helping local clubs run local events.

The 'all-nighter'. Not Wigan casino or Blackpool Mecca (For those old enough see -<https://ilovemanchester.com/northern-soul-scene-wigan-casino>) Many of those attending the start, will also remember the Soul nights of the 70s/80s..... That is an issue for all motor clubs!

The winning car was a Mk2 Escort of David Iwan Jones/ Ryan Swan Still only by 1minute 44seconds.

Second overall Dan Sedgwick and Callum Lambert from CDMC, in at Peugeot 106, showed that skill and youth in a car with a value of less than £3000 can still shine through! Well done to all the competitors and marshals, you have the pleasure of a BBC - Butler, Buckel, *Clitheroe - Creation*.

Also in September I helped the U17MC run Saturday and Sunday events at the Blackburn services, This was great to see families in attendance and 5 young drivers all without driving licences battling to win the PCA event. The same went for the Autotest, a young local 'new driver' took FTD from several experienced drivers! **See report PAGES 52 & 53**

SD34MSG had a meeting in September, report in this issue; clubs only get out of SD34, what they put in, next meeting is November, working together for motorsport in the North West.

**Steve Johnson, Chairman SD34MSG**



*Photo Courtesy of Chris Ellison*

## **Meeting Highlights** **September 15<sup>th</sup>**

### **Dates 2021 and 2022**

A main point of discussion was stage rallies for the 2022 championship. The Prom Stages is looking to go ahead in 2022. Pendle are looking to run at Weeton as normal in 2022, and a meeting is being held next week to discuss planning of the NW Stages. Discussions are happening in October for 3 Sister's events. It was decided that November would be a more prudent time to discuss the 2022 calendar as clubs made efforts to get their 2022 calendars in order. All in all, stage rallies are certainly looking positive at this early stage.

### **Championships**

As per the latest list thanks to all the compilers for the recent updates. If clubs have any questions please contact the compilers direct.

Following a query of a result from a recent hillclimb. Results for 2021 events stand, nothing can be changed. However, rules are proposed to be modified for 2022 to account for oddball results that skew the championship. Similar to what is already done in the non-ace rally championship. This will be done by way of a cap on points that can be awarded.

### **2022 Rules**

There was a general discussion regarding SD34MSG Rules & possible improvements / changes

**The date of the next meeting is  
Wednesday 18th November 2021,  
starting at 8pm, joining the Zoom  
meeting from 7:45pm**





# ANWCC

Association of North Western Car Clubs

As things come to a close we can announce a couple of Champions for this year. Our Forest Stage Rally Champion is Tom McKeown in the bright yellow Subaru, pictured on our Facebook page. With the Cambrian to run he cannot be beaten, but there is a 3-way fight for the Co-Driver title and it could end up with all three being on equal points!

All wide open in the Stage Rallies, our Road and Targa Rally Championships are struggling with no events in Wales or clubs not running as Interclub status, MSUK will not allow Clubman events in our championship.

Our Historic Rally championship has one more event, and a fight for the overall title. Autotest and Autosolo championships are not yet decided, but our PCA Champion is Oliver Mathison, who has recently celebrated his 15<sup>th</sup> birthday!

Rupert North is our Trials Champion again, winning with two events remaining. He has also won the British Championship again and in strong contention for the BTRDA title as well – not bad in a 993cc Suzuki Alto that was not considered to be a competitive car.

With two events in early October the Sprint title has a close battle for first and second between Matt Bramall and Nigel Fox. The Hillclimb championship has finished with a win for Chris Bramall in a Caterham shared with son Matt.

Allrounder David Goodlad has a maximum points total but can be equalled, whilst Brian Wragg is certainly the Champion Marshal for a second year.

Clubs are now submitting their dates for 2022 and it looks as though we should have some healthy championships, as we return to near normality. For those clubs who have yet to submit then we will gladly accept provisional dates – please complete the online form on our website.

Similarly, we are updating the database of club officials that receive bulletins sent out by our Secretary – again, the online form is linked from our website and we ask ALL clubs to submit the details – we require officials e-mail addresses.

So, to the regulations for next year. We are proposing a few changes to the structure of our championships, and the draft regulations can be viewed via our website – comments should be received by 31<sup>st</sup> October so that they can be approved at our next meeting, on 9<sup>th</sup> November.

The main proposed change is to combine the Sprint and Hillclimb championships into the new North-West Speed Championship, but will still have a Sprint Champion and a Hillclimb Champion.

We are also proposing to standardise the points scoring system across some of the disciplines, also give starter and finisher points. Along with this the awards breakdown may be modified, one thing being the deletion of the Ladies awards as it has been deemed “sexist” – comments have come from ladies!

Registrations for competitors will open after the regulations have been approved, so about mid-November. This year we have reached 234 contenders, up 17% on last year which was seriously affected, and our target for 2022 is 300.

We ask all clubs and competitors to assist in promoting our championships – “Regional championships for club competitors”.

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*

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

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





Liverpool Motor Club



# Autumn Sprint

Aintree  
4<sup>th</sup> September 2021

## Records Galore!

*Text & Photos by Phil James : [www.pro-rally.co.uk](http://www.pro-rally.co.uk)*

The excellent weather conditions were conducive to some fast times so it was no surprise that a number of track records fell on the day.

Graham Blackwell made best use of some revised traction settings to record FTD in his Mygale EcoBoost G21.

The well-organised event allowed contestants the opportunity to test their mettle on six timed runs with many saving their fastest times to last. Inevitably a number bucked that trend setting their fastest times on Run 1 and failing to get quicker as the day progressed.

The day's action got underway with the Class SA (Standard Saloon Cars up to including 1400cc) contenders, a trio of MG ZR pilots, with Chris Smith showing the number 1 decals attached to his car were a true indication of his performance. Clive Plested edged into second place by just 0.06secs after a close contest with Phil Howarth.

Class SC (Standard Saloon Cars over 1700cc up to and including 2000cc) proved popular attracting seven starters and it was Paul Gorge who claimed the top honours in his Renault Clio 172 Cup.

In contrast, Class SD (Standard Sports Cars up to and including 2000cc) had a solitary entrant in Peter Messer's Mazda MX5.

Class 1A (Road Cars Series Production Saloon Cars up to 1400cc) produced the first of the day's record breakers as Martin Rowe surpassed his previous record time in his Peugeot 106 Rallye. Andrew Till left his familiar MG ZR at home and took to the track in a completely standard Ford Fiesta ST Line, the first time he'd driven the car in anger at the Aintree track. He was Rowe's closest challenger while Ford Ka pilot Andrew Rollason was one who couldn't better his Run 1 time and was forced to accept third place in the final class rankings.

With two scheduled entrants not running Class 1B (Road Cars Series Production Saloon Cars over 1400cc and up to and including 2000cc) became a straight fight between Daniel Brady's Renault Clio 172 Cup and Paul Jaggard's Alfa Romeo Mito. On this occasion, it was the French model that claimed the prizes as the Italian marque failed to show after Run 3.

Alex Gilchrist-Jones took full advantage of the 500bhp provided by his Mitsubishi Lancer Evo9 GT to take top honours in Class 1C (Road Cars Series Production Saloon Cars over 2000cc). His day nearly ended early however after a coolant leak was identified as emanating from a broken radiator fan mount. Fortunately, some emergency repairs effected with the clever use of some cable ties, saved his day.



**Alex Gilchrist-Jones**



**Rob Holt**



**Nigel Fox**



**Robert Tonge**

**Continued on Page 9**



## **Aintree Autumn Sprint** **Continued from Page 8**

Peter Taylor was quickest in Class 1D (Road Cars 2 4 Seater Series Sportscars up to and including 2000cc) guiding his Mazda MX5 to victory ahead of the Honda S2000 of Raymond Worrall.

Top honours in Class 1E (Road Cars 2 4 Seater Series Sportscars over 2000cc) went to Ian Butcher in his Porsche Cayman S.

Steve Taylor was quickest in Class 1F in his Lotus Elise while Rob Holt, the sole entrant in Class 1G, made an early withdrawal after putting his Lotus Elise off exiting Village Corner.

In the Classes for Specialist Production Kit Replicas Martin Walker took 2A honours in his Westfield SEIW while Nigel Fox set fastest 2B time in his Caterham Super 7 Zetec. Jon Ison's time in Class 2C sufficed to provide the Westfield Megabusa pilot the honour of establishing a new class record.

Paul Talbot, returning to the sport following a 20 year absence, made the long trek north from Henley-on Thames only find he had zero competition in Class 3A (Modified Series Production Cars up to and including 1400cc). Undeterred he looked to previous class times as his benchmark. As the day progressed his times, in the Rover Mini he's spent seven years building, got better and he was delighted to record a sub 51 second final run to beat the previous best set by a HSA competitor.

Ian Johnson continued his winning ways in Class 3B (Modified Series Production Cars over 1400cc and up to and including 2000cc) bringing his Honda Civic Type R to victory ahead of John Moxham's Peugeot 205GTi. They faced competition from David Telfer, an Aintree debutant from north of the Border, who brought his rally homologated Ford Escort Mk2. Despite finding his car couldn't match the pace of the Aintree regulars on the long straights he enjoyed his day.

No one could match the pace of Chris Edwards in his Mazda 323 GTX in Class 3C (Modified Series Production Cars over 2000cc) where Graham Kearsley provided his closest challenge. Further competition came from the Lancia Delta Integrale 8v, a rare rhd example, of Gareth Shipley.

Mazda MX5 Mk2.5 pilot Sam Markham was the sole Class 3E entrant while John Hoyle set a new Class 3G track record in his Westfield SEIW as did Chris McDaid in his Zenos E10s in Class 3K. Terry Everall claimed the Class 3H honours in his Westfield Megablade.

Lyndsay Robertson only managed one run but the Force LM pilot proved the quickest of the day in Class 4A (Sports Libre Cars up to and including 2000cc). Martin Chittenden came closest to him in his Pulsar 919CBR while mechanical issues with his Maguire Spaceframe IMP cut short Grant Sinclair's day.

In the Racing Car classes John Loudon's Force HC was fastest in 5A and Geoff Ward took the top award in his Macon MR8 in 5B.

Robert Tonge set his personal best time in his Class 5C winning Force TA and added to which he set second-best time of the day.

This is Tonge's first season in the car and as he's still coming to terms with its grip and downforce it bodes well for the LMC member's future results. Paul Tinsley, who set FTD here in September 2019, was the sole 5D entrant in his Dallara F397 but couldn't repeat his previous success. But the quickest driver of the day was Graham Blackwell who managed to claim 5E honours and FTD by fending off the challenges of Ian Rowland (Reynard 2KF) and Daniel Williams (Gould GR37).

Andrew Webber continued his winning ways in Class 6A (Classic Road Cars first registered before 1991) in his Lotus Elan +2 stopping the clocks more than a second faster than the Talbot Sunbeam of Chris Thomas. Webber's time bettered his existing best so established a new class record. Paul Drake's MG BGT was third followed by the Triumph Stag of Ted Roberts and the MG B of octogenarian Rod Stansfield.

Two practice runs followed by the opportunity to take 6 timed runs kept the start line marshals very busy as they lined up cars over 625 times during the day, and still managed to head for home (or 3 Sisters) by 4 pm.

A great end to the Aintree Sprint Season.

**As usual, fully detailed results are on the Liverpool MC results page**



**Graham Blackwell**

**Durham MC**

# **Wearside Classic & Targa**

**5<sup>th</sup> September 2021**

*Neil Raven : Ilkley & DMC*

## ***Wearside Washouts***

On our last adventure we had been up in the north west near Carlisle on the Blue Streak targa getting to grips with some very ungrippy tests! At the end we got chatting to Chris Dodds who recommended the Wearside Classic and Targa rally at the Nissan plant in Sunderland. He finished off by saying he uses his MX5 to do it as it's all sealed surface. I was sold!

Claire Raven put the entry in then got on to Air B&B to find some accommodation for the Saturday night. There was nothing around the immediate area so we (Claire) looked further afield and found a £42 B&B with breakfast in Seaton Carew! Where?! Apparently it's in the north east above Middlesbrough and is a small seaside town with a fab beach aaaand the sea! It sounded like a great opportunity to don the peedos and go for a swim.

The B&B was great. It had a sea view past the public toilets, which were surprisingly popular, and the sun was doing its best to shine over them on the morning of the Targa. After dumping our stuff in the room and having a stroll up the front we went back to get the swimming gear and headed off to the North sea under grey skies. Claire decided to stay dressed but I joined the dolphins (apparently some had been spotted recently) and had a play in the waves. We had seen a bloke walking his dog in his pyjamas and dressing gown earlier so walking up the beach in my swim robe, essentially a dressing gown, felt quite normal after my play in the sea ☐

After the swim we headed for tea and had £5 each for the amusements to spend but being grown up we spent it on beer. Normally we steer clear of a curry as we compete in a Saxo but in the MX5 we can put the roof down and let the flatulence residue escape to the atmosphere so went for a curry. I'm so glad we had the roof off in the morning, I was rattling the windows all night and Claire needed oxygen at one point.

A quick farty blast up the A19 to Sunderland took us to the wrong gate at the huge Nissan plant but the very helpful security guard got us back on track and we found the gathering of like minded Targarists prepping their cars for the day ahead. We were one of seven MX5's on the entry list so there was plenty of competition in these super little Jap convertibles. Signing on completed we met up with Sulky Pete and Patient Sarah, who'd had about 3 hours sleep but hadn't been serenaded all night as Claire had.



***Continued on Page 11***



## ***Wearside Washout***

### ***Continued from Page 10***

As we chatted and laughed we forgot there were still tyres to change and boots to empty so we headed back to the cars and started making them lighter. It looked like a poor mans auto jumble on the side of the car park when we'd finished! We'd also brought up a couple of wheels for Geoff Bateman so had the luggage rack to take off the MX5 as well.

We had parked up next to the Nissan factory's fire engine which would come in useful if my Bhuna botty got out of control. Fortunately the first test could be viewed and running at car 23 we watched plenty of cars complete it successfully before us. We went through the diagrams together and lined up for our go. I did try and handbrake the rear wheel drive Mazda without dipping the clutch but other than that we did ok. The marshal seemed to be pleased with the drifting, which looks good but isn't the fastest way round but seemed to work well.

On to test 2 and we had a bit of a queue but that gave us a chance to watch the competitors ahead of us tackle the test on the Nissan test track. We had driven down to test 2 past rumble strips and uneven surfaces on which all had signs telling us what they were. Test 2 was on a huge area which then disappeared up behind a bank so we knew what the first bit had install but nothing from there. We set off and had a great blast on the large open test, it was easy to get carried away going in to the cones too fast. After the bank we saw the chicane ahead of us and the new brakes on the MX5 slowed us down to get through without too much fuss.

This took us straight in to test 3 which we weren't ready for and there was no one in front of us to watch so we hung back a bit to go through the test diagram. It looked fairly straightforward but my brain was not playing. We got through the first cones and approached the second bunch which is where my grey matter went in to melt down! Fortunately Claire guided me through and we sped off to complete a simple route around a square but then came back to another cone gathering which baffled me completely! We stopped, Claire pointed, I shouted 'where now' and she shouted back with the directions. It was a mess but we got through eventually and didn't mess up. Phew☐☐ Actual brain fade.

Test 4 was great. It started with a slalom up and down then in to a track off the test track with a lovely flowing right then left to the finish, it was a relief to my battered brain. From here we went back to test 1 to start again.

At the drivers briefing Lindsay Burnip suggested we used any queuing time to chat to our fellow competitors so as we queued for test 2 I chatted to the driver of an impressive MX5 sitting behind us. It turned out Adrian Charlton worked at the Nissan plant and had 31 years under his belt there! He was struggling for grip on his very high and stiff suspension but was having a great time.

The second run round used the same test layouts which gave my grey matter a rest and Claires vocal cords a break although I did get a bit giddy and gracefully glided past the stop line on test 3 incurring a 10 second penalty. Oops! It was more than an oops because the lunchtime results showed the rear wheel drive class to be so close, penalties made a big impact.

After lunch tests 2, 3 and 4 were put together to make one huge test and they were altered slightly. Before that we had test 15 which was on the site of test 1 and the marshal complemented us again on our drifting as we slid to a controlled stop. We like to entertain. We spent ages going over test 16 as we queued for the start. We felt we had it sorted and left the start line gingerly as the clutch had started to slip under the abuse it was getting!

The first part went great, a stop astride kept the speed down and we set off up and around some buildings and drifted our way back down in to the gathering of cones I'd had brain fade on earlier. I'd had a pint of blackcurrant and soda at lunch so I was buzzing and had the route in my head. I'd like to report that we smashed this test with a great time and stylish finish. Unfortunately reality was a bit different. As we entered the gathering of red and white striped plastic obstacles Claire went quiet. I was in my own world gliding up a small slalom then keeping the speed up as we left the last cone and sped off to the finish line. 'I think we've gone wrong' we're Claires first words. 'No that was right' was my confident reply, 'I did exactly what it showed on the diagram!'

I was confident I'd got it right but my super wifey nav wasn't convinced. We trundled through the Nissan site up to the last run of the test with the drift fan marshal and when we thanked him for marshaling he thanked us for a great display and hoped we'd make our last run on his test the best one! Well, we couldn't let the chap down now could we. If I'd asked Claire to write down what was going to happen next, she'd have been spot on! I could feel it in the way her head dropped after the marshal had made his request.

***Continued on Page 12***

## ***Wearside Washout***

### ***Continued from Page 11***

There was an elongated 360 degree turn at the start of the test which I tried to drift all the way round and completed 270 of the degrees incident free. However, the last 90 degrees had a cone that was in the line of fire and I duly took it out gaining another 10 seconds of penalties. Oopsy again!.

We completed the test with a glorious drift down the car park to the end but I'd bugged the job up totally. Not to be outdone in the spectacular ending competition Adrian left a lasting impression on his workplace and drifted gracefully in to a lamp post. Fortunately both Adrian and Angus were ok but the MX5 wouldn't be going much further.

We set off on the second run of the big test, test 18, which was also the last run of the day. I was sure I had the test right so took the same line through the gaggle of cones and screeched to a tyre torturing halt on the stop line. Claire still wasn't confident we'd got it right but I was adamant it was all good. Our last cruise through the Nissan site took us back to our pile of bags and scrap metal where we left the car and headed for dinner.

The Nissan social club had put on a lovely roast chicken dinner and for the first time in a very long time we had the opportunity to chat to our fellow competitors and check the results out. I wolfed my food down and set off to see how we'd done. I took some pictures of the results and headed back to our table. Reviewing the times I saw the two 10 second penalties but then spotted two 'wrong tests' on 16 and 18! My bottom lip started to quiver and my head dropped. For a wrong test you get the maximum time, which on this test was 160 seconds more than we'd taken. Times this by two and you have a disaster! And a very sulky Neily. No words. I was so sure I was right but Claire knew otherwise and the results confirmed this. Bummer.

Although this had ruined any chances of a decent result we had enjoyed another great weekend and been part of a fab event. The Wearside is a really well run, relaxed and friendly event in a superb venue with some great tests. It's a smooth surface with plenty of grip and suits all abilities. We will certainly be coming back next year.

A huge thank you to all the marshals who had to put up with some glorious sunshine and always had a smile and chat with us and appreciated some top showing off. And to the organising team for putting on a great event that ran smoothly and completely broke my brain. Chief accommodation officer and carer, Mrs Rave, played a blinder this weekend and let me sulk all the way home by going to sleep. Even more impressive was she slept going up and coming home in the MX5 with the top down and the wind rattling around.

Another excellent weekend with not quite the outcome on the event we'd hoped for but lots of laughs and enjoying the company of our motor sport friends. October see's our next cone dodging outing so I'm going to eat plenty of omega 7 before that!.

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

Queen Elizabeth and Dolly Parton die on the same day and they both go before an Angel to find out if they'll be admitted to Heaven.

Unfortunately, there's only one space left that day, so the Angel must decide which of them gets in.

The Angel asks Dolly if there's some particular reason why she should go to Heaven. Dolly takes off her top and says, 'Look at these, they're the most perfect breasts God ever created, and I'm sure it will please God to be able to see them every day, for eternity.'

The Angel thanks Dolly, and asks Her Majesty the same question.

The Queen takes a bottle of Perrier out of her purse, drinks it down. Then, pees into a toilet and pulls the lever.

The Angel says, 'OK, your Majesty, you may go in.' Dolly is outraged and asks, 'What was that all about? I show you two of God's own perfect creations and you turn me down. She pees into a toilet and she gets in!

'Sorry, Dolly,' says the Angel, 'but even in Heaven, A Royal Flush beats a Pair – No Matter How Big They Are.

**When you're dead,  
you don't know  
you're dead.  
All of the pain  
is felt by others.  
The same thing  
happens when  
you're stupid.**





# GREYSTOKE STAGES RALLY

## Rallying returns for Cumbrian crew

*Barry Lindsay*

The last month has seen rallying return for the Cumbrian crew of Barry Lindsay & Caroline Lodge after an 18 month break.

Pendragon stages saw Barry & Caroline dust off the Peugeot 106 that has sat waiting to return one day since it was out on the Xmas stages in November 2019. It had had a new fire system fitted to meet the new guidelines about to come in but other than that just a check over.

The Pendragon was the same layout to previous events with 8 stages ran on the Warcop range. The event rekindled those pre rally nerves and sleepless nights that some had forgot about over the last 18 months but as the crew gathered at Warcop they had reappeared!

Barry & Caroline both were a little unsure what to expect having had no seat time or testing. The first stage went reasonably well for the pair but Barry knew he wasn't on the pace he need be. Class rivals were Campbell & Forsyth in a Peugeot 206 and seeded behind them on the road but they are at the top of there game already having done events and were back up to speed. However even Barry was shocked to be 14 seconds down in 8 mile, 9m19 compared to 9m05.

Stage 2 the sun was now getting some heat up and Barry trying to feel the limit of the grip he had but also felt the tyres start to overheat for the last couple of mile but the time improved by 18 seconds that was the pace he needed on the first stage and this time only 3 behind Campbell / Forsyth. There was still a sequence of corners that Barry was lifting off for (stage one he even changed down a gear) but he knew he's been through flat out before but at this point couldn't see how.

Stage 3 Barry tightened the harness's a little tighter... Caroline tightened hers a bit tighter after a few corners when she realised mission attack had re-emerged and now with a set of Pirelli hard compound tyres they could attack the full length of stage. 10m06 stage time which was equal with two other class crews both with sequential gearbox's and around 50 more BHP, that was more like it.

Stage 4 was a repeat. Two small issues in the 106, the incar camera remote and lanyard got them selves amongst the pedals so a couple of seconds were maybe lost during the stage Barry making sure they weren't going to effect the brakes, then one of the leading crews caught them when on there second lap. Although the 106 won't have the acceleration of a Subaru WRC S12 it took the Subaru a while to get past on the double width road and Barry had to lift to let it in before the corner. Subaru then flicked up some stones smashing the 106 screen as a thank you... So a stage time 1 second slower was acceptable.

Lunchtime change around of the stages meant a slightly longer service so spanner checked over, fuel & tyres all routine service

Stage 5 being the opposite way around. Barry & Caroline attacked the longer 9.3 mile stage. That woke them up if they were thinking of an afternoon nap. 10M28 clawed back 4 seconds of the class deficit. Sitting in 20<sup>th</sup> Overall and 2<sup>nd</sup> in class but 16seconds was going to take a lot of getting back in the 3 stages that remained.

Stage 6 was to be the end for them though. Getting off to a good start turned messy with a lock-up on a junction square right then the leading R5 wanting past a narrow section so they eased over dropping a second or two but it came to nothing when exiting a corner bang, bang, bang and the car slowed. No drive. Pulling off on a wide bit and a broken driveshaft was diagnosed and a collapsed front wheel bearing meant they were going no further.

Greystoke stages this year ran in September due to M-sport stages taking priority on the forestry allocation for July. Now that there is more events around the country the Greystoke Stages was opened up to all makes of cars not just the elite with there M-sport cars.



*Photo by Martyn Petry*

*Continued on Page 14*

## Greystoke Stages : Continued from Page 13

Following weeks of dry weather the Sunday morning dawned wet which made the fine topped gravel roads very muddy and slippy.

Barry & Caroline were in the Carspeed Peugeot 206..

Stage one, Barry & Caroline had a steady start but not wanting to be in the same position as they were on the Pen-dragon dropping too much time to be clawed back so Caution but knew they had to be quickly up to speed. A time of 6m42 was matched by Shaw & Coxon in the Sunbeam who would be our class battle this day. They had a fuel pump fail less than a mile into this stage but were quickly switched to the spare pump.

Stage 2. Barry & Caroline upper there pace but so did Shaw & Coxon but both 1600cc crews tied on times of 6m30.

Stage 3 again had a different layout to previous years. The end section had been used and Barry & Caroline remembered the last few corners before the finish weren't as map. (Must have had a moment there for them both to remember!) Barry & Caroline managing take 6 seconds out of Shaw & Coxon.

Quick mid day service the 206 had its tyres swapped around and a broken CV Boot clip was spotted an excuse for mechanic Jonathan to get under the car in all the mud. All fixed ahead of stage 4.

For the top ten this stage would be dry but after that the heavens opened. Barry & Caroline pushed on. Or as Barry says "we took one or two risks" visibility was an issue and also there was standing water in the wheel tracks. 7M16 was 11 ahead of Shaw & Coxon.

Positions after SS4, Barry & Caroline in 14<sup>th</sup> OA on 27m44. And a 17sec class lead.

The layout of the final two stages included a section that even Barry & Caroline hadn't used and they have done 9 Greystokes Stages which is joint top of the most starts with Bannister, Robinson & Thomlinson over the years. The new section was perfectly straight with two chicanes not really what a 1600cc driver wants.

Stage 5 Barry & Caroline did what they could gaining another 8seconds class wise but dropping time to the bigger cars overall.

Final stage the sun had come out and the stage was starting to dry but was the same as stage 5. Barry & Caroline even resorted to bouncing off the mounds on the outside to try and gain some time but there wasn't much left to be got. Another 5 seconds though made the result a 30 second class win in 14<sup>th</sup> Overall.

Thanks to everyone who marshalled and organised its great to be back out rallying.

**Barry Lindsay**



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

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

***by Phil James***

Blackpool South Shore Motor Club members have experienced a real mix of motorsport highs and lows these past weeks but for the most part have finished smiling!

Perhaps none more so than Simon Bowen and Craig Simkiss, who having suffered retirements on both the Pendragon Stages and the Three Shires Stages, finished second overall on the Greystoke Stages in their Ford Fiesta S2000T. Propshaft failure on Warcop whilst lying second and clutch issues in Cheltenham left the pair just wanting a finish at the M-Sport gravel test venue and a trouble-free run ensured they made that goal.

While Callum Cross recorded finishes on both the Pendragon and Greystoke events neither were without their issues. Co-driving Paul Murro on the Warcop event the pair brought their Ford Fiesta R5 home in a disappointing 37<sup>th</sup> place. They had made a solid start to the event setting 11<sup>th</sup> fastest time on stage one but their day suffered a setback on the following test when the boost pipe became detached and they dropped almost half a minute.

All went well through the third stage and they had a lucky escape on stage four when, following an altercation with a rock, the car launched onto two wheels and went into a field. Fortunately they quickly regained the road and on reaching the rally mid-point in 12<sup>th</sup> place hopes were high for a top ten finish. Those hopes were soon dashed however when they missed a split on stage four and the mandatory maximum time penalty saw them demoted to 53<sup>rd</sup> place before clear runs through the final three stages improved their overall result.

Cross was then tasked with guiding Nathan Wearden, son of former World Rally contestant Neil, to the finish of the Greystoke Stages on the teenager's first forest event in his Ford Fiesta ST. They ended the rally 27<sup>th</sup> overall and would have undoubtedly ranked higher had it not been for a driveshaft failure that forced them to limp to the end of the final stage. For Cross though it was a job well done, in getting to the finish it was mission accomplished!

The Three Shires Stages provided Mark Holmes with more success than it did Simon Bowen. The Fleetwood Auto-Engineer, co-driven by Mark Perryman, brought his Ford Fiesta S2000 home 15<sup>th</sup> overall but like Bowen John Stone failed to finish. That event marked the Legend Fires supremo's final outing in his familiar Ford Fiesta WRC as Stone plans to debut a VW Polo R5 on the Isle of Man based Pokerstars Rally.

***Phil James***



***Simon Bowen & Craig Simkiss  
(Ford Fiesta S2000T).***

## **So called 'ENTHUSIASTS' Helping out!**

### ***Seen on Facebook***

Unfortunately due to circumstances there will be NO static display or demo stage runs on the Cambrian rally in October.

[Alyn Edwards](#) and the team have done the utmost to run this event Hats off to them.

Just wondering who is interested in a social weekend / spectating on the event. We have already booked at the Baytree Hotel. Opposite the pier.

Please let me know could be a great weekend.



## ***Why did they not Volunteer to Marshal?***

# West Cumbria MSC Greystoke Stages

19th September

## *Bird Out Of Luck In Greystoke*

Penrith-born Frank Bird and Lake District-based co-driver Jack Morton were out of luck on today's Greystoke Stages Rally after retiring when well in command.

The 21-year-old Cumbrian set fastest time on the opening three stages in the Dom Buckley Motorsport-prepared and Frank Bird Poultry/PBM and Aico-backed Ford Fiesta R5 as he and Morton looked to repeat their victory of 2019 on their local event.

Holding a half minute advantage going into the fourth stage of six, Bird slid off the road on SS4 and into retirement much to his disappointment.

**Frank Bird:** *"Everything was going fine, and I was enjoying being back on gravel again. We had set fastest time on the opening three stages but slid off the road on SS4 and we couldn't get the car back on the road. It's disappointing, especially as it was our local event which we had won before, but thanks as ever to Jack, the team and our sponsors, we'll hope to make up for the disappointment next time."*



## Ilkley & DMC

## Arthington Stubble Autotest

Neil 'Basket Weaver' Raven : Ilkley & DMC

## *Drifting in the Dusk*

One of my favourite events Ilkley motor club put on is the September stubble autotest. I've been cone dodging in the pitch black before now as the sun had set a good half an hour before I'd got to the last test! This year we had an earlier start time of 6.15 to make sure we all got our runs in before the man on the moon shone his Cibie Super Oscar on us.

It had been two years since we were last playing rally drivers in this field, due to one pandemic or another, and nothing had changed really, apart from the masses of people who had found the local beauty spot that lives at the end of the field. The meandering river Wharfe runs across the top of the field and, like an obedient autotester, turns right at the top corner and curves its way back down towards the entrance of the field before hanging a 45 left under Arthington viaduct. Where the river turns right it's known as 'Big Bend' where the river is deep and there is a fab beach to lounge around on. It's a wonderfully peaceful location with a footpath that runs along its bank to the beach.



*Continued on Page 17*



## ***Drifting in the Dust***

### ***Continued from page 16***

The various lockdowns and travel restrictions have brought the wider community to the great British outdoors and this swim and picnicking spot hasn't escaped the mass exodus. We had aimed to be early and after picking up the Saxo for Claire to play in we headed off to the field. We turned off the main road down the single lane dead end track but hit a queue of cars! This was most unexpected as the road leads to nowhere except the field and a sewage plant. As we squeezed past a few cars coming the other way we approached cars parked on both sides of the road in all sorts of small gaps and grass verges. It was rammed! After a brief queue we did get to the field and were met by swarms of people walking up the field, after their day of fun, with towels, bags and inflatables. It was bonkers. There's normally just us and the sewage flies!

Nick Pullan was in charge of the cone planting and had set out four very different tests making the most of the huge field we had at our disposal. After I'd changed the rear wheels on the MX5, to some that had a better chance of gripping in the fine soil, I set off to see Nick to get my test diagrams. There was a slight problem, the test diagrams were with his wife, Hazel, somewhere along the track in an ever increasing queue of day trippers, autotesters, marshals and locals! I offered to run up and pick the envelope of diagrams up and duly set off lugging my lockdown belly with me. Those of you that know me will remember my reports of cycling and running up hill and down Dale for many years, but during lockdown I set up a business repairing push bikes and the only exercise I get now is riding other people's bikes up and down the street to test them! I could remember how to run but my arse is now more fat than muscle so I was making much slower progress than previous times. Having said that, I was moving much quicker than the countryside grid locked drivers ahead of me. It was chaos. One guy was outside of a car helping to direct his friend backwards while simultaneously videoing it with his phone. Why?! The first face I recognised in the confusion of cars was Ian Waddington who waved a white envelope at me. Hazel had got the diagrams down the queue to Ian and saved my tortured legs another 100 metres work.

By the time I got back to the field I must have covered  $\frac{3}{4}$  mile, I was blowing a bit! But the run had got the blood pumping and with the test diagrams in hand I set off to test 4 in the company of Mrs Rave in the Saxo, Gaz Wriggo with his MX5 and Chris Preston in his Peugeot 206 Gti. Test 4 had the reversing in it so we made sure we got that completed in the daylight. I set off first and had a steady first run checking out the traction and getting to grips with Beryl (my new red MX5) to see how she dealt with the loose surface. Very well was the answer. The standard fitted Torsen limited slip diff worked a treat and allowed the car to be steered from the rear which was superb fun! It was perhaps not the quickest way through the test but certainly the most fun way! Gaz had dressed up for the event but was getting covered in dust as he drifted around the cones on the test with his windows down and leaving rooster tails of soil as he sped away up the field.

Claire set off on her run negotiating the 360 turns with ease and set up a really nice line out of the gate for the reverse. She came flying in to the finish with a huge grin, a common theme through all competitors, and waited for her time. She was 6 tenths of a second slower than me on her first run. I needed to pull my snow tyres up and get moving to maintain 'man' status in our relationship. Chris had a steady run with the gravel tyre shod 206 working well in the loose. At the other end of the field we could see Sulky Pete Clegg flying down test 1 sliding the Corsa through the slaloms and away up the field. It looked a cracking test. Test 3 was next for us and looked a bit more complicated so we watched Simon Green in his Lusty Justy 'S' as he took the top layer off the test on his first run through. There was some confusion over whether or not he'd got it right but he did it twice more and looked to be replicating Nick's work of art test diagrams. After much discussion with marshals, Geoff Poad and Phil Deacon, we agreed on the route and tried to remember it.



***Photos courtesy of @zxcphotog on insta!***

## ***Drifting in the Dust      Continued from page 17***

At the end of this test there was a 360 to slow you down before aiming for the finish line. Chris came flying in to this on his first run and as he changed down in to 1<sup>st</sup> ended up with the gear lever in his hand but not in the part of the car Peugeot had intended it to be. It had managed to escape the clips securing it and Chris had to put it back in before being able to select a gear. It only lost him a handful of seconds but he had to be very gentle with it for the rest of the evening.

The sun was starting to get ready for bed at this point so we decided to move to the bottom of the field and do test 1 in good light as it looked the fastest one, and it was! When I first joined Ilkley motor club some 22 years ago I had no idea what to expect as I'd never been involved in motor sport before. I had a 1.2 Nova and thought I was a tall Colin McRae! The first stubble autotest I took part in was run by Stan Peel in a field near Boroughbridge. The day was a blast and I needed a full tank of fuel to complete all the tests and just when I thought it was home time, Stan connected all the tests together and made one huge, err, stage. It wasn't a test anymore, it was the length of some WRC power stages are nowadays! Nicks tests were also fuel guzzlers and after the first run of test 1 it was clear I wasn't going to make the night on the fumes I had in the tank. Fortunately Leon Humphries was well prepared and had 20 litres of fossil fuel to hand and very generously let me have some to get the needle off the E symbol.

The long flowing tests Stan and Nick set are glorious fun, allowing you to be a rally driver for 90 seconds then beat your times by thinking about the lines you are taking and the distance you are from the cones. They are fairly easy to remember and there is enough space to push yourself and the car that bit harder without risking contact with solid objects. Having said that, one competitor several years ago did crash in to the only telegraph pole for miles around! There was more embarrassment than damage and they finished the event

The key to test 1 was to keep close to the cones and get the power on as soon as possible to head back up the field. The slow in fast out theory really works here as there is so little grip but it's much harder to put in to practice when there is so much space to go at! I put my sensible head on for the turns and managed to get a good push out from the turns to give me lots of woosh up the field! Into an ever tightening chicane then off to the top cone for the run back down. Amazing fun! But like all good things the fun had to come to an end and after I'd completed my runs it was off to our last test, test 2.

Test two included several 360 rotations on a zig zag route up the field; your reward for getting it right was a good blast back down through the cones in a large drifting slalom. Dave Sowman and Ian Waddington were timing us on this test and we're ushering us along to try and get us all through before the sun disappeared. After a lot of pointing at what may or may not have been a cone to get some perspective and idea where we were going, I jumped into the Japanese drift machine and set off on my first run. It was a steady, light footed, drive up around the 360 turns looking ahead to spot the next cone and making sure the correct sequence was followed. Once at the top it was like pointing your skis down the black run! Wooooohooooo! I was off! Building speed up and drifting round the first cone then diagonally across the field with the rear end darting around behind me like a giddy dog at the start of a walk. Just letting off the accelerator with a bit of steering input was enough to make Torsen turn the car in the desired direction then he got back on to the job of making the tyres grip on acceleration.

Diagonally across the field I darted again with my new found knowledge that the car would turn without braking allowing for a fast entry resulting in the red peril drifting virtually the full distance to the next cone! A superb feeling but not a particularly fast way to complete the test. A 360 spinny round to slow you down before the end and you were done! Incredible! And the good news was I had another two go's at it! On my next run I used third gear to try and get reduce the wheel spin and drifts but it felt like the car was struggling although my time was similar. On my last run I left it in second and let the valves have a bounce! All this did was increase the drifting as my very controlled right foot on the way up the test was replaced by my enthusiastic no control foot for the run down! I was quick out of the turns but was turning left or right to go in a straight line. Enormous fun but I was a second slower.

That really was the last run of the night and finished off a much needed return to normality. Lockdowns will come and go but the sun still rises and sets over the sewage farm day after day. It was lovely to have a care free thrash around in the stubble ( that's not a euphemism!) with good friends who were all there for one inclusive reason, to have fun! A visit to the local pub for some tall stories and what ifs off the event rounded off a great evening. A big thank you to the ever enthusiastic marshals who seemed to be enjoying us glide around as much as we were! To David Barker for making sure our vehicles were safe to play in, and be in hand to drag anyone out of the river in his gorgeous sounding V8 trials Landrover. To the landowner and of course to Nick for getting the site, setting some great tests and giving us a chance to let off some steam! The magnificent sunset closed another year of Ilkley club-night autotests and signified the start of the dark nights and time to get out in to the lanes for the navigation championship!

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



# Ilkley & DMC Ilkley Jubilee Classic 12th September

*Lynsey Procter : Hexham & DMC*

## Where has the weekend gone???

Home now, feet up, MAFS on tv and time to reflect on the Ilkley Jubilee rally 2021.

This years result could only be an improvement on mine and Graemes 2019 attempt.

Then, the car decided it would like to blow up on the way to the start. So we decided to get drunk!

This year was certainly more challenging and my head is still buzzing with junctions, distances, times and tests.

It was great to see friends and enjoy a night in a quality hotel. Massive congratulations to the winning crew of Jonty and Mark Appleton

Only 4 seconds behind them saw The Paul Crosby and The Ali Procter take best masters award. Unbelievably, Graeme and I finished 9th overall and took best novice award.

Thanks to the organisers for their time and hard work on putting on a fantastic event. As always, thanks to the volunteer army of marshals for standing out in random parts of North Yorkshire waiting for us to arrive. Or not as may be the case (reg 8, IRTC 3)

Looking forward to the next rally, the Hexham 12 car in a lengthy 3 days time in our pug

*Lynsey Procter : Hexham & DMC*



**Photos Courtesy  
of Tony North**





# TYM'S TALE

## or How to make an Alfa look like a BMW 328

**This is a story of a pleasing impressive achievement if it succeeds, or, more likely, total folly if it doesn't.**

*Phil Thompson*

Some time around 1987, I did some repair work on the body frame of a BMW 328. It turned out to have been the infamous FML 9, which had crashed in the 1937 Le Mans, fatally injuring its promising young British driver, Pat Fairfield.

I liked the body styling. There was also, a patched up hole in the aluminium skin, evidence that an extra fuel tank had been fitted for long distance events. Sadly, and wrongly in my opinion, this unique feature was not replicated in the new skin.

A few years down the line, and I had to build a complete new ash frame for a BMW 315. We picked this car up from Evercreech one Saturday. The body was so far gone, that we had to jig it up on tea chests to get an idea of how it should look.

I was bowled over by the beautiful swage lines, and derived great pleasure from making the frame for this vehicle.

I decided I'd have to have one of my own! Obviously, not the genuine article which was far too expensive, even if one were available, but something which incorporated my favourite features of these cars.

At that time, 3 Series BMWs were happily rotting away, and were available at a relatively low price. This would have been a sensible source of mechanical parts.

HOWEVER, common sense has not always played a major part in my life. I had a real affection for the Alfa Romeo Alfetta design, particularly the rear transaxle, De Dion rear suspension, torsion bar front suspension and, of course, the beautiful twin cam engine. What a wonderful set of parts for a sophisticated, advanced specification Special.

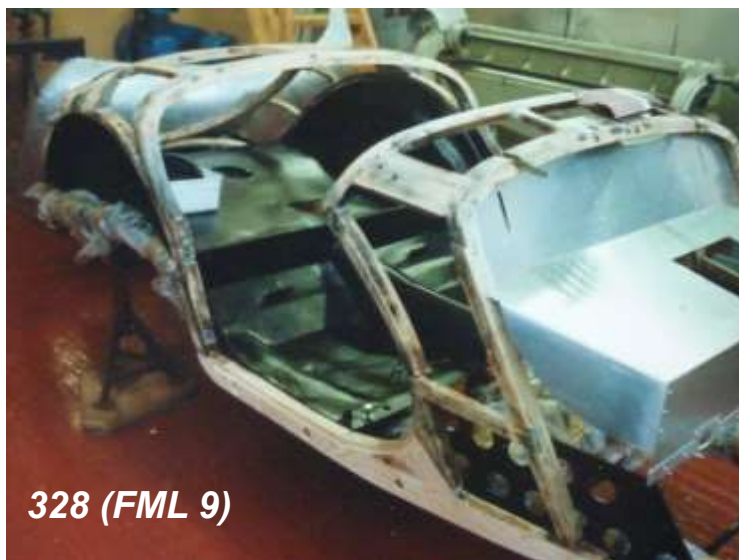
A drawing was prepared from photographs, and the basic 328 dimensions were used.

I designed a backbone spaceframe to accommodate the Alfetta components.

I also constructed a couple of wooden model spaceframes, the second one to 1/4 scale. This allowed me to "tweak" it in order to check torsional rigidity.

This took time, all the more because I've never been noted for getting things done very quickly.

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**328 (FML 9)**



**315.**



**A New Ash Frame**



**1/4 Scale Spaceframe**



## ***TYM's Tale***

### ***Continued from Page 20***

By the time I'd got a satisfactory solution, Alfettas were becoming increasingly scarce, or were simply "clapped out". Alfa 75s had reached a rock bottom price, and were being scrapped by the dozen. It made sense therefore, to plump for a 75 donor car. This would have the added advantage of supplying me with various spares for my everyday 75s.

Having cleared the garage of my Alvises, I was now in a position to start on the "hardware". I was also 60, which gave me some incentive for getting on with it.

A suitable donor 75 Twinspark was found on the other side of Greater Manchester. It belonged to an eccentric Croatian research student. A really nice guy. The engine seemed ok. Almost everything else was on its last legs, particularly one rear wheel bearing. However, we decided to tow it to my house, which was only about 10 miles away. Jossip kindly volunteered to drive the towed car. So, with the engine running to evacuate the servo, we set off, one 75 Twinspark towing another. So far so good!

After a few miles, the load on my car became increasingly heavy, to the extent that I just had to pull off the road, smoking, as was the one behind! Oh dear! What now? The brakes on the towed car had applied themselves with increasing ferocity, a phenomenon which I had encountered before.

Fortunately, Jossip was an A.A. member, and managed to get a rescue vehicle to take us the rest of the way.

When I'd got the car safely on my drive, Jossip, who thought that all English people had a name for their car asked what I was going to call it. I glanced at the registration plate "G256 TYM". So "TYM" he's been ever since.

Sadly, TYM had been greatly neglected through his 112,739 mile journey, in common with many 75 Twin-sparks at that time. There was considerable corrosion in all the usual places, and some of the mechanical parts were showing signs of old age particularly one rear wheel bearing. However, the engine seemed reasonable, and, all things being equal, should have been good for a further 70,000 miles or so. The clutch was only able to move the car with difficulty.

I feel no guilt at having dismembered such a vehicle, and, as I previously mentioned, many useful spare parts for our everyday 75s were thus obtained.

Meanwhile, apart from the mechanical and suspension bits, I also saved the mountings for engine, gearbox, steering rack, steering column and cross members for torsion bars and De Dion location.

The base of the spaceframe was 2"x1"x 14s gauge steel tube, the rest was 1"x1"x 16s gauge. Not particularly lightweight, but hopefully, pretty sturdy.

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## ***TYM's Tale***

### ***Continued from Page 21***

My first instalment came on the well used roof rack on my wife's 75 LE.

A plan was drawn on my double thickness flooring quality chipboard base. The bottom section was made, with key components in place. The top section was made and nailed in place, and, hey presto, a useable spaceframe emerged.

A few alterations had to be made, notably, repositioning one member to allow access to the oil filter, and also at the back to give better clearance for suspension movement, but overall, not bad for a first attempt.

My main objective at this time was to get the wheels on, so that I could transport it in the forthcoming house move! This was around the time of "Foot & Mouth", which devastated some parts of the country. The "cook" at the pub where I wanted to move was overheard to say "Gilbert's getting rid of all his cows". Like a flash, I asked if this would mean an empty cowshed!

Thus it was, that TYM was parcelled up with spare engine, spare gearbox several lengths of 1"X1", several ash planks, and, looking something like the Fred Flintstone vehicle, was loaded onto the Classicarco transporter to spend the next 6 months high on the Cumbrian fells in a cowshed with Daisy, the last remaining occupant.

Classicarco were extremely helpful at this time, and helped to reduce my stress levels.

After a period of house hunting, a suitable dwelling was located. The usual alterations were made, and the time came to move TYM from his cowshed into his new abode.

Little did I realise that it would be almost 13 years until his next outdoor appearance.

There followed all sorts of body building activities, from ash framing to panel beating and fibreglass construction. Also, wiring and fitting all mechanical parts. I used the original wiring loom, but shortened most of the wires. The correct end fittings are available from Vehicle Wiring Products, although there may be other sources. I only had to lengthen the wires going to the Air Volume Control Unit. All the colours correspond with the Alfa wiring diagrams.

In a moment of experimental enthusiasm, I made a cyclone separator instead of an air filter. I worked on these in 1966, long before Mr Dyson introduced them to his vacuum cleaners in 1993.

In addition, I had to ensure that everything complied with the Individual Vehicle Approval test requirements. If you've ever studied these and remained sane, you're a better person than I am Gunga Din. A glance at the sections on wing mirrors, windscreen wipers or seats would confirm this. Also, the need to demonstrate an efficient demister created lots of head scratching and other problems. I drove open cars for 25 years, and used a duster for this purpose.

The greatest tragedy in this respect is that TYM might lose his identity and have to be called something beginning with "Q", provided I can fathom the business of VIN numbers etc.



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## ***TYM's Tale***

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

Despite having something that resembles a car, there's still a long way to go. TYM is driveable in a brakeless sort of way and I'm hoping to get him painted before long. He's never going to win a concours, and although he could look fairly impressive from a distance, the workmanship is far from perfect.

However, for what used to be known as a "Backyard Special", he shows promise, and may inspire some younger enthusiast to do a better job.

**It's time now to plan the next project!**

***Phil Thompson***



***“Really, really exceptional especially as its  
a Home Built ‘Kit’ Car” Keith Thomas***

Snakes and ladders, ludo, draughts, tiddly winks, do you like all these games? Then get yourself a Compendium, it's a game changer.

Cosmetic surgery clinics, nail salons, hair salons, waxing centres and tanning places are all closed again due to yet another lockdown.

Watch out guys, it's about to get ugly out there.

My plan to only steal low calorie yogurts from the supermarket, is taking shape.

After some bad financial advice, I lost all my savings investing in an Egyptian themed Housing Estate. Turned out to be one of those Pyramid Schemes.

I used to go to the Gym religiously every day but I looked a right idiot dressed as a vicar.



# TWO GORY STORIES

*Phil Thompson*

In 1986, I decided to give up my “proper” job, and became a self employed violin maker and repairer. One of my customers was a flamenco guitarist by night, and a panel beater and car restorer by day.

I had always been a vintage car enthusiast, having owned and used a variety of post vintage thoroughbreds as everyday transport, and inevitably, I ended up sub contracting to him making ash frames, dashboards, casting patterns etc. I eventually did likewise for other outfits as different jobs turned up, and continued my own instrument work at the same time, a situation which suited me admirably. At least, it was better than working!

By far the largest number of frames I made was for Cricklewood Bentleys, but we handled a few other interesting cars as well. Probably the most interesting car I worked on was my first B.M.W. 328. I only replaced the rotten parts. If cars can have a curse on them, this probably had a strong claim to that title.

It was bought in 1937 by David Murray (of Ecurie Ecosse fame), painted green and registered FML9.

Murray entered it for Le Mans with British co driver Pat Fairfield. Shortly after the start there was a devastating pile up at White House corner and Fairfield was fatally injured when he hit the wreckage. Not a good start.

I read somewhere ages ago that by 1955, the same car, rebuilt, had got into the hands of racing driver David Blakely. He was shot dead outside the Magdala Pub in Hampstead by Ruth Ellis, the last woman to be hanged in this country. I am told that there is still a bullet hole in the wall. (Coincidentally, I think the previous woman hanged, a Mrs Styllou Christofi, also committed her crime in the same street, South Park Drive, less than 100 yards away.) I hope the present owner has a happier relationship with the car.

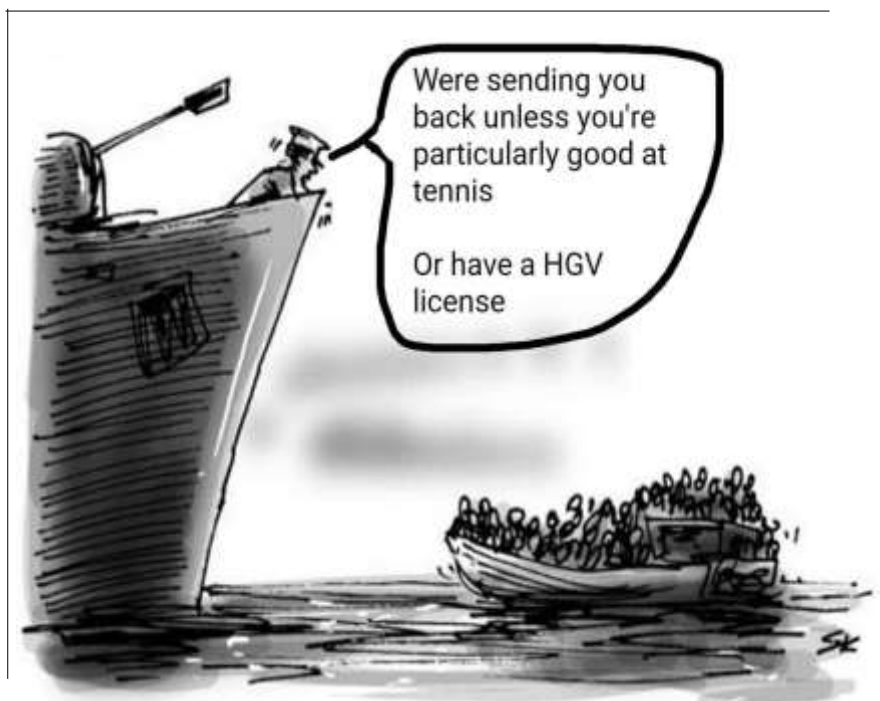
Another “gory story” involves Triumph 2000 Roadster ERL1. As a student in Manchester in the 60’s I had often seen this car parked under a railway arch. It transpired that the owner, Dennis, was a musician at the nearby Palace Theatre, and many years later I encountered him working in a music shop for which I did string repairs. He was having his car renovated, and as the dashboard had rotted away, he persuaded me to make a replica for him, which I did, and promptly forgot about it for over 25 years. A dozen summers ago, I was asked to make new door frames for a Triumph 2000 Roadster, and on delivering them I recognised the dash, made enquiries about the owner, and was reacquainted with Dennis who told me the following story.

ERL1 had been bought new by the Sheriff of Cornwall, who worked at St Austell and lived at Mevagissey. He had a son, a bit of a ne’er-do-well, who had fallen in love with a girl in London. In order to impress the girl, he needed cash, and asked his dad for some. Father refused and suggested he should get a job. The son asked if he could borrow ERL1 to go to London. The father refused. The son then asked his mother if he could borrow her car. Again, he was refused. At this point, the son picked up a shovel and beat both parents to death. He used a wheelbarrow to transport the bodies to the cliff edge and dropped them into the sea, went back to the house, got into ERL1 and drove to London to meet his girlfriend.

Knowing his appetite for alcohol, the girl persuaded him to take her out on foot, leaving the car parked in the street. Meanwhile, the bodies had been washed up on the beach and the car reported stolen. A police constable patrolling in London noticed ERL1 and all they had to do was wait for the happy couple to return from their night out and arrest the son. He was subsequently hanged.

In order to finance the restoration quarter of a century ago, Dennis had sold the registration number, so his car now has a less distinctive plate. I wonder if the present owner of this number knows its grisly secret?

*Phil Thompson*



# Cheltenham MC Hills Ford Three Shires Stages 5th September

*Terry Martin : Clitheroe & DMC*

This is the type of event Phil and myself have been waiting for, after doing a single venue at Down Ampney and the Hall Trophy road rally a couple of months ago, we couldn't wait for this event!

We decided not to do the Mewla, and save ourselves and car for the Hills Ford Three Shires Stages. 60 stage miles, 14 stages split into three loops.

We did one run through the stages on the recce, then took the car through noise and scrutineering. Unfortunately, at noise, the scrutineer passed out through the heat and dehydration! Fortunately, we had water to pass on to him, and help bring him round. Scrutineering passed without a problem, so out we went for a second pass of the stages, we felt a lot happier after altering our notes after the first run.

6.00 pm came round, and we headed off to Ledbury for the ceremonial start with team mate Matt Pierce also in an Escort MK2

With the main square closed off, and rally cars filling the street along with thousands of locals eager to see what "This rallying lark" is all about, is was an absolutely amazing atmosphere, and best start to a rally I've ever done.

The rally started at 08.05 for us, car 35, in Phil's 2.0 Toovey engined Escort, we opted to run softs all round. SS1 Gospel oak, 5.3 mls

Our plan was to take a more cautious approach to this stage, very technical, tight and twisty, lots of deceptive crests. 5m42s but 18 seconds behind the class leader. SS2 cancelled after a top 15 car had gone off.

SS3 & 4 we lost 7&10 seconds to Lee Edwards, the rear tyres going off early in the stage.

Back to service, fuel and harder tyres on the rear, and a change to Hosiers on the front, and harden the rear suspension up slightly.

Five stages on this loop, and we take a few seconds out of the class leader on four out the five. Phil is in top form, no drama, not too sideways, and absolutely flying.

Back to service, more fuel, Andrew is under the car, checking to find what is causing the vibration on the gear stick. We keep on the same tyres, but could do with a harder compound again.

Last five stages, 10&11 get cancelled, but the organisers did an exceptional job to run the last three. With only three stages left, we're never going to catch Lee Edwards. SS12/13

Phil is playing to the crowds, sideways anywhere and everywhere, you can even hear them cheering. Last stage, it's pointless me saying "keep it tidy, or don't do anything daft"



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### **Three Shires Stages : Continued from Page 25**

He's got a big grin on his face, we're both enjoying ourselves. SS14 plenty of chicanes over the crests, and slippery roads, everything going to plan, until. 200 Chic. Ent R 2 bales on the exit, we're on the grass, sideways down the road, he collects it nicely only a couple of miles to go! 150 2L into Trn HPR rnd bale,

Phil leaves the braking a little late, into the ditch, (on my side) Phil keeps the power on, and we get away with it.

Back to the finish and the result show 25th O/A 2nd in class, we're both happy with that. A brilliant rally, will be back next year, with some harder tyres.

***Terry Martin : Clitheroe & DMC***



## **Cheltenham MC Hills Ford Three Shires Stages 5th September**

***Mark Broadbent : Airedale & Pennine MCC***

Whizzing our way to 32nd overall and a fourth in class at the Hills Ford Three Shires Stages!

A days recce on the Saturday and an interesting evening stop over near Worcester meant we were geared up for an early start this morning for a days rallying

The first loop had four of the fourteen stages we would see through the day, all went without bother as Dave set about his usual bright start setting quick times against a packed entry list with some fantastic cars

The second loop again went without fault, pushing with lightly modified notes now we had completed a full fun at rally speed. However the times were frustratingly slower... and we don't know why! Each stage felt very quick but we could only manage a small difference in our previous times

The final loop was disappointing as we had the second and third cancelled stages and a mix up in the passage control meaning all cars around us were out of order. Thankfully no penalties we applied however it now meant we were chasing slower cars on the road.

Three more stages completed and we recorded a second finish in two rallies... within two weeks! Unheard of!

Finishing 32nd on an event we had not completed before, on a tough event and with a packed entry list of £150,000 cars... we will take 32nd gladly... and 4th in class was the best we could of hoped for

As always, a huge thank you to the service crew - without them we would if been well and truly stuck - Daniel Ward Leesa Keith Graham

Now we have a break for three weeks, before traveling to what is the highlight of our year - Roberts Garages Jersey Rally

***Mark Broadbent : Airedale & Pennine MCC***





# CASK 88 Whisky ensured the revival of Bo'ness Revival

*Keith Thomas. : Buckler MK5*

In a period of 10 years or so the Bo'ness Revival grew from an idea mooted at a picnic to commemorate the past Bo'ness hill climbs to become Scotland's premier motoring event attracting hundreds of participants and their cars taking part in the competitive hill climbs, classic car show or various trade stands.

The event also attracted thousands of spectators from far and wide, from the Orkneys to Torquay, one guy even came from as far away as Australia to drive in the event.

All these entries bring much needed revenue to the local economy, many stayed over after the weekend to visit the Falkirk wheel, Kelpies, Boness steam railway and other local attractions.

However two years of bad weather kept the crowds away, when Covid came it looked as if it was the final nail in the coffin of the event but fortunately a number of existing Bo'ness club members as well as some other motor club officials notably from Monklands car club decided to make one last very determined effort to keep the event going by taking the bull by the horns and organising a 2021 event.

After costing everything out it was decided if the event were to run it wasn't possible cost wise at Bo'ness itself but would have to be just a few miles away at Forrestburn. The reason for this is it's a permanent venue so benefits from the ability to be granted a track licence without having to import hundreds of straw bales at a cost of thousands of pounds, toilets, and other essential requisites.

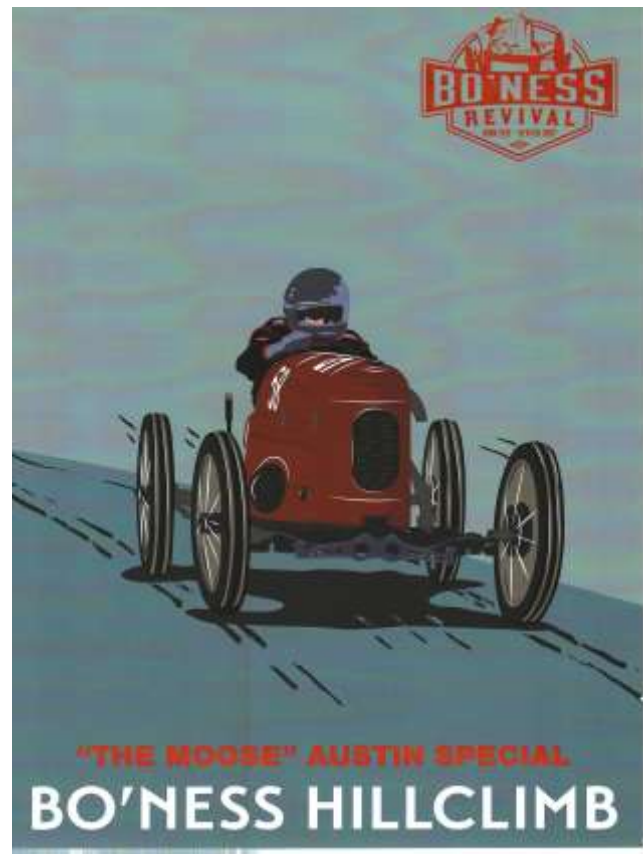
Before a track licence can be granted at Bo'ness itself all bales must be in position and inspected by a certified MSUK official obviously this needs lots of money upfront and no guarantee it will be approved until the very last moment.

A lot of hard work was put in by a small number of dedicated people and against all odds they got the event sanctioned and sponsorship from whisky distillers Cask 88 helped immensely with the finances. With an MSUK permit the event was possible but still dependant on attracting sufficient entries to make it financially viable although basic facilities and toilets are already permanently there.

I decided if they had gone to all the trouble to organise the event against almost impossible odds, we had a duty to support it so a few phone calls, e mails and conversations saw several of us Cumbrians send in entries, book accommodation or in some cases buy motorhomes in preparation to competing at Forrestburn, a venue none of us had visited before.

Unfortunately, John Hunter had to withdraw at last minute his lovely Riley TT replica when his partner Janice had medical issues after a car crash, John's Riley is one of the nicest looking cars in the country and is flying after some extensive engine work.

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## **Boness Revival** **Continued from Page 27**

Ian Smith and Ian Woozencroft brought the Smith family Alvis 12/70 behind Woozy's motorhome to double drive after re-fitting the original Alvis engine but fully sorted now, it is going like an express train.

Ian's son David was towing his Mini Marcos snugly tucked up in its new race shuttle race trailer behind Davids newly acquired motorhome then completing this convoy of competitors comes Chris Spencer in a brand-new motor home with his Formula Vee Scarab race car behind.

I imagine it was like the film "Convoy" I wonder if they had "Bears in the Air" etc playing on their CD players as they wound their way over the Lanarkshire moors !

Carol and I had arrived slightly earlier on the Friday evening, and we received wonderful welcome from everyone most of whom we hadn't seen for three years due to Covid. When fellow competitor Alastair Reynolds discovered I had never been to Forrestburn before he insisted on driving me around the track in his van as he said it takes a while to learn as it contains several blind crests and brows. Kindly Tony Smith a regular marshal and competitor also insisted on walking myself and my wife around the track on Saturday morning pointing out the tricky bits where most "offs" and "incidents" occurred, this I really appreciated.

The information from those guys was a tremendous help because when approaching the crests and blind brows you were now aware there were tight bends of varying severity just over the crests but at varying distances from the crests, to get it wrong would have been disastrous, thank you guys I'm eternally grateful.

The event was superb, even the weather was good which isn't always the case up on these moors and no event has had a more varied entry list anywhere in the country. From diminutive Austin 7 specials to Fraser Ewart's 6.75 litre turbo Bentley special appropriately named "The Beast", Alvis, Buckler, Brabham, Caterham, Ford, MG, Jeffrey, Jag, Fisher, Marcos, Lotus, Singer, Scarab, Morris, Porsche, Renault, TVR, Terrapin, this list gives an indication of the many marques attracted to the hill.

Being a complete circuit, the venue can get a tremendous number of runs completed in a very short space of time but unlike most venues there are several downhill sections so it's a very good test of driver, car, and memory but the sheer number of bends was testing my 74-year-old brain to its limit although I must admit many things tax my brain that others seem to find easy !

Both days ran well, organisation was faultless, the marshals and recovery crews were kept busy a few times but no serious incidents fortunately.

David Smith after a neck and neck battle on Saturday for class honours had the misfortune to have his engine break a crankshaft damper /woodruff key on Sunday and pop a hole in the casing leaving a trail of oil on the track which the marshals attended to with cement dust.



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## **Boness Revival** **Continued from Page 28**

Bill Lambie snr had the width of his Marcos increase by over two feet as his offside driveshaft complete with wheel made a bid for freedom on the finish straight then achieving its aim dropped the rear of the car onto the track just as he turned into the 180-degree hairpin to come back up into the paddock.

Once again, the recovery crew swiftly collected the car and sorted things out.

Andrew Paterson put up FTD on both days in his Lotus 61 with a 50.58 the fastest of all his runs, all other classes were hotly contested but the most amazing things for me was to see Paul Neil MacLachlan and Colin McLachlan putting up times of 58.74 and 62.38 respectively in their tiny 750cc Austin 7s, times far faster than many other cars with vastly more horsepower.

Both guys were sitting on a very rudimentary chassis if it can be described as that comprising only of a couple of bits of small channel. When your backside is sitting about one inch from the ground and you have no roll over protection whatsoever, no harnesses or head restraints it must do something to your brain, possibly their brains may have been surgically removed prior to their runs, certainly the part of the brain that deals with fear was most definitely absent.

I take my hat off to these intrepid guys their exploits and fantastic times were amazing, go to you tube and there you can see a little footage of these magnificent men in their flying machines, it looks very much like brakes had been omitted from their cars as well as their brains!

Cask 88 generously provided bottles of their wonderful whisky as prizes, fittingly the skill of the distiller and the skill of the fastest drivers are very complimentary, both are at the top of their craft, this event will be toasted appropriately in various homes with affection for many months to come.

Some other unique class awards were generously provided by event secretary Alex Hazlewood, he sourced antique BSF / BSW spanners from e bay over many months some appropriately with the pre-war "Austin" logo on them for the Austin 7 1922 to 1945 class, he then cleaned and mounted them on wood plaques using small magnets, the wood was nicely finished by Alex who learned to use a router and then finally varnished them.

What a lovely memento for those lucky or fast enough to be awarded one, well done Alex this was far away above the tasks expected of the secretary of the meeting but really appreciated by all.

As usual Billy Cater the Doune/ Boness comp sec entertained everyone at prizegiving with his jokes and various quips, no wonder he is welcomed at events all over the country as he attends many events and he is as well-known south of the border and in Ireland as he is in Scotland, maybe the correct word here for Billy is Notorious !



**Continued on Page 30**



## **Boness Revival** **Continued from Page 29**

Future plans for Forrestburn if money can be found are to construct a full-length race circuit that can be used for cars, cycle events, motorbikes and athletic/ running events, a motocross circuit plus ancillary clubhouse and buildings as there are hundreds of acres available on the site which I am told is owned by the local council although I understand the Monklands club has the benefit of a 50-year lease.

Currently Monklands club run monthly track days, auto tests and production car trials there so the enthusiasm and expertise are already established, it will be a real boost for the area if it could come to fruition and the remains of the many old coal spoil heaps could be used to re-profile the terrain without needing to import materials thus improving the locality making it infinitely more suitable for further investment.

This deprived locality would greatly benefit from a huge job creation project and with an attractive adjoining loch currently used only by a few wild swimmers the area could be transformed and at the same time create training opportunities and job prospects.

Shotts's prison is only a few miles away this would surely be a great source of labour and much better for the physical and mental health for low-risk prisoners working on a construction / landscaping project rather than sitting in a cell 23 hours a day.

The recent event was a fantastic effort by everyone, well deserving of much more support next year. If things go according to plan it is hoped there will be an event at Boness as well as one at Forrestburn and Doune too making up a little Scottish championship.

As Barbon in Westmorland is only about 75 or so miles south of the Scottish/ English border it could even be feasible to include Barbon and have a four-venue championship as many of the cars competing at Forrestburn were also at Barbon as Billy Cater the roving comp sec could confirm although that is just my idea.

At past Boness Revivals held in Boness itself many more English people have competed, in fact we have had regularly as many as 30 or 40 of us all seated together at the local Beancross pub in Polmont adjacent to the Travel Lodge and nearby Premier Inn. These and the adjacent Metro Inn are about 5 miles from the Boness venue, Forrestburn is about 16 miles from Polmont so not too far so no problem with accommodation.

I left my Buckler and trailer at Forrestburn on Friday evening, so it was an easy drive each morning taking more scenic routes on narrow roads.

Forrestburn clashed with a Jaguar club event so Geoff Mansfield and his fellow Jag enthusiasts were competing elsewhere, it's very difficult to avoid clashes such as this but hopefully things can be overcome for 2022, will you be there ?

**Keith Thomas. : Buckler MK5**





# CASK 88 Whisky Bo'ness Revival TROPHIES

*Keith Thomas*

I thought people might be interested to see the unusual trophies some competitors won at Boness Revival Hill-climb, this method could be copied by others and make a change from the usual glasses or shields.

Comp sec Alex Hazlewood scoured e bay over several months to get a number of old pre war spanners, cleaned them up and mounted them on wooden plaques very cunningly using small magnets set into the wood to hold them.

He learned how to use a router then machined the plaques before applying coats of varnish to them. Well done Alex, very much appreciated by all the competitors especially the pre war Austin 7 guys who received trophies with the old AUSTIN logo on them

Alex is seen here explaining the manufacturing method to Chris Spencer and David Smith who both won a trophy Alex had made.

*Keith Thomas*

**If at first you  
don't succeed**

**Try doing it the way  
your wife told you**



**COMMON SENSE**

**Is a flower that does not  
grow in everyone's garden**



## Wigan racer Tony Lynch secured his first win of the 2021 Retro Rallycross Championship season after a fine weekend on track at Pembrey.

The Welsh circuit played host to the third and fourth rounds of the campaign as part of a double-header across Sunday and Monday, with Tony hoping to reap the reward of extensive work that had gone into his Landsail Team Geriatric-run Toyota MR2 in recent months.

With Paul Waldron Motorsport providing additional assistance as the team looked to find the best set-up for the car after the introduction of a new suspension package provided by team partner AVO, the third round on Sunday would largely become a test for Tony and the team as they worked to find the ideal set-up for the car.

Using the three heats to fine tune the handling of the Toyota, Tony secured three second place finishes to leave him on the front row for the final and a storming start saw him rocket into the lead off the line.

However, an uncharacteristic error saw Tony then spin out of the lead and dropped him down the order, although he recovered back to third over the remaining laps to ensure he finished on the podium.

Having settled on a set-up for Monday's action, Tony took victory in heat one but was then excluded from heat two for a non-competitive technical infringement relating to his onboard camera - which would leave him on the back row of the final even after a further podium in heat three.

Another rocket start when the lights went out for the final saw Tony blast into the lead on the run to turn one and from that point on, he would find himself embroiled in a cat and mouse battle for the victory with the Citroen of Steve Cozens.

Although the Citroen appeared to have the edge in terms of straight-line speed, the superior handling of the Toyota thanks to the revised suspension package would prove to be key as Tony saw off the challenge of his rival to snare a first Retro class win of the campaign - allowing him to retain his position at the head of the standings.

"It's been a really positive weekend and we come away from Wales with two good results on the board, although it could have been better after Sunday," he said. "We've put a lot of work into improving the car, and throughout the first day, Paul and my team were able to work on various changes to the car so we could get the ideal set-up on the new suspension.

"We made a lot of progress on Sunday and it left us well placed for the final but the circuit had been watered before the start and I made a small error that cost me dear. We recovered well to get on the podium, but I knew there was more to come on Monday.

"The exclusion from heat two meant we were on the back foot for the final but it only made me more determined to fight for the win and I nailed the start to get into the lead. The changes to the handling gave me more confidence that I've ever had before, and it meant I could attack the corners more and was able to keep Steve at bay.

"Through the twisty bits in particular, the car was fantastic so I have to give thanks to AVO, Paul and my boys for their effort as the Toyota is now becoming the car we knew it can be.

"Having kept the points lead, we'll keep pushing hard to retain our advantage and I feel confident about the races still to come."



# HEXHAM & DISTRICT MOTOR CLUB

## THE SEPTEMBER SORTIE RALLY

### 12 Car Rally

### September 15<sup>th</sup>

The Hexham & District Motor Club's Autumn rally programme got underway with the September Sortie Rally as won in some style by Ali and Lynsey Proctor in the, by now, familiar Peugeot 205, the Proctors, fresh from their success on the Ilkley Jubilee event, dominated from the word go and dropped only 38 seconds throughout the whole event although runners up, Liam Charlton/ John McWhirter ( Mazda MX5 ) dropped only 1:15 on their way to taking the novice class.

As is usual with the Hexham events, a full entry turned up at Glendinnings Garage including a fair few novices and beginners which is always good to see. The rally, run on maps 87 & 88, started off with a regularity which saw the Proctors drop their 38 seconds, the Elands ( Proton ) were best on 24 and Peter Thouless/ Will Pattison ( Proton ) on 44. This opener was a nightmare for Mike Cook/ Ross Blyth (Austin Healey Sprite ) who wrong slotted and missed both the inter and final control and the winners of the Summer Solstice, Chris Dodds/ Pete Gibson who very uncharacteristically dropped 6 minutes.

The route soon moved on to map 87 and featured the famous Broomley ford and the not as map triangle at Hindley en route to TC.2 at Scales Cross, the Cook/ Blyth duo missed this one as well so their night was going rapidly downhill. Heading ever West, the route moved into Hexhamshire and a control South of Slaley before doing a loop round the yellows over Broomley Fell, Thouless/ Pattison got lost and missed this section completely , strangely, it didn't pose much of a problem for the rest of the field although Dodds/ Gibson surprisingly lost 2 minutes. The tricky yellows round the Linnels and past the Dipton Mill Inn pub proved a far sterner test with only the Proctors cleaning this one and the next section , featuring the not a s map triangle at Finechambers was equally daunting, with only Charlton/ McWhirter and the Proctors escaping penalties.

The run round the Southern part of Hexhamshire was a lot easier and enabled the crews to regain a bit of lost time although Cook/ Blyth had another disaster and dropped 11 minutes and Sally Ann Hewitt/ Mark Lewis , having their first attempt as Experts, lost 3 minutes. Shortly after this point the rally lost John Nicholson/ Andy Magee when their Mini stuttered to a halt with ignition problems, it eventually restarted but only got about another mile or so before the problem became terminal. The Elands also departed the fray, brake problems putting them OTL so they headed, cautiously to the finish.

The finals section took crews over familiar yellows in the Kiln Pit Hill and Whittonstall area and these were easily cleanable enabling some of the back markers to regain some lost time and avoid going OTL. The finish was, as normal, bac at the famous Dr. Syntax Inn where a sumptuous buffet was on offer, prepared by Georgiana Webb who had competed in the event with her husband, rumour had it that the buffet had done the route in the boot of their car !! Results were quickly available showing the proctors clear win and Charlton/ McWhirter as first novice crew. The next scheduled event in the Hexham Rally calendar is the Autumn Trophy at the end of October.

#### RESULTS.

1.	Ali & Lynsey Proctor	Peugeot 205	0:30
2.	Liam Charlton / John McWhirter	Mazda MX5	1:15
3.	Georgiana & Jonathon Webb	Volvo	6:36
4.	Luke Tait / Dylan Scott	Mini	7:26
5.	Simon Jennings / Steve Waggett	Peugeot 106	25:57
6.	Chris Dodds / Pete Gison	Proton	29:07
7.	Alan Bennison / Roy Hewitt	Nissan	30:09
8.	Sally Ann Hewitt / Mark Lewis	Mini	57:03
9.	Mike Cook / Ross Blyth	Austin Healey Sprite	5F 24:09
10.	Peter Thouless / Will Pattison	Proton	8F 04:43
Retd.	Ian & George Eland	Proton	Brakes
Retd.	John Nicholson / Andy Magee	Mini	Ignition



# Autocross

## The NE Revival



**Andrew & Jess Crawley : Warrington & DMC**

Autocross has been around since the 1950's with its peak in the 70's with huge entries and often 1000's of spectators. In recent times the only championship has been run in southwest by ASWMC has been attracting 60-70 drivers per event. But this year Cramlington & District Motorclub (CDMC) in the NE has re-established it owns championship in 2021 attracting both newcomers from across the country and veterans alike.

**Enter Covid – Exit loose surface / gravel / forest rally's. But hang on what else is out there ?**

This is our report CDMC 2021 Autocross Series - Round 3 on the 19<sup>th</sup> of September.

We entered the event, travelling from Liverpool and arriving early evening on the Saturday. The track circa 1.2km on a flat stubble field, was already laid out and a lot of cars were parked ready for the next day's event.

The 'sleeping dog' looking track was pretty smooth and freshly cut, with light fine rain conditions early on favouring lower powered cars. Around midday the sun and temperatures started to take effect, after 2 of the 4 heats run before the finals, the drying track conditions started allowing the more powerful cars to get their power down.

The track itself is incredibly well-defined, to cater for new drivers and the experienced transferring from other disciplines. Utilising blue and yellow markers defining the edges of the track (blue outer, yellow inner), and penalty orange cone markers on the apex's of the corners (worth 5 seconds if you knock them over!) Although even if you opt to do a multi 4 car start (rather than staggered single start) the Autocross format means you are trying to beat the clock, not the other drivers in your grid.

What fun, single staggered or multi car starts of 4 at a time (dependent on class and driver choice), 2x timed practice laps, 4x 3 lap heats, and competitive ABCD finals of 4 laps for the top 16 defining overall positions and the event winner. Makes for a very interesting and competitive event.



***Photo by Neil McLean of the CDMC Autocross 2021 Series***



***That's us above in 166 the Seat Arosa in a grid with a Toyota Celica Rally car, Citroen C2 Autocross car, and a newly built Fiesta Rallycross car (photo credit Neil McLean).***



***Above Photo Credit: Joe Baumgart***

***Continued on Page 35***

## Autocross

### Continued from Page 34

For those people wanting to drive flat-out on a loose surface in a controlled timed manner, learn to power slide, left foot brake, race wheel to wheel and shake down your car/driving skills, without breaking the bank, and the chance to win a “pot” this could be just right for you!

## The CDMC Autocross format provides approximately.

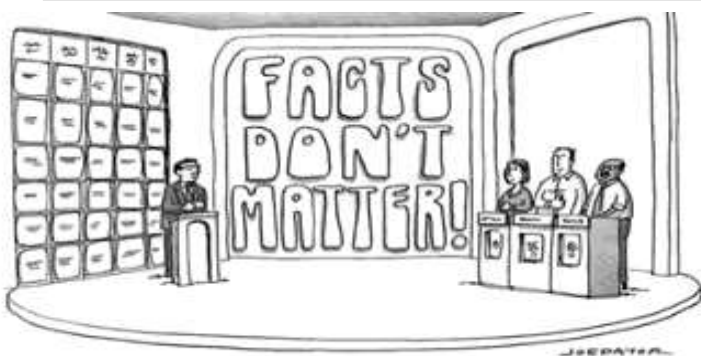
- 12 course miles on a loose surface with an entry fee of just £75,
- free club membership,
- classes for standard cars to fully lightened specials (Autograss type buggies), and road going rally and rally cross cars,
- combined with the current free MSUK RS License requirement,
- and caters for junior drivers from 14\* years of age in a junior class,

this makes for an incredibly affordable form of moto sport.

We find it a very good way to shake off the Covid motor-sport blues, but a word of caution anybody shaking down their car for other events, will be come hooked first time out and be back for more!

See [www.cdmc.club](http://www.cdmc.club) for more information on getting into Autocross in the NE and upcoming events for 2021 and 2022, also search for North East Autocross News on Facebook, or contact CDMC Competition Secretary Simon Tappin via email on [simon.tappin@gmail.com](mailto:simon.tappin@gmail.com) or via 07525 361 185

**Andrew & Jess Crawley : Warrington & DMC**



**“Sorry Arthur, your answer was actually correct, but Paul shouted his opinion louder so he gets the point. And an extra bonus point also goes to Sue as she was offended by your answer”.**



**The “sleeping dog” shaped track**



**Photo credit Joe Baumgart**

- Many animals probably need glasses, but nobody knows it.
- If you rip a hole in a net, there are actually fewer holes in it than there were before.
- Every time you clean something, you just make something else dirty



# Curborough Sprint Wishful Thinking

*Brian L Wragg : Liverpool MC*

A while back I was at Curborough for a sprint meeting, and I happened to mention the Controller Neil Smith that I needed an incident in order to apply for my upgrade from Speed to Exp Speed.

Well, it was my wishful thinking that came true.

For those who have not driven or marshalled at Curborough it is a figure of eight with a high-speed finish.

Normally there is little to do for the marshal's, apart from a cone being knocked down or a bit of track to be swept, caused by some over exuberant driver getting it slightly wrong.

On my wishful thinking day one poor chap got it horribly wrong and right in front of me.

There were three marshals on post as well as the course controller and when my wishful thinking incident occurred the three marshals were first on scene.

I took the dry powder and the other two came to assist the driver, who fortunately was uninjured,

The driver had on a crash helmet and was secured by a standard seat belt. As he started to enter the crossover, at speed, he misjudged the exit and managed to dig his right front wheel in the grass. This error caused the car, a MG ZR, to do two forward rolls and then two sideways rolls, before finishing up on the grass on its rather wobbly wheels.

We three marshals "hurried" across the track to attend the incident. As a point of interest, the combined age of the three of us was 243 years. The car was destroyed as a viable entity and the recovery "dragged" it off the circuit with me behind the wheel trying my best to follow the Land Rover and hoping that the petrol fumes did not ignite. This was made more difficult by the fact that the front wheels were splayed out and did not want to go where I steered it.

Neil timed the incident and from the start of the roll over to getting the next car on the circuit it took just seven minutes.

My "wishful thinking" was not the cause of the incident, but I did get a good report and it was accepted by MSUK and BMMC, so I got my upgrade.

*Brian L Wragg : Liverpool MC*



**I Drink  
Wine  
Because  
The Doctor  
Said That  
I Shouldn't  
Keep  
Things  
Bottled Up!**

# ***NORTH WEST RACERS***

***With Dave Williams***

## **LATE SUMMER RACING ACTION**

As Summer drew to a close, the CNC Heads Sports/Saloon Championship visited Donington Park and Knockhill while the ETSL ST-XR Challenge spent the Bank Holiday Weekend at Cadwell Park.

### **CNC Heads Sports/Saloon Championship – Donington Park**

Paul Rose steered his Sakar to another pole position as this Double Header on 21<sup>st</sup>/22<sup>nd</sup> August got underway. His closest challenger was Jon Woolfitt (Spire) who was 1.28 secs behind him. Both drivers were hampered by coolant that had gone down on the track at the chicane.

When the red lights went out at the start of race 1, Woolfitt took the lead into Redgate as Rose slotted into second. In third was the Locost of Paul Dobson although before the end of the opening lap Luke Armiger was side by side with him down Starkey's Straight. The Vauxhall Tigra driver was enjoying his first race of the season.

Dobson held onto third at Robert's but their battle had allowed Steve Harris to catch them in his Sakar and he demoted Armiger down the Wheatcroft Straight. The latter would retire shortly afterwards with a stub axle failure.

If you were driving a Sakar, lap 2 was a good one! By the end of it, Rose had taken the lead from Woolfitt and Harris was up into third at the expense of Dobson. The team mates gained pace as their tyres warmed up.

Rose sped away to a comfortable victory while Harris took Woolfitt down the Wheatcroft Straight but then had a scare on the penultimate lap when he tripped over a slower car at the chicane. He kept going to make it a Sakar 1 – 2 both overall and in Class A. Woolfitt completed the overall podium as he took Class B from Dobson.

The other class winners in the opening race were Garry Wardle (Class D Seat Leon Cupra) who recovered from an opening lap pit-stop, Don Hughes (Class E Peugeot 205) despite running short of fuel on the last lap and Graeme Smith (Class F Mazda MX5). The latter's success was due to Bruce Carter's Honda Civic CRX developing a misfire in the closing stages.

Earlier, during qualifying, Rose only had one clear lap before he encountered traffic and so his second quickest time was nowhere near as good as his first however everyone seemed to have the same issue and so Rose was still able to take pole for the second encounter.

Prior to the field gridding up there had been a heavy down-pour and, although the track was drying, the cars were kicking rooster tails of water high into the air on their green flag laps.

Dobson made the best start and on the run down to Redgate he was able to draw alongside the front row starters Rose and Woolfitt however when the trio reached the first corner, the Locost driver was on the outside line which caused him to end up in the gravel trap. He re-joined some way down the order.



***Paul Rose had two wins at Donnington***



***Jon Wolfitt twice led at Donnington***



***Don Hughes won Class E at Donnington***

***Photos Courtesy of Peter Scherer***

***Continued on Page 38***



Meanwhile, Woolfitt got the best drive coming out of the bend and took the lead with Rose was right on his tail. The Sakar moved ahead of the Spire when Woolfitt suffered a large dose of wheelspin exiting McLean's.

Rose then drove away from everyone else at a high rate of knots but given how treacherous the conditions were, this was never going to be easy and he nearly lost it a couple of times under braking for the chicane. There were also a couple of large puddles at Redgate that were forcing the Sakar driver to turn in earlier than he would do in the dry. On the penultimate lap, Rose put the anchors on fractionally too late for this revised line and the car rotated.

He came to a halt on the edge of the tarmac with his rear wheels in the gravel however as this safety feature was still saturated, he was able to find the traction to drive out and complete the race in the overall and Class A lead.

Despite all this drama Rose still took the chequered flag almost a minute ahead of Class B winner Woolfitt. The rest of the field were a lap down. They were headed by Dobson who recovered from his first lap off to complete the overall podium as runner-up in Class B.

Rose's rear gunner from race 1, Steve Harris, started from the pit-lane after his mechanics tried desperately to get his windscreen wipers to work! He managed to make it up to fourth overall.

Remarkably, the winner of Class E – Paul Rotheroe – was the fifth driver to take the flag in his Citroen Xsara after a great battle with Andy Bicknell who would have had his work cut out just to keep his brutal Ginetta G50 on the track.

Series sponsor, Ric Wood, also started from the pit-lane in his Nissan Skyline but finished as winner of Class D in seventh overall.

Class F went to Bruce Carter after a race-long battle with Graeme Smith.

## **CNC Heads Sports/Saloon Championship – Knockhill**

The series visited the Scottish circuit for the first time in its long history on the weekend of 18<sup>th</sup>/19<sup>th</sup> September. A notable feature of Knockhill is that cars can run in either direction which meant the Sports/Saloon had 2 races in the anti-clockwise direction and 1 which went clockwise.

As a single lap is little more than a mile, times were close in anti-clockwise qualifying with Paul Rose fastest in his Sakar just 0.26 secs ahead of the uber Caterham of local driver Roddie Paterson. As the track was new to many, everyone was keen to follow Paterson to discover the secrets of a fast lap at Knockhill.

At the start of the first race of the weekend, the cars on the second row (Paul Dobson's Locost and Jon Woolfitt's Spire) made it to the first corner before Rose and Paterson but by the time the opening lap was completed, Paterson was ahead with Rose closing in as his tyres warmed up and he took the lead the third time he tackled the Hairpin.

Rose pulled away and the Overall and Class A winner was over 17 secs ahead when the contest was red flagged after a car ground to a halt in a vulnerable position. Paterson took Class B in second. After an early skirmish with Dobson, Woolfitt had closed in on Paterson but couldn't get close enough to attempt a pass.

In the midfield, Paul Rotheroe (Citroen Xsara) and Jamie Cryer (Ginetta G20) battled for Class E honours. The French car came out on top after a pass from 6 lengths behind at the Hairpin. Cryer had a false sense of security thinking Rotheroe was too far back to attack! The Class A runners Guy Carter (TVR Tuscan) and Andy Bicknell (Ginetta G50) joined in their fun.

There was an even closer battle in Class F where Bruce Carter's Honda CRX took the flag little more than half a second ahead of the Mazda MX5 driven by Graeme Smith.

The only finisher in Class D was Ric Walker (Mini) after the retirement of Jack Egar's BMW M3.

**Continued on Page 39**



***Jon Woolfitt was thwarted by brake problems in Scotland***



***Steve Harris goes wheel to wheel with Luke Armiger***  
***Photo Courtesy of Danny***

## **North West Racers** **Continued from Page 38**

In race 2, Rose made his customary slow start which meant Paterson and Woolfitt were battling for the lead on the drag away from the grid. Woolfitt carried too much speed into the Hairpin allowing Paterson and Dobson to get ahead but he passed the latter at McIntyre before taking the lead from Paterson at the same corner a lap later.

Once his tyres were warm and grippy, Rose picked off the cars ahead of him until he passed Woolfitt at the Hairpin on lap 5. Things were seemingly cut and dried however, lap 13 proved to be unlucky for Rose. His brake pedal went “long” meaning he had to slow using the gears. This caused him to spin and stall his engine.

Before Rose got going again, 4 cars had sped past although within 5 laps he was back in the lead but the red flags came out immediately afterwards and the results were declared according to the running order at the end of the previous circuit when the Class B car of Woolfitt was still ahead. Rose had to settle for second overall and the Class A win.

Egar recovered from his race 1 retirement to take Class D while Cryer was the victor in Class E after another superb battle with Rotheroe until the latter had a coming together with a car that was being lapped.

Carter's engine blowing up left the Class F spoils in the hands of Smith.

As the final race of the weekend ran in the opposite direction, this necessitated another qualifying session on Sunday morning. Having fixed his braking issue from the previous day, Paul Rose's Sakar revelled in the wet conditions and was comfortably quickest, 1.7 secs ahead of the Locost of Paul Dobson who also enjoyed driving in the rain.

When the cars lined up on the grid, wet tyres were still required however the tarmac was drying. Dobson was out front initially until Rose passed him on the second lap but the Sakar was soon overheating its rubber.

Jon Woolfitt was dropping down the order as a brake disc mount had broken on his Spire. Meanwhile, Rose's Sakar team mate, Steve Harris, was finding plenty of grip. He was right on Rose's tail at the start of the last lap. The leader was pushing as hard as he dared on his deteriorating rubber – too hard in fact as he ended up on the grass at Duffers Dip. Harris nearly followed his trajectory but managed to get ahead to take the Overall and Class A spoils.

During the course of the race, losing an aerodynamic appendage meant Dobson dropped behind Roddie Paterson (Caterham) and Luke Armiger (Vauxhall Tigra) but the pair collided. Both continued, but the incident allowed Dobson to complete the Overall podium and win Class B. The stewards awarded Paterson a time penalty which dropped him a place to fifth behind Armiger.

Adam Egar repeated his son's success in race 2 by winning Class D as he enjoyed an outing in the family's BMW M3 meanwhile in Class E, Paul Rotheroe had a brilliant start which briefly put the Citroen Xsara driver ahead of Armiger. As the track dried, Rotheroe dropped down the order however he was managing to keep Jamie Cryer's Ginetta G20 at bay in the closing stages until he ran wide at the Hairpin and allowed his Class rival through.

After Bruce Carter's Honda lost its engine in race 2 and a similar fate befell Graeme Smith's Mazda in qualifying for this encounter, no Class F cars came under Starter's Orders.

## **ETSL ST-XR CHALLENGE – CADWELL PARK**

The Ford hot hatches headed to Lincolnshire on 28<sup>th</sup>/29<sup>th</sup> August where for the third time out of four meetings this season Michael Blackburn in his Fiesta ST set the fastest time in qualifying. However, a Test Day blighted by a large number of red flags meant his set up wasn't spot on and Chris Grimes felt he could have pipped him had he not made a mistake at the Gooseneck.

Blackburn made a great start to take the lead in the first of 3 races but his handling issues meant he couldn't break away from the other Class D cars of Grimes and Lee Bowron. On lap 5, Blackburn ran too deep into Mansfield and the resulting loss of momentum meant he switched to the defensive inside line on the approach to the left hander at The Mountain. As he reached the corner, he edged his way back on to the racing line but Grimes was there, looking for a move round the outside. The pair made contact and Grimes immediately retired with broken steering.

**Continued on Page 40**



***Paul Dobson leads the pack***  
***Photo Courtesy of Danny***



***Simon Robinson took an overall win***  
***In his XR2***

***Photo Courtesy of Jon Elsey***



## **North West Racers**

### **Continued from Page 39**

So now Bowron was up to second although he couldn't quite get close enough to Blackburn to launch an attack. As things turned out, he didn't need to because on lap 10 The Mountain was the scene of yet more drama when, to the sound of some horrible grinding and banging noises, Blackburn suddenly slowed and pulled into the entrance to the paddock – the nearside driveshaft had popped out. He had to be towed up the hill away from the track.

Further investigation revealed the race-spec gearbox mounting bolt had sheared so the engine and gearbox were virtually swinging around the engine bay. This is why the driveshaft became detached. It also caused lots of other damage where the engine had hit chassis rails trapping pipes and cables plus damaging the pulleys for the auxiliary belt. Temporary and make-shift repairs were needed to get the car running again.

Misfortune for Blackburn and Grimes meant Lee Bowron had moved from third to the lead without passing anyone! He kept going for the remaining 2 laps to take what would have been a poignant win as, when the ST-XR Challenge visited Cadwell Park in 2020, Lee became involved in an accident that his son, Lewis, was having with extensive damage being caused to both cars. So a few demons may have been laid to rest with this victory.

Sam Beckett finished in the runner-up position having held off Mark Robinson. The latter's brother, Simon, lives just down the road from Cadwell and he gave the newer STs a run for their money in qualifying as his XR2 was third fastest. For race 1, the XRs gridded up separately and started 20 secs after the STs with Simon comfortably winning that section of this encounter.

So when the XRs started first for race 2, it was no surprise to see Simon Robinson take the overall victory. This was the first time that one of the XRs had won since the separate grids were introduced at the start of this season. Alex Causer was the second driver to see the chequered flag in another XR2 as Lee Bowron took ST win number 2 for this weekend in third.

Bowron was followed home by Michael Heath and Chris Jones. The latter had to hold off Michael Blackburn who had come through from the back of the grid after a late night repairing the front of his car. He had also made set up changes which improved the handling. The battle with Jones was intense and included an attempted overtake on the grass down the inside at Mansfield but only paint was swapped rather than positions.

On the front row for the final contest of the weekend were Lee Bowron and Michael Heath. The latter had been making great starts all weekend and bolted away into the lead as Bowron lost places to Michael Blackburn and Chris Jones.

Blackburn put Heath under pressure immediately and took the lead when Heath ran wide at the Gooseneck. There was then a change for third at the Hairpin as Lee Bowron went down the inside of Jones... and continued straight on. He came to a halt on the grass with a wheel askew. Jones was unable to turn-in on the racing line due to the car to his right and ended up on the grass. He lost places to Mark Robinson and Sam Beckett as he made his way back to the black stuff.

Bowron's car couldn't be moved by the marshals and so the Safety Car had to take control of the race while it was craned on to the back of a truck.

When racing resumed, Blackburn eased away from Heath to take the victory while Beckett passed Robinson at Park Corner to claim the final place on the podium. In the XRs, Simon Robinson made it 3 wins out of 3.

**Dave Williams**



**Les Bowron took 2 ST wins**



**Driveshaft issues thwarted  
Michael Blackburn**

**Photos Courtesy of Jon Elsey**





# Radio Mutterings

## Manchester 100 Mile & 50 Mile Bike Ride 2021 Sunday 5<sup>th</sup> September.

*Ian Davies : Gemini 23*

An early start sees me head out across the Runcorn Bridge (new not old) and into Cheshire for the short and rather pleasant Sunday morning drive out to the village of Anderton and my post at the 20 mile mark rest halt adjacent to The Moorings Restaurant and the famous Anderton Boat Lift. It's time to swop four wheels for two wheel action and the return of this popular bike ride, with many riders raising money for the world famous Christie Hospital in Manchester and some other good causes.

I arrive on post about 07:40 and I am soon joined by the bike mechanic and also medical teams from Primecare the event ambulance provider, thereby completing the event assets at this rest halt location. With team leader Bill still over the 'pond' the opening Bike Marshal (just to confuse me who is in a car) arrives at about 08:08 and only a few minutes behind are the first batch of a dozen or so very keen and fast early starters. I call or rather text this information to Dave Crosby in Event Control and pass the message over the high-band radio channel for those radios who can receive nearby. I settle down for a mornings work as an event marshal and radio link into HQ.

As I have been coming to this location for many years, it's not too long before several regular dog walkers stop to say hello and wish the event well, many of whom I've known in passing for quite some time. The riders come in all shapes and sizes, many sporting the 'Christies' riders jersey, or perhaps a poignant T-shirt remembering the loss of a loved one or friend. The bikes themselves range from the humble basic to the state of art carbon fibre jobs, but the mechanics are kept busy with a steady stream of punctures, missing gears or damaged spokes. The restaurant appears to do a roaring trade in breakfast balms and tea, although one of the more unusual requests from one rider was "do they serve lager" !.

As usual the event has a group of mobile Bike Marshals who 'patrol' the route and respond to calls for help and their presence is a valuable addition to the event safety team cover. By about 10:00 the bikes are coming thick and fast and one dog walker has his hands full with three dogs. Apparently the first is a bit elderly and notices that something isn't quite right with their quiet Sunday walk; the second dog recognises that the cause is all of these bikes; and the third well let's just say he likes biting peoples ankles and chasing bikes !!. I guess it takes all sorts and you certainly see some lycra clad sights you would rather not have done, but to be fair one or two that could grace the catwalks of Paris or Milan.



*Continued on Page 42*



## ***Bike Ride : Continued from Page 41***

Unlike most of my rallying duties, unless you are on the start line or finish there isn't much interaction with the competitors, here there is plenty of opportunity to have some friendly banter with the riders. All are grateful for the help provided and a good morning is nearly always returned with a "thank you marshal". At the rest halt I have the medical assets that a small town would be proud off with an emergency ambulance, paramedic motorbike and two rapid response cars. I'm not sure what they were expecting but I suspect the allure of the breakfasts on offer might have had something to do with it !.

For once, apart from the odd lost rider, who can't it would seem either read the route map or direction signs and a couple of 'recoveries' the morning passes by in a flash and by 11:00 I'm down to the last few riders and chasing some of those still enjoying the sunshine in the rest halt car park. Those at the rear of the field have the same rights and receive the same service as those at the front and are welcomed with the same enthusiasm and thanks as all of the other riders in the event.

A couple of cars than arrive at the halt, bearing NW 4x4 Response door plates and towing a pair of small trailers, the sort you might take down to the local tip on a Sunday afternoon ?. I'm puzzled and wonder what they are doing out on a fine Sunday morning here in finest WAG country. The two cars park up and then inform me that they are actually the 'sweeper cars' for the event, I hope the trailers are for the bikes and not the riders !. A short while later and the closing car is with me and at 11:15 I close the post down, help remove the warning and route signs, pack up and head home back across the bridge.

Marshalling on a bike ride isn't everyone's cup of tea but the same skills and experience that we apply when out on a rally can make a valuable contribution and support for a bike ride such as this in aid of some very good causes.

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



***I leave you with the following caption competition:***

***Is the rider on the left asking "has anyone seen a bicycle" or perhaps the one on the right is asking "are you any good with a map" ?***

  
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# Gemini Communications



## 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

## Sunday 7<sup>th</sup> November MEM Malton Forest Rally

Malton MC & Clitheroe & DMC  
Dalby Forest

## 20<sup>th</sup> & 21<sup>st</sup> November Glyn Memorial Stages

C&A MC  
Ty Croes, Anglesey

O/A	Call Sign	Operator	Score
1	G 59	Maurice Ellison	89 points
=2	G 55	Steve Broadbent	59 points
..	G 23	Ian Davies	59 points
	G 37	Jermaine Jackson	59 points
=4	G 25	Chris Woodcock	49 points
	G 33	John Ellis	49 points
	G 56	Tony Jones	49 points
	G 13	Stuart Dickenson	40 points
	G 38	Sean Robertson	39 points
	G 28	Andrew Taylor	30 Point
	G 16	Bill & Robbie O'Brien	30 points
	G 64	Brian Wragg	30 points
	G 62	Colin Evans	30 points
	G 26	Mark Dickenson	30 points
	G 48	Peter Langtree	30 points
	G 41	Jerry Lucas	30 points
	G 07	Tony & Avril Lee	30 points
	G 01	Bill Wilmer	29 points
	G 04	Ian Winterburn	29 points
	G 09	Keith Lamb	29 points
	G 11	Mark Wilkinson	29 points
	G 21	Derek Bedson	29 points
	G 61	David Bell	29 points
	G 65	Brian Eaton	29 points
	G 03	Les Fragle	29 points
	G 06	David Crosby	20 points
	G 50	David Peaker	20 points
	G 70	David Mainprice	20 points
	G 42	Roger Whittaker	20 points
	G 52	Steve Lewis	20 points
	G 17	Robin Mortiboys	19 points
	G 51	Gerry Morris	15 points
	G 24	Paul Henry	10 points
	G 32	Bryan Flint	10 points
	G 27	Roger Schofield	9 points
	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 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/>

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My first marshalling job in September was on the Three Shires Closed Road Stages Rally. I went with Steve Broadbent (Gemini 59). We had booked accommodation in the little market town of Newent. Little did we know at the time of booking that our hotel was only 2 miles away from the Stage that we had been allocated (lucky).

After dropping our bags off at the Hotel we had a little run round 'Our' Stage. We were surprised to see that they were still setting up the stage as we got to our designated Junction. We were on a NAM (not as map) triangle where the competitors had to do a 90° R into immediate Hairpin Left - should be an exciting junction!

We get to our location on the Sunday morning and the set up crew are putting Bales in place to ensure that crews do the NAM as required.

All set up and about to cook our breakfast when we get a phone call from the Stage Commander. Someone hasn't turned up at Junc 6 (A mandatory Junc with Red Flag) would we move. So off we trot to our new location. Half an hour after the roads closed and 20mins before we are expecting the first of the organizing team through the bloke who should have been at J6 earlier turns up. We direct him to the NAM.

The locals then arrive to spectate. One house has built a scaffold structure to seat his guests on and other guests sit on the roof of his house. A BBQ is going all day and a bar has been provided. Behind us another has left a trailer complete with multiple decks to watch from and the local farmer has a trailer with decked hay bales for his friends to watch from.

The first running of our stage gets Red Flagged and we then get a procession of competitors through. The next st running goes well. The third running only a handful get a run before another procession of cars. However, our band of Spectators all Stand, cheer and clap the crews through. Good that! I was well impressed

Wednesday the 8th and I had a little trip to Aintree to marshal on the Greenpower event. Usually there are 30 + entries from all over the world and some of these battery powered cars use some very creative technologies in the design of their cars. This time we only had sixteen cars and the cars were all pretty standard stuff. A lot depends on the Schools and the teachers who lead these programs, but what better way to teach Children about Engineering, Electronics and creative design than to get them to build and then race a car of their own design. Don't you wish they had this when you were at school.

Sunday the 12th and its over the Pennines to the 'Dark Side' (Yarkshire) for the Ilkley Jubilee Classic Rally. (they still have not forgiven us Lancastrians for coming out on top in the War of the Roses nearly five hundred years and a bit ago after Richard of York captured King Henry IV in battle in 1455. It took until 1485 and the Battle of Bosworth Field before it was all settled) But I digress . . . .

## ***Grumpy Old Git***

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





## **Grumpy Old Git** **Continued from Page 45**

The Ilkley Jubilee was my first Classic Rally back in 2012 sat in with Paul Brereton. We competed on a few more Classics in his RS 2000 before he became seriously ill and subsequently passed away. I have competed on the Jubilee quite a few times but it always seemed to clash with Matlock MCs VK Road Rally and after a night of thrashing around the Derbyshire lanes I was never at my best going straight into the Jubilee with no sleep. Once or twice my driver had to wake me up during some of the Regularities - especially the long moorland sections at 25mph. Needless to say we didn't fair well on those Regularities.

Winner of this years event was Steve Head with Mark Appleton sat in the left hand drive Droop Snoot RS 2000 four seconds ahead of Paul Crosby and Ali Proctor in the Porche 911 who also got the 1st Masters pot. Last time I saw Steve was on the 116 MC Targa Tracks 3 years ago - I was his designated marshal. He won his class in a very poorly car.

I was at Test 3 (repeated later in the day) on the Catterick Garrison ranges. Most of the crews enjoyed this test (or so they said) but we had one crew who spun just before our Stop Line and another who managed on the second run of the test to put it off the road altogether and the test had to be stopped to recover this car. Whilst the Test Commander organized for the Test to be stopped there were some crews who were still competitive through the test. We were very surprised to hear one crew complaining that they had to slow and were put at a disadvantage because of the car that had gone off. The complaining crew must have dropped all of a Nano Second extra. Judging by their time on the first running of the Test they were not in with a shout of winning anything so why the grief ? (and I thought I was the Grumpy one - looks like I might have serious competition) They didn't bother to ask if the crew were OK. Not a single complaint was made by much quicker crews who were equally inconvenienced.

Sunday the 19th and I am back in Greystoke for the postponed Greystoke Stages (to make way for the M-Sport Stages) marshalling as usual on post 9. Frank Bird managed to chuck the Fiesta a long way off whilst having a commanding lead. The problem was that it was a loan car from M-Sport because his car is all set to go to the Pokerstars and has been fitted with tarmac Suspension. Doubt that the off will be a cheap repair. Most impressed with the Ford Mustang. It did sound good as it 'burbled through stage. It would have been a shock if it had won anything (in truth we were betting on which stage it would retire) but it certainly was something different and despite our doubts it went on to finish

Last for September (before I am off to the Isle of Man for the Pokerstars) was the Clitheronian. I am (was) Chief marshal. Other events might be struggling for Marshals but I have as many as I can cope with. Most volunteering at the very last minute but you cant complain can you. AND then I fall foul of Covid. I have to isolate until the Monday the 27th when I have to go into Kendal Hospital to have Cataracts removed. I have struggled for years to read a map. It used to be so easy and I now know why things haven't been as obvious for the past few years!



**Pete Whittiker & Paul Brereton  
on the Ilkley Jubilee**



**Steve Head / Mark Appleton 1st O/A**



# ***Inside the Industry***

## ***September 2021***

***with Paul Gilligan***

### **Microchips – From Bad To Worse**

Rather than improving it seems the shortage of microchips and the effects on the industry are actually getting worse. While a little while ago some people were saying things will be back to normal by late this year there now seems no chance of this. Mercedes's Chief Executive has recently said they now don't expect normal microchip supply until mid 2023, almost two years away. Then there will be a need to catch up on pent up demand, not least all the finance contracts that have been extended, so it may be that normal vehicle supply isn't restored until the second half of 2024 or even later.

In the last two weeks I've received a Fleet Industry Bulletin from Jaguar Land Rover detailing which models they expect to be able to supply within 12 months and which will take longer. For the ones they can't deliver within 12 months they won't even accept an order. This list is long, covering many Jaguar E Pace models plus from Land Rover various models from the Discovery, Discovery Sport, Evoque, and Defender ranges. To the annoyance of customers JLR have withdrawn Price Protection when customer orders cannot be fulfilled and need to be reordered as a different derivative or next model year, so the customers don't know what they will have to pay, just that it will be more!

Then a bulletin from one of our Peugeot/Citroen van dealers landed in my inbox given forecast lead times for their various van models. Quickest delivery is on the Citroen Berlingo or Peugeot Partner where if you order now you can expect your van in late January. For the bigger Citroen Relay and Peugeot Boxer vans delivery forecast stretches to next August! Next VW, who had refused to accept any more orders where fleet discounts were involved from some months ago announced that all outstanding fleet orders were cancelled with immediate effect. No exceptions, no ifs, no buts. We have about 20 vehicles affected where the customers already annoyed will now simply not receive the car or van. This is of course clear breach of contract by VW but I've checked the piggy bank and I don't think suing them is a good idea somehow?

The most shocking evidence of what is actually going on was when one of our customers asked for a particular Ford, perhaps 6 months old. I contacted the disposals team at one of the biggest rental companies in the UK who we regularly source from. They normally have around 5000 cars for sale and I knew included the model in question. I was before I emailed them puzzled as to why I hadn't received their weekly stock list since early September. One of their sales guys called me (he didn't want to put it in email) to say they actually currently had not 5000 but 6 cars for sale currently. Not 6000 – 6! Because they can't get new cars for the rental fleet they can't dispose of any. The disposals team has been changed into a buying team, they literally spend all day responding to Autotrader adverts trying to source the cars needed for the rental side of the business. Although as they said nobody knows they don't expect to have any volume of cars to sell before well into next year. The rental sector is responsible for around 10% of UK new car sales, but because in normal times they change their cars quickly they supply over 80% of the used cars available under a year old, the only others being demonstrators. The fact that they are not selling is a major reduction in used car supply, see more below.

If this particular rental company is in this situation you can bet all the others are the same. The manufacturers have long waiting lists for cars and don't want to supply them to big discount customers like rental operators.

### **Used Car Market**

This is currently a perfect storm. Demand is increasing as new car buyers are turning to used because they don't want to wait months for a new car or van, people are keen to spend the money they saved during lockdown, and many remain keen to avoid public transport. Supply meanwhile is restricted not just by the shortage of ex rental cars discussed above, but also because leasing companies and other fleets can't get as many new cars as they need either so are extending existing contracts reducing the supply of 2-4 year old vehicles into the market. Finally less new cars being sold to retail customers means less part exchanges. New car dealers are holding onto just about everything they take in part exchange again meaning less cars available to the general market.

***Continued on Page 48***



So with demand strong and supply very limited it's inevitable that prices will rise. By almost 17% so far this year, and by 21% against last September but for some models much more. Auto Trader reports that over 10% of near new cars are now being offered at OVER new retail price! Dealers have become much less selective than normal about what they buy, working on the theory that just about anything is better than another empty space on the forecourt. Although the trade guide prices have increased to reflect this dealers are still having to pay above guide price to secure vehicles. It's understood that buyers from the big dealer groups are authorised to pay up to £1000 above guide price at auction making life even harder for the smaller dealers. For the average dealer their stock was almost 10% lower in September than August despite August sales being 13% down in July as is usual due to the holiday season.

## **How Much Money Do Manufacturers Actually Make On New Cars?**

A lot less than people think is the answer. A recent What Car survey reported that 9% of customers believe manufacturers make less than £1000 a car, 31% think £1000-£3000, 30% say £3000-£5000, 17% £5000-£10000 and finally 13% £10000 +.

In fact in "normal" times the average is a margin of 5% so say around £1000 a car. That was in 2019. In 2021 with short supply meaning reduced discounts this has doubled to around 10%. Of course the average hides a wide range of margins. Premium manufacturers make a lot more, and premium badges within manufacturers likewise. It doesn't take a genius to see that an Audi will be much more profitable than a Skoda when the cars share many components but are sold at very different prices. Porsche make a margin of around 20%, Ferrari a lot more, but small cars like Fiesta and Corsa may only make under 1%, not a lot for all the investment and effort!

## **Electric News**

It is well known that the variable quality (to be polite) of the charging network means that many drivers of electric cars suffer from "range anxiety", the fear of running out of battery before getting to journey's end. It's now been suggested that one result of this is that electric cars are often driven more slowly to conserve power and as a result have less accidents. Lex Autolease, the UK's largest car leasing company reports that electric cars are about half as likely to be involved in an accident as a petrol or diesel, and hybrids are similar. Lex said that a petrol or diesel had a 24% chance of requiring accident repair last year, electric 14% and hybrid 15%. No doubt our friends in the insurance companies will be reducing premiums as I type?

I read an interesting article from a journalist who undertook a trip from London to the Lake District then back to Cornwall in a pure electric Ford Mustang Mach-E. It shows the real world performance of the car and more to the point the recharging network, and not a good result! First recharging stop was in Richmond, impossible to use the recharging point even with an extra long lead due to cars parked around it. Then to Gerrards Cross and a BP station with super-fast charging. In spite of having downloaded the app and invested £50 credit onto it the writer couldn't get it to work. After waiting 20 minutes to get through to the helpline he was informed that charger was out of action. Eventually found one in Hounslow which took 90 minutes to top the batteries up. Then onwards to the a hotel adjacent to the M6 toll, only one charger, already occupied, wait 30 minutes for it to become free, then 90 minutes to get 20% charge into the battery.

That was enough to get to the Lakes and an overnight charge brought the car to 98%. A stop at Lancaster Services on the M6 brought the batteries back up to 95% in 88 minutes. Next stop was Worcester where the BP app showed 6 charging points at St Mary's Car Park. All were out of use. Then to Crownsgate Shopping Centre, two chargers, one occupied, one broken. So on to a hotel in Malvern where the app showed a 50kw charger – occupied. Next stop Strensham Services which displays the Ecotricity logo on the advance warning sign to show they have chargers, only they don't. Next Services was Gloucester where they have two chargers, both occupied. After a long wait our hero was unable to make the app required work so on to a Holiday Inn where charge was finally secured, sufficient to get home.

The return journey had taken 12 hours, almost 6 of which were spent searching for chargers or charging. I rest my case, we are years from this being a sensible power choice. Writer loved the car though.

As part of the effort to put things right all new homes and offices will soon have to have electric car chargers. Which only leaves the millions of existing homes and offices. So far there are 25000 public charge points in the UK and government grants have been used to install 200,000 private points. Conservative estimates is this totals less than 10% of what will be needed by 2030. Even when points are installed they will be programmed to switch off for 9 hours each day to ease pressure on the National Grid. New chargers in homes and workplaces will not operate between 8am-1am and 4pm-10pm. In addition there will be a “randomised delay” of up to 30 minutes at other times of peak demand. Public charging points will be exempt from all this.

Meanwhile in China they are trying to reduce the number of companies they have producing electric cars. There have been powerful incentives to encourage buyers to go electric and as a result China now has over 300 EV manufacturers and many are simply not viable. Measures are being drafted to reduce overcapacity with the average factory only operating at 53% of potential volume last year. One thing the Chinese can do though is produce electric cars cheaply. Jato Dynamics, one of the most respected automotive research agencies, reckon that working at 100% capacity Chinese factories are capable now of producing an electric car for £3200 before tax and distribution costs! Where that leaves European manufacturers charging 10 times that amount I leave to your imaginations.

## **And Hydrogen**

I reported a few months ago that JCB had found a way of making their existing diesel engines run on hydrogen. Now Jo Bamford, grandson of founder Joe and son of Chief Executive Lord Antony is spearheading a £1 Billion investment fund to finance projects involving the use of hydrogen power to reduce emissions. Although Jo worked for the family firm for 14 years before striking out on his own family relations remain good – of the £200 million subscribed to his fund so far £100 million came from the Bamford family. He shares his Christian names and therefore the initials JCB with his grandfather, so they could hardly turn him down. Target is to get another £800 million then invest in largely British businesses to speed up the production and supply of green hydrogen and to encourage its use.

Hyundai, one of the most enthusiastic supporters of hydrogen power, have just announced a high performance fuel cell sports car. With over 500KW of power the Vision FK will, accelerate from 0-62 mph on under 4 seconds with a range almost 400 miles. By 2028 all Hyundai commercial vehicles will be hydrogen, but before then in 2023 they will launch two next generation fuel cell systems with power outputs of 100KW and 200KW. These will be much lower costs than current systems and Hyundai hope will bring the cost of a hydrogen car down to level with that of an electric one. Hyundai have made their aim quite clear “To make hydrogen readily used for everyone, everything, everywhere”. Maybe we don’t need worry too much about those electric charging points?

## **Curfew For New Drivers?**

A coalition of road safety groups are pressing the Government to put a curfew on novice drivers to reduce what they call “horrific” casualties. It is suggested that things like banning new drivers from night driving, limiting the number of passengers they can carry and banning motorway driving could save more than 400 lives a year. Many other countries already have such restrictions. Whilst keen to protect the freedom of the individual it does seem strange to me that as soon as you’ve passed your test you can drive on the M25 in the dark at rush hour?

## **Apple Car Boss Joins Ford**

Doug Field who was until recently head of special projects at apple having previously held a senior position at Tesla has been head hunted by Ford. He will report to Jim Field who heads up Ford’s software and connectivity strategy and the appointment underscores how important these areas are becoming for car manufacturers. Where this leaves apple’s plans to market an electric car by 2024 is open to question.



*Paul Gilligan*

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# HSCC Mallory Park

September 18/19th

*Paul Commons*

The Historic Sports Car Club Contingent taking on the extremely unique Mallory Park was an opportunity I was not willing to miss, even if entry levels were a little on the low side. With a yellow warning of rain also given out for Sunday's action it promised to be an interesting outing at the Leicestershire circuit.

Sure enough rain started to fall just before arrival and steadily worsened to an extent that Historic F3 qualifying was red flagged and over an hour's delay was required to allow the circuit to become drivable again!

Such is the crazy nature of the weather at the moment however that by the time racing commenced at 1pm the only evidence of such a downpour were a few puddles around the circuit perimeter and the odd wet run off area with blue skies greeting the Midget and Sprite challenge runners.

Carnage is probably the most appropriate word for what would then take place as the first red flag was waved almost as soon as the lights turned green; a collision between Martin Morris, David Morrison and Edward Weston wiping out 75% of the front two rows of the grid. And it wasn't long before the red flag was out again following a nasty collision with the John Cooper Esses tyre wall for Hugh Simpson, thus ending proceedings after just 4 minutes of racing.

In the meantime, polesitter Paul Sibley (MG Midget), courtesy of being the sole remaining class A runner left, had still managed to develop a 7 second winning margin from Pippa Cow's class E leading Healey Sprite, with class D victor Tom Walker (Healey Sprite) rounding out the podium positions.

Exceptional work by the Mallory support staff would ensure the first Historic F3 race would commence with little delay and it would be Ian Bankhurst aboard his Alexis Mk8 who lead the early stages before polesitter Sam Wilson would eventually find a way back past. Both would soon be concerned by the rapid progress of Jeremy Timms from a lowly 8th place starting position however; The Chevron B15 pilot carving his way through the field to take the lead by half distance and claim an excellent victory by over 2 seconds. With Wilson forced into retirement after a spin, Bankhurst would find himself on the second step of the podium with Steve Seaman 3rd; the Brabham BT21 driver not quite able to get on terms with Bankhurst despite setting fastest lap of the race.

Timms would later complete a victory double after again falling behind Bankhurst at the start, with Bankhurst just managing to stave off challenges from Wilson and Mike Walker to again claim the runner up spot, Walker, aboard his Brabham BT21, would this time round out the podium positions after Wilson was forced into retirement late on in the race.

*Continued on Page 51*



## ***HSCC : Mallory Park : Continued from page 50***

Historic Formula Ford 2000 machinery lapping Mallory Park was an eagerly anticipated sight and I would not be disappointed. Courtesy of retiring from race 1 of the weekend, usual front runner, Benn Simms would start from 18th on the grid but was up to 3rd in next to no time at all. Murray Shepherd, aboard his class D none points scoring Van Diemen, proved just too difficult to pass however with Simms trying every which way to demote the race 1 winner to third. And Shepherd's race long defensive heroics would ultimately earn him a second victory of the weekend after long time race leader Ian Pearson dropped back late on with his Royale stuck in 3rd gear; a real shame after Pearson's exceptional lap 1 pass around the outside of Gerard's!

Whilst the Historic Touring Car entry was disappointingly a little on the sparse side, race 1 at least still proved to be an entertaining affair with Mike Gardiner and Neil Wood locked in a race long battle for top spot; a tussle which Gardiner ultimately won as Wood's Anglia didn't quite have the legs to slip past his Lotus Cortina. Mighty qualifying performances in the wet had seen Roger Godfrey take pole in his Mini from the Singer Chamois of Steve Platts. However, with a dry race in prospect, they would find themselves battling it out for the final step on the podium, with Platts nipping past at the hairpin on lap 2 and Godfrey forced into retirement in the latter stages.

With Gardiner a none starter for race 2, Neil Wood would claim a comfortable race 2 victory whilst Robin Ellis (BMW 1800 Ti) and Paul Wallis (Alfa Giulia Sprint GT) would round out the respective podium positions

In a much less dramatic second encounter for the Midget and Sprite Challenge runners, Martin Morris provided a glimpse of what might have been as the back row starting Midget charged through to second place in a relatively short space of time! Unfortunately for Morris however, Paul Sibley had already developed a commanding lead allowing the series returnee to claim a comfortable second race win of the weekend. Behind, Pippa Cow would round out the race 2 podium positions with a second class E victory of the weekend.

As anticipated, Mark Charteris was in a league of his own during a pair of Classic Clubman races. The Mallock MK20/21 pilot taking 2 commanding victories whilst also setting fastest race lap of the day with a very rapid 45.072! Dave Facer meanwhile would claim double class B victory, the Mallock MK16 man just edging out Tom Muirhead on both occasions.

And in what felt like no time at all I had made the short journey home and was scoffing my tea. Miraculously the organisers had managed to shoe horn 9 races into just 4 afternoon hours, which was pretty good going considering the red flag was required on three separate occasions. This a stark contrast to what felt like hours of waiting around in the morning for the torrential rain to eventually subside.

Hopefully a little more consistent weather will be on offer for my next outing which is scheduled to be the Classic Touring Car Race Club at the very same circuit.

See you soon Mallory!

***Paul Commons***





# Newcomers

## Come of age! Part 1

The Under 17MC weekend of events in September, saw 9 drivers on the Saturday; arrive at 10:30 then help to set the event up. This helps all to learn how to set up and run the event safely, it also make the Sunday event on the site easy, as cars do two laps of the Saturday course! The Sapphire Timing system, for marshals and drivers makes event management and the results very easy for the team, without this system we could not have run 10 events in 6 months, at two venues. Thanks to all those in the small band of marshals and organisers that help and run the event, without you we could not run any motorsport events.

The AutoSolo on the Saturday saw James Williams take the win from his dad, Andy by 0.9 second.... ALL drivers marshalled the event as well as driving, this way all learn that motorsport need marshals, new timekeepers use the Sapphire app on the day and quickly learnt the role. All the times were very close and with all drivers in one class for the event.

On the Saturday PCA event, new for 2021, it had two reverse manoeuvres in the route for the drivers. This allow those 'newcomers' to try an Autotest 2 drivers both None RTA licence holder did just that. New skills and they cannot drive on the road YET!.....



ANWCC AUTOSOLO CHAMPIONSHIP 2021 - Round 9									
Blackburn Autosolo - Under 17 MC - 11 September 2021 - Blackburn									
Ovrl	Cls	No	Cls	Driver	Club	NW	Car	c.c.	Penalties
1	1	C08	A	James Williams	Under 17, Knutsford	113	Nissan Micra	998	310.4s
2	2	C09	A	Andy Williams	Under 17, Knutsford	111	Nissan Micra	998	311.3s
3	3	C06	E	Steve Kaye	Huddersfield	173	Mazda MX5	1998	325.6s
4	4	C03	C	Robert Wallace	Under 17		Toyota GT86	2000	331.0s
5	5	C04	B	Anthony Parker	Huddersfield		SMART ForFour Brabus	1468	334.0s
6	6	C05	E	Helen Kaye	Huddersfield	174	Mazda MX5	1998	344.6s
7	7	C01	A	Nigel Fox	Citterhoe	11	Austin Mini	998	355.0s
NS		C07	C	Lauren Crook	Under 17, Knutsford	112	SAAB 9-3	1985	DNS
				! These are ANWCC classes!					

ANWCC PRODUCTION CAR AUTOTEST CHAMPIONSHIP 2021 - Round 7									
Blackburn PCA - Under 17 MC - 11 September 2021 - Blackburn Services									
Ovrl	Cls	No	Cls	Driver	Club	NW	Car	c.c.	Penalties
1	1	A02	A	Daniel Millward-Jackson	Under 17		Suzuki Swift Sport	1600	543.8s
2	2	A01	A	Oliver Mathison	Under 17	195	Toyota Yaris	1000	575.0s

ANWCC AUTOSOLO CHAMPIONSHIP 2021 - Round 9									
Blackburn Autosolo - Under 17 MC - 11 September 2021 - Blackburn									
Ovl	Cls	No	Cls	Driver	Club	NW	Car	c.c.	Penalties
1	1	C08	A	James Williams	Under 17, Knutsford	113	Nissan Micra	998	310.4s
2	2	C09	A	Andy Williams	Under 17, Knutsford	111	Nissan Micra	998	311.3s
3	3	C06	E	Steve Kaye	Huddersfield	173	Mazda MX5	1998	325.6s
4	4	C03	C	Robert Wallace	Under 17		Toyota GT86	2000	331.0s
5	5	C04	B	Anthony Parker	Huddersfield		SMART ForFour Brabus	1468	334.0s
6	6	C05	E	Helen Kaye	Huddersfield	174	Mazda MX5	1998	344.6s
7	7	C01	A	Nigel Fox	Clitheroe	11	Austin Mini	998	355.0s
NS		C07	C	Lauren Crook	Under 17, Knutsford	112	SAAB 9-3	1985	DNS
			<b>t</b>	These are ANWCC classes!					



# Newcomers

## Come of age! Part 1

### Sunday

The Sunday event started at 11:00 prompt, 3 sets of runs for the 19 drivers across three events were planned.

These events on the Sunday, allowed all drivers to drop the worst score in each driving session. All scores had 3 runs of over 60 second dropped! **After driver feedback, for 2022, all scores will count on all events!**

With championship drivers looking for points in other disciplines for all rounder points the event had Sprint and Hillclimb drivers, Matt Bramall, Chris Bramall and Nigel Fox in the AutoSOLO.

The AutoSOLO drivers Andy and James Williams did the Autotest, both looking for all-rounder's points. James has now come of age with his autotesting, he did show several more experienced drivers that in the 998 road going Nissan Micra he certainly can drive! Mel Morgan had a fine drive in the Fiesta again beating two more experienced drivers. **We shall say nothing about the last placed driver!....** Well done to all for taking part in the autotest, also, that four drivers, showed that you can autotest a road car.

Five young drivers in the PCA that have been with the club all year had a great time, thanks to the support of their families to get them to and from the motorsport events. The skills they have learnt with seat time will pay divided over the years to come as drivers. James Williams started this way 10 years ago, Just look at the times; it shows that power is not required, good driving and a clean sheet with no cone penalties all help.

Plans are under way for 2022 events, starting in February at Blackburn, Lymm starting in April, with events every 4 weeks until September. See [ANWCC.co.uk](http://ANWCC.co.uk) and [SD34 website](http://SD34 website) for the calendars.



## Grass Roots Motor Sport



ANWCC AUTOSOLO CHAMPIONSHIP 2021 - Round 10									
Blackburn Autosolo - Under 17 MC - 11 September 2021 - Blackburn									
Ovrl	Cls	No	Cls	Driver	Club	NW	Car	c.c.	Penalties
1	1	D01	D	Michael Dolby	Cannock	123	Mazda MX5	1839	420.3s
2	1	R04	E	Phil Clegg	Under 17	162	Haynes Kit Car	3000	435.9s
3	2	D02	D	Steve Dolby	Cannock	120	Mazda MX5	1839	438.2s
4	2	E01	E	Matt Bramall	Liverpool	59	Caterham Super 7 Zetec	1800	443.5s
5	1	B02	B	John Jones	Accrington	160	Skoda Fabia	1896	448.4s
6	2	B01	B	Chris Millward-Jackson	Under 17		Suzuki Swift Sport	1600	450.3s
7	3	E03	E	Chris Bramall	Liverpool	58	Caterham Super 7 Zetec	1800	470.9s
8	1	A03	A	Andrew Norman	Under 17		Nissan Micra	1000	472.3s
9	2	A02	A	Chris Livesey	Under 17		Nissan C1	998	477.1s
10	3	A01	A	Nigel Fox	Citheroe	11	Austin Mini	998	499.6s
NF		E02	E	Stephen Price	Wallasey	175	Nissan Micra S	1275	Retired
NS		C01	C	Lauren Crook	Under 17, Knutsford	112	SAAB 9-3	1985	DNS

ANWCC AUTOTEST CHAMPIONSHIP 2021 - Round 9									
Blackburn Autotest - Under 17 MC - 12 September 21 - Blackburn Services									
Ovrl	Cls	No	Cls	Driver	Club	NW	Car	c.c.	Penalties
1	1	33	3	James Williams	Under 17, Knutsford	113	Nissan Micra	998	633.5s
2	1	21	2	Colin Moreton	Knutsford	35	Westfield SE	1700	636.2s
3	2	34	3	Andy Williams	Under 17, Knutsford	111	Nissan Micra	998	651.6s
4	3	31	3	Mel Morgan	Bolton-le-Moors	147	Ford Fiesta	1600	679.3s
5	1	11	1	David Goodlad	Knutsford, Bolton	41	Mini Clubman	1275	682.1s
6	4	32	3	Stephen Johnson	Boundless By CSMA	1	Nissan Micra	1275	685.4s

ANWCC PRODUCTION CAR AUTOTEST CHAMPIONSHIP 2021 - Round 8									
Blackburn PCA - Under 17 MC - 12 September 2021 - Blackburn Services									
Ovrl	Cls	No	Cls	Driver	Club	NW	Car	c.c.	Penalties
1	1	A03	A	Oliver Mathison	Under 17	195	Toyota Yaris	1000	484.1s
2	1	B01	B	Daniel Millward-Jackson	Under 17		Suzuki Swift Sport	1600	484.9s
3	2	A04	A	Benjamin Norman	Under 17		Nissan Micra	1000	517.6s
4	3	A02	A	Ben Tyrrell	Under 17		Nissan Micra K11	998	525.4s
5	4	A01	A	Milo Unwin	Under 17	155	Nissan Micra	998	541.2s





# RIP

## Stewart Martin

### 1943 - 2021

When two or three hundred people from all over the British Isles and abroad as well as from the immediate locality make their way for the funeral service of a person that lives in a small remote village near Kielder it is a sure sign that that person has touched the lives of many families and individuals who now have made the effort to pay their last respects.

When people like Malcolm Wilson the former WRC rally driver and owner of M Sport, Ex Works rally driver Ivor Clark, owners, dealer principals and employees from the motor trade and other businesses have set aside time to attend then it is a sure sign this person must have been rather special, that was certainly the case with Stewart Martin..

Stewart from Newcastleton in Scotland sadly passed away in hospital on Sunday 22nd August after being admitted to hospital with Covid a few days earlier, he had been double jabbed and was very careful to avoid crowds since the epidemic started so a great shock to family and those who knew him as he was expected only to be in for a few days under observation.

Stewart along with his brother Alistair, Ken Wilson (Malcolm Wilson's dad) and another friend started a small business called Teviot Motor Factors in Hawick in the early 1970s, they developed the company over a number of years then eventually sold out to a major national firm, later they started TMS motor factors which again they developed into the major firm it is today with twenty or so branches all over northern England and right around Scotland.

You are probably thinking that you never knew Stewart or that your life has never been touched by Stewart and the businesses he was involved but believe me I think you will see things differently if you read on.

In the 1960s if you wanted a part for your car if your family were lucky enough to own one you went to your BMC, Rootes, Hillman, Rover or Ford dealer where you ordered the part, a few days later when eventually it came you paid full retail price for it unless you "knew" someone in the motor trade who would give you a little bit of discount.

Motor factors were very scarce in fact the only motor factors in our area were Partco, when you went in they didn't welcome you, often they looked at you as if you had two heads and those in the garage trade didn't like them serving the general public either. No TMS, NPA, Dingbro, Euro Car Parts, Kwik Fit, Mr Clutch, or even Halfords, places we take now for granted and they hold a huge stock of parts for most cars, you can even buy parts for cars now at weekends absolutely unheard of after 12 noon on Saturday.

These days car parts are made all over the world even in China or similar places, in the 1960s China was making mainly rubbish quality plastic toys for sale in cheap outlets such as Woolworths. Nowadays with super-efficient distribution links even manufacturers and their main dealers can get genuine parts often same day or overnight from vast central distribution centres, totally unheard of in the 60s.

When Stewart and his co founders started their motor factors right from the start they sold to the general public with heavily discounted prices, business boomed and so they built up the businesses and opened more branches, this continued for many years, gradually other firms moved in too and today there is a vast choice of motor factors in every locality selling to the trade and general public alike.

Times have changed dramatically.

When Stewart got interested in something his enthusiasm was infectious, he was rather like an evangelist trying to convert others to take part and enjoy what he had found interesting. He was very good at converting and persuading people too, his brother Alastair was one person who Stewart got interested in rallying then of course this enthusiasm eventually rubbed off on Alastair's son, Stewart's nephew Scott Martin when he was a very young child.

Scott is now a professional World Rally Championship co driver, he started rallying with Willie Jarman of Branthwaite, then Mathew Wilson, several other top drivers, Craig Breen and currently Scott is part of the Works Toyota WRC team calling the pacenotes and co driving for Elfyn Evans, these two guys are right at the pinnacle of world rallying. Stewart was a great part of the inspiration for Scott.



## **Stewart Marshal : Continued from Page 54**

Watching rally cars had been a big attraction in Newcastleton village since the RAC rally took to the forests in the early 60s when Works SAABs, Mini Coopers, Healey 3000s etc driven by such notables as Eric Carlson, Pat Moss, Timo Makinen, Paddy Hopkirk and others serviced in the main street or the village square even sometimes in the two local garages strung along the main street. This came about because the village is surrounded by many of the iconic forests used on RAC and other top rallies and in those days bear in mind Keilder reservoir wasn't even there, that vast area too was covered by forests and used extensively for rallying.

Stewart had his first introduction to stage rallying from inside a rally car rather than just spectating was when he sat in the rear seat of my MK2 Cortina GT in about 1971/2 with Carol then my girlfriend but since 1974 my wife navigating for me. My car was fitted with a set of full harness belts in the rear as myself and two of my mates did the International Scottish rally in 1970 three up, none of us could afford to compete on our own but with three of us sharing the cost and driving one third of the stages each we were able to afford to compete.

In those days the rally started on Sunday at Glasgow Blythswood square and finished on Thursday in Grantown on Spey, later moving to Aviemore after visiting dozens of stages all over Scotland doing hundreds of miles in the forests as well as stages at Rest and be Thankful hill climb, even Loch Lomond zoo, Botanical gardens and private grouse moors. The rear full harness belts were even occupied in later times by a young schoolboy Malcolm Wilson when Carol and I took him on the Jim Clark and Lindisfarne rallies which also used the Keilder forests and Otterburn tank ranges. Not sure what health and safety would say these days !

So with Stewart in the rear seat really enjoying the experience of competing on special stages for the first time sliding the car on opposite lock through the forests, hooking ditches with the front wheel to hold the car into the inside of a corner after many stages I rolled it end over end rather than the usual sideways roll, when the car eventually came to a halt in the trees Stewart casually remarked " It keeps you kinda busy this rallying job doesn't it "

It didn't put him off however even though the Cortina only had a single hoop roll over bar with one strut following the roofline to the rear parcel shelf, full cages in those days were unheard of, Stewart built himself a 1293cc Mini Cooper S and won many awards with it and was well known competing in forest rallies during the later 1970s.

Stewart, Alistair, Ken Wilson and many other friends made the Scottish International part of all our families holidays and we all spent some fantastic times together, those friendships have lasted until sadly some like Stewart have passed away.

Having got heavily into stationery engines and exhibiting at various shows Stewart even introduced classes for stationary engines and trials bike competitions at Newcastleton village show, once again his enthusiasm knew no bounds, he loved the village, the local history and was obsessed trying to make it a better place.

Always laughing and having an infectious sense of humour our family and his enjoyed many holidays together both in this country and particularly in France in our caravans, our daughter Claire loved ponies and when on holiday in the New Forest after returning from France Stewart kept telling her to persuade me to put one of the New Forest ponies in our caravan and bring it home. I think she must have been aged about twenty-five before she realised I couldn't do it because Stewart always kept insisting it would be ok if we sneaked the pony in without anyone seeing !

Claire finally did get her pony, not from the new Forest I must add and she used to compete in the show jumping at Newcastleton show, our son Andrew got his first motorised transport as a thirteen year old when Stewart arranged for me to buy a moped off one of his mates in the village. As there was no room to put it inside the horsebox as our pony objected Stewart wasn't fazed at all, the moped was tied onto the drawbar of the horsebox, Stewart of course was supervising the loading and transportation method of the aforementioned machine.

Having started as an apprentice mechanic at a garage in Newcastleton, he worked long hours in the evenings and weekends building up a tyre business selling to customers all over the borders then started a bodyshop so as not to clash directly with his former employer who did mainly mechanical repairs.

He used to buy every newish crashed Mini that Ken Wilson got in the scrapyard then bought lots of brand new bodyshells and built up the bodyshells using the parts from his stock of crashed mini parts, these little cars sold like hot cakes as its over 25 miles each way from Newcastleton to any major employer such as the woollen mills of the borders or to Carlisle and "miles per gallon" was critical to a family's weekly costs that were incurred just getting to work and back, nothing was more economical in those days than a Mini.

All the new bodyshells were collected from Ken Wilsons garage at Branthwaite near Workington and Stewart transported them the 56 miles back home on a extended roof rack rather like " Lovejoy antiques " but not on top of a Volvo estate but on top of his Mini pick up, it did look very unusual seeing a double decker Mini coming towards you with Stewart at the wheel !

He was a great mechanic always with interesting projects on the go, a friend to everyone, always thoughtful and kind, he really loved his family and helped them all develop their various careers.

He was quietly but forcefully dogged and determined in everything he did, usually in the end managing to get his own way but not in a nasty way or by trying to shout people down but simply by insisting his was the right way and continuing until he got his own way in the end !

He was a wonderful friend, our whole family adored him, he set a great example to us all and will be sadly missed by his equally lovely wife Phyllis, all his family and friends.

Thank you, Stewart you may have left, us but your presence and values will remain with us forever

**Keith Thomas**





# Historic Rally Festival 2021

*Ian and Caroline Hill*

We did Historic rally festival at Weston Park in the Opel Manta Grp N rally car August.

We have never done a single stage event before and Caroline has never read stage diagrams /maps of stage before.

We had a Stratos behind us and our thoughts were out on a minute he was bound to catch us. Not a chance.

We were OK . Cautious on the 1st stage very slippery and thought off the watersplash. Vauxhall opel never did like water all OK . 2nd stage we were flying. 3rd we had a small off across the grass on a Lg R into chicane . After being flat in second out of chicane over humpback Bridge and cattle grid. 4th was quiet one no water in the watersplash . 5th was a surprise as run in opposite direction and watersplash full. 6th trying to hard gears missed on Ac hairpin R.

7th 8th we had a RS1600 escort behind us as the Stratos had issues. We held our own. 8th we had RS1800 Escort Mk2 definitely going to be caught but as we came through the 90s R L to the finish line no where in sight.

Historic rally festival Weston park was only a demo stage event but run with timing EXCEPT STAGE TIME. Great to be part of it.

*Ian and Caroline Hill*



**Car Track Days**  
**4<sup>th</sup> October**  
**1<sup>st</sup> November**  
**6<sup>th</sup> December**





# Radio and In-Stage Marshals for the 2021 BXCC Round 6

Marshal registrations have now opened for Radio and In-Stage Marshals for the 2021 BXCC Round 6 at Walters Arena, South Wales on 9th & 10th Oct 2021.

The event is based entirely at Walters Arena and further location details will be available after registration.

There will also be 4 cash prizes of £50 drawn randomly from the volunteers list.

Clerk of the Course: Jon Aston

## The BXCC has been described as Rallying on Steroids!

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

### Videos from Round 4 (Sweet Lamb) in July (last event):

Day 1 preview clips <https://www.facebook.com/specialstage/posts/4769707973056662>

Day 2 preview clips <https://www.facebook.com/specialstage/posts/4772355189458607>

### Videos from Round 3 (Parkwood) in June:

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

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

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

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

Hope to hear from you



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Visit our website for more British Rally photos & videos

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Inspired by the VHS Rallies YouTube Channel, Pro-Rally Photography have begun the lengthy task of digitising old Hi8 Camcorder footage taken at 1990's British rallies, in order to preserve the footage for future generations. The video footage captured spans local club events, BTRDA and Scottish Championship rounds, through the British Rally Championship all the way up to the WRC.

To watch the videos please visit the [Pro-Rally.co.uk](http://Pro-Rally.co.uk) website and use the link at the bottom of each page to go to our YouTube channel, or use the link below. New videos are being added weekly, so don't forget to subscribe to the channel so you never miss our regular releases. Please feel free to like and comment on any of the videos and there'll be plenty more videos to come in the weeks ahead.

**<https://bit.ly/3gxxG63>**





It is good to see so many of you are upgrading. Motorsport UK are a little behind with processing due to holidays and being reduced in numbers. Hopefully we will have a new marshals liaison confirmed soon to help with this process - so be patient!

Don't forget to make sure you have all the necessary signatures when you book your assessment through the Chief marshal of an event. The Examining grade assigned to do your assessment will check your photo - so if you don't have one on your PRC make sure you hand over your Motorsport UK registration card for verification - your 2020 card is still valid this year!

And talking of which a few people have had issues with renewing online for Motorsport UK for 2022 - we have been advised there is a timing issue with the new system for some trainees. This means that you will need to complete the form by post instead this time. Please send your forms to your Regional Grading Officer for authorisation.



For any brand new members, you will be asked to complete the online training with Motorsport UK before you can register - please don't forget to share your registration number with our Membership Secretary once completed.

I am delighted to confirm that John Edwards has accepted the role of National Secretary and we didn't put him off with our National Council meeting on 1 September! Some good lively discussion - website updates (any new photos?) / National awards (it's that time again!) / Marshals Pathway (new registrations and the outline for next year's plan) plus a round up of regional plans and activities and items to take forward to Motorsport UK. We meet again in three months time via Zoom and plan to have the AGM on Sunday 5th December virtually as well to enable more members to attend.

It has been brought to my attention that a number of marshals have been subjected to both verbal and physical abuse at events. This is abhorrent and totally intolerable. Please report such instances to the Chief marshal immediately if you are the victim or witness such events. If you do not feel they have been dealt with appropriately, please raise to your local committee or direct to me.

I have raised a number of concerns direct to Motorsport UK already and they have been dealt with very swiftly. I have been interviewed a number of times as Chair by various groups and for different publications - particularly about discrimination. I have never felt discriminated against for being a woman and have always had a "why can't I" attitude but I recognise that we are a very male dominated sport and this can appear intimidating. Even on taster days I get asked if I actually marshal or if I am just showing people around. So it would be great to spotlight our differences - as far as I am concerned the only barrier to entry is to be minimum 11 years old!

Another year older then - hopefully a little wiser and I have certainly learned a lot in the last 12 months.

**Nadine Lewis**  
**BMMC Chair**

# **The 2300 Club 2022 John Easson Award**

The 2300 Club of Blackburn is pleased to announce the appointment of John Cope as the new manager of the John Easson Award.

John has taken over the reins from Allan Durham, who has been co-ordinator for over ten years, and will now oversee the running of the 2021 Award.

"I was delighted to accept the role when it was offered to me," said John, who already sits on the judging panel. A director in the family engineering business, John started rallying at the age of 17 in road rallies with a variety of Mk2 Escorts.

He progressed to stage rallying in 1992 with a Sierra Cosworth graduating to his now-familiar Subaru Impreza WRC.

He added: "Allan has been a pivotal part of the JEA long before I was involved in helping select the winner, and he has managed it with a professionalism I can only admire. They are big boots to fill, and I hope I maintain the very high standards that Allan has set."

Although he is stepping down from his role, Allan will continue to give John and the 2300 Club the benefit of his knowledge and experience.

He said: "John was always my first choice to take over from me. He has been involved in the scheme for a number of years after agreeing to be part of the judging panel. He is still actively competing in rallying and has a genuine interest in the development of young drivers coming into the sport. After competing on the Tour of Mull for many years John is well-known to most of the 2300 Club members, and I will offering him any help he needs during his transition into the role."

2300 Club chairman Neil Molyneux added: "We are delighted that John has accepted the position. The John Easson Award is acknowledged as the top scholarship in UK Rallying. Under his guiding hand, I'm certain that will continue."

Entries for the 2021 John Easson Award are now open and close at midnight on the 31 October 2021.

Visit [www.2300club.org](http://www.2300club.org) for full details on how to apply.

## **Durham A.C. Wearside Targa 5th September**

*Arthur Heaton*

We'd heard so many good reports of this event, that we had to enter our second ever Targa Rally, as Yorkshire Wolds members, since they were an invited club. Ken Quinn brought the trusty Yaris along, on a MASSIVE trailer, at early o'clock to head for the Nissan plant at Sunderland.

What a relaxed event-plenty of time to gossip and drool over Tom Leeming and Clive's new Avenger Tiger, run in to old friends, including, Neil and Clare, Mark Raylor and many others, especially Lindsay - her usual calm self.

First test was a car park special, then out on to test track for another 3-definitely 3<sup>rd</sup> gear country, then around again, then different routes for the 3<sup>rd</sup> lap.

Soup and sarnies for dinner, and, to our surprise, we were leading our class by 45 seconds.

The afternoon was harder, the car park was trickier and the 3 track tests were put together, with the tricky bits on map joins-we had a couple of dead stop moments, and one reverse due to communication issues, but avoiding a maximum was a priority.

Job done, first in class, my first and Ken's for the best part of 20 years.

Now, after all these lockdowns, I'm enjoying my pension years.

*Arthur-the one who thinks he can read a map.*

**Clitheroe  
& District  
Motor Club**



## **CLUBNIGHTS**

### **October**

**19<sup>th</sup> : Mull Rally Forum**

### **November**

**2<sup>nd</sup> : AGM**

**16<sup>th</sup> : MEM Malton Forest & Primrose Rally Forum**

**23<sup>rd</sup> : Archie & Paula Swinscoe**

### **December**

**21<sup>st</sup> : Christmas Party**

**Scatter Dates - See page 65**



# Hexham & DMC

## John Robson & Hexham Historic Rally

### 19/20 February 2022

Last month we announced the new date for the rally; 19/20 February 2022 This month we would like to introduce the organising team

For over 20 years the John Robson & Hexham Historic Rally has been organised by club President Ed Graham. The event is the only road rally in the north east still running, a testament to Ed's experience and determination. But as with all things times must change, and in 2018 Ed handed the reigns over to Jonathon Webb.

Jonathon originates from Stockport, but has now settled in the North East with his wife and young family. Having competed on road rallies throughout the country as both a driver and a navigator whilst also organising successful scatter rallies and treasure hunts, he was perfectly poised to take on the challenge of a national B event.

Jonathon works in the motor trade as a sales man and this has proved invaluable as he possesses the interpersonal skills required to secure venues and use of private land sections. Event organisation skills are also important and this is nothing new to Jonathon as he has been involved in organising country shows and quizzes for a number of years.

Jonathon is passionate about keeping North East road rallying alive and kicking and wanted to bring the event in line with other national B events in the calendar. The event has grown in the past 4 years attracting full entries and a loyal following of top competitors looking to compete on the quiet Northumberland roads. In 2019 the event was voted the best event in the SD34 championship. This is testament to Jonathon and his teams determination and hard work building on the solid foundations laid by down by Ed.

As with all events it isn't just one man, and Jonathon admits it couldn't have happened without the assistance of his deputy CoC Ali Procter.

Ali has lived in the North East all his life and started navigating at the age of 14 as a member of Hadrian Motor club. He grew up on local plot n bash events, which in the late 90's was all there was in the area. Before he could even drive, he became part of the organising team on Hadrian Motor Clubs Three Counties rally learning valuable organisation skills that have only recently been re visited.

Over the past 20 years Ali has navigated all over the country and Europe in all types of rallies and is now a vastly experienced navigator. This experience has allowed him to make the navigational side of the event well balanced to attract both experts and novices and give the event a professional look where possible.

The past two years Jonathon and Ali have been assisted by Luke Tait and Josh Davison in joint chief marshal roles. This year however they have stepped down as they look to compete on the event instead.

So the organising team now has a new look as Lynsey Procter has taken on the role of chief marshal and head of publicity. Lynsey is no stranger to rallies being married to Ali, but she is also a competent navigator in her own right having competed on a variety of rallies throughout the country over the past three years. She has also marshalled, spectated and provided medical cover on a variety of events. This experience will be well used in her new role.

Lynsey has excellent communication and organisational skills which will be perfect for chief marshal duties, and is a dab hand with social media so the team are looking forward to a well promoted event. She understands that any event would not be possible without the support of a huge number of marshals giving up their time and is keen to ensure that this vital element runs smoothly so that all have an enjoyable evening.

Although Jonathon has been the driving force behind the past 4 years, he comments; "The event is a product of the whole Hexham and District motor club, without all the club members assistance on the day and during the build up it would not be possible to put on an event of this scale, I'm extremely proud of what we have achieved and thank all the club for their assistance."

Please look out for further updates about past events and the post COVID return in 2022.



# 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
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**

## SD34MSG Road Rally Championship Dates for 2021

Date	Event	Club	Location	Confirmation
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	James Williams	A/C	83.06	U17MC
2	Andrew Williams	A	81.80	U17MC
3	Steve Johnson	E	69.88	Boundless
4	Phil Clegg	E	60.82	Accrington
5	John Jones	B	60.71	Accrington
6	Lauren Crook	C	58.73	U17MC
7	Andrew Robinson	A	49.16	U17MC
8	James Robinson	A	46.66	U17MC
9	Stephen Holmes	A	41.24	Clitheroe
10	Scott MacMahon	A	40.32	U17MC
11	Chris MacMahon	A	39.68	U17MC
12	Garry Sherriff	B	39.39	Bolton
13	Shaun Mundy	B	34.47	Knutsford
14	Alec Tunbridge	E	33.46	Bolton
15	Steve Price	E	28.29	Wallasey
16	David Goodlad	A	28.33	Bolton
	Chris Livesey	A	19.10	U17MC
	Dave Graves	B	17.49	Bolton
	Jess Crawley	A	11.74	Warrington
	Andrew Crawley	A	10.96	Warrington

## 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

## 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	



MOTOR SPORT GROUP

# 2021 SD34MSG Championship Tables

## U18 Championship

O/A	Competitor	pts	Club
1	Daniel Millwood-Jackson	60	U17MC
2	Monty Alcock	18	Knutsford
3	Elliott Shaw	0	Clitheroe

## MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Brian Wragg	164	Liverpool	Y
2	Maurice Ellison	80	Clitheroe	Y
= 3	Jim Livesey	60	U17MC	Y
= 3	Dave Barratt	60	Accrington	Y
= 3	Andy Fell	60	Liverpool	Y
= 3	Geoff Maine	60	Liverpool	Y
= 3	David Hunt	60	Liverpool	Y
8	Robert Rankin	50	Liverpool	Y
= 9	Sean Robertson	40	Liverpool	Y
= 9	Steve Johnson	40	U17MC	Y
= 9	Victoria Swallow	40	Bolton	Y
= 9	Ian Swallow	30	Bolton	Y
= 9	Rod Brereton	30	Pendle	Y
= 9	Alan Shaw	30	Pendle	Y
= 9	Jon Chamberlain	30	Wallasey	Y
= 9	Tam Doefor-Hill	30	Wallasey	Y
= 9	Shaun Flint	30	Wallasey	Y
= 9	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  
 29 Marshals have Qualified  
 62 Marshals from 13 member clubs have claimed Points

Continued on Page 66



# 2021 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC			
Bolton-le-Moors CC			
Warrington & DMC			
Liverpool MC			
Longton & DMC			
U17MC-NW			
Wigan & DMC			
Preston MC			
Division B		Position	
Club	Points	Div	O/A
Garstang & Preston MC			
Airedale & Pennine MCC			
Stockport 061 MC			
Blackpool South Shore MC			
Wallasey MC			
Accrington MSC			
Matlock MC			
Pendle & DMC			
Division C		Position	
Club	Points	Div	O/A
Knutsford & DMC			
Knowldale CC			
Manx AS			
Hexham & DMC			
Mull CC			
Lancashire A.C.			
Lightning MSC			
High Moor MC			
CSMA (NW)			
2300			
Motor Sport North West			
Updated			

2021 SD34MSG Championship Tables  
Continued from Page 65

## Road Rally Championship

O/A	Driver	Class	Pts	Club	Rds
1	John Gornall	S/E	27	GPMC	3
2	Dan Sedgwick	E	25	Clitheroe	3
= 3	Mark Johnson	E	23	Clitheroe	3
= 3	David Pedley	E	23	Clitheroe	3
5	Louis Baines	E	11	Preston	2
= 6	Matthew Hewlett	N	9	Clitheroe	2
= 6	Paul Pendleton	S/E	9	Clitheroe	1
8	Mark Standen	E	8	GPMC	1
9	Stephen Holmes	E	7	Clitheroe	1
10	Myles Gleave	E	6	G&PMC	1
O/A	Navigator	Class	Pts	Club	Rds
1	Martin Gornall	S/E	28	G&PMC	3
2	Sam Ambler	E	26	Clitheroe	3
= 3	Steve Butler	E	24	Clitheroe	3
= 3	Grace Pedley	E	24	Clitheroe	3
5	Sam Spencer	E	8	Clitheroe	1
6	Hugh Gleave	N	7	G&PMC	1
7	Ian Graham	E	5	Clitheroe	1
8	James Swallow	S/E	4	Bolton	1
9	Barry Allman	N	3	Clitheroe	3

## Individual Championship

O/A	Competitor	pts	Q	Club
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# Championship Standings

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

## Road Rally :

O/A	Driver	Club	Points
1	Chris Farrell	Rhyl	190
2	Mark Jones	A&P	142
3	Richard Hunter	Matlock	100
4	John Gornall	GPMC	95
5	Tim Hodgson	Bala	94

O/A	Navigator	Club	Points
1	Andy Lowe	Mid Derbys	190
2	Corey Powell-Jones	A&P	142
3	Martin Gornall	KLMC	95
4	Paul Holmberg	Clwyd Vale	90
5	James Swallow	Bolton	81

## Stage Rally :

O/A	Driver	Club	Points
1	Rob Hughes	C&A	440
2	Paul Gorge	Liverpool	382
3	Keith Anglesea	B&B	285
4	Neil Roskell	G&PMC	265
5	Greg Williams	Warrington	223

O/A	Co-Driver	Club	Points
1	Sion Cunliff	C&A	440
2	Jonathon Cragg	G&PMC	323
3	Lauren Hewitt	Wigan	287
4	Christine Pearson	B&B	285
5	Dylan Thomas	C&A	282

## Stage Rally (Forest) :

O/A	Driver	Club	Points
1	Tom McKeown	NWCC	118
2	Steve Ormond-Smith	Manx AS	40
3	Mark Lennox	NWCC	39
4	Robin Eyre-Maunsell	HRCR	36
5	Jonathon Caen	ERO	34

O/A	Co-Driver	Club	Points
= 1	Ian Jones	NWCC	115
= 1	Liam Whitely	Manx AS	115
3	Neil Thomas	NWCC	106
4	Dan Hurst	WCMSC	75
5	Dylan Thomas	C&A	69

## Autotest :

O/A	Driver	Club	Points
1	Stephen Johnson	CSMA	177
2	Colin Moreton	Knutsford	167
3	David Evans	Knutsford	82
4	David Goodlad	Knutsford	80
5	Melanie Morgan	Bolton	77

## PCA (U 25):

O/A	Driver	Club	Points
1	Oliver Mathieson	U17MC	207
2	Milo Unwin	U17MC	138
3	James Williams	Knutsford	30
4	Jess Crawley	Warrington	29
5			

## AutoSOLO :

O/A	Driver	Club	Points
1	Michael Dolby	Cannock	212
2	Steve Dolby	Cannock	194
3	Phil Clegg	Accrington	163
4	Andy Williams	Knutsford	157
5	John Jones	Accrington	141

## Sprint :

O/A	Driver	Club	Points
1	Matt Bramhall	Longton	839
2	Nigel Fox	Clitheroe	835
3	David Goodlad	Knutsford	806
4	Steve Wilson	Longton	805
5	Chris Bramall	Longton	792

## Hillclimb :

O/A	Driver	Club	Points
1	Chris Bramall	Longton	700
2	Matt Bramhall	Longton	674
3	David Goodlad	Knutsford	499
4	Nigel Trundle	G&PMC	402
5	John Stne	BSSMC	302

## Trials :

O/A	Driver	Club	Points
1	Rupert North	A&PMCC	171
2	Kevin Roberts	Bala	146
3	Jon Turner	North Wales	140
4	Henry Kitching	Ilkley	134
5	Nigel Jones	Bala	116



## 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	306
2	Bolton-le-Moors CC	257
3	Liverpool MC	222
4	Longton & DMC	209
5	U17MC	185
6	Clitheroe & DMC	149
7	Caernarvonshire & Anglesey MC	111
=8	Accrington MSC	104
=8	North Wales CC	104
10	Bala & DMC	99

### Marshals Championship

O/A	Marshal	Club	Points
1	Brian Wragg	Liverpool MC	103
2	Maurice Ellison	Clitheroe	52
3	Stephen Johnson	U17MC	38
4	Jim Livesey	U17MC	32
= 5	Ian Mather	Stockport	27
= 5	Lindsay Mather	Stockport	27
= 5	Tracey Smith	Accrington	27
8	David Mitchell	Liverpool	25
9	Rob Jos	Bala	22
10	Jack Mather	Bolton	21



# NESCRO



Historic Motorsport In  
The North Of England & Scotland

## 2021 Calendar & Challenge Rounds Update

<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 23rd October</b>	Devils Own	Kirkby Lonsdale MC	Historic/Targa
<b>Sat 13th November</b>	Saltire	Saltire Rally Club	Historic/Targa

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	Tom Hall	190.0
3	John Haygarth	189.4
4	John Slone	179.2
5	David Alexander	164.3
6	Ali Procter	156.7
7	Malcolm Mackay	151.4
8	Geoff Bateman	140.0
9	Andrew Johnson	135.4
10	Tom Cruddock	117.1

### Targa Driver's Challenge

Pos	Driver	pts
1	Chris Dodds	428.5
2	Simon Jennings	321.3
3	Neil Raven	286.4
4	David Pedley	222.8
5	Jack Morton	222.5
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	Maggie Bateman	140.0
7	David Boyes	135.4
8	Rita Newit	117.1
9	Michael Marsland	115.8
10	Marcus Pomfret	104.1

### Targa Navigators Challenge

Pos	Navigator	pts
1	Colin Fish	321.3
2	Claire Raven	286.4
3	Pete Gibson	255.3
4	Grace Pedley	222.8
5	Essi Salonen	222.5
6	Stuart Davies	215.7
7	Phil Savage	209.8
8	Fiona Tyson	205.7
9	Rob Bryn Jones	201.0
10	Lynsey Proctor	194.1





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MAR 15<sup>th</sup>

FRIDAY

APR 13<sup>th</sup>

SATURDAY

JUN 29<sup>th</sup>

SATURDAY

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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 Targa 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 23<sup>rd</sup> 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.

**Entries opened at 1800 on the 27<sup>th</sup> of September.**

[www.rallies.info/webentry/2021/klmctarga2/index.php](http://www.rallies.info/webentry/2021/klmctarga2/index.php)



## ADGE *SPEED* Stages 10th October 3 Sisters Circuit



## REGULATIONS

Available at Wigan & DMC Website

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

**BRC**  
British Rally  
Championship

**motor  
sport  
UK**

### Updated 2021 Motorsport UK British Rally Championship Calendar

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

## 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. Scamare

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)**



**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/>**



## 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".



# Clitheroe & District Motor Club



## Scatters

### Tuesday 5<sup>th</sup> October

Start at Darwen Services J4 M65 19:00  
Finish Houghton Arms J 3 M65  
Maps 102, 103 & 109 (Handout for 109)

### Tuesday 26<sup>th</sup> October

The Stan & Ollie Scatter  
Details TBA

### Tuesday 30<sup>th</sup> November

End of Season Scatter  
Details TBA



# Manx Auto Sport PokerStars 1<sup>st</sup> & 2<sup>nd</sup> 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):

# GAZZARD ACCOUNTS

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## 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:-**

- 20th October
- 17th November.

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

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

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

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

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

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

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

**Leigh Macdonald**      **Imacdon-**  
**ald555@aol.com**

**Anthony Jamieson**      **anthony.jamieson@live.co.uk**  
**Neville Simmons**      **Neville.simmons@live.co.uk**



**Pro-Rally.co.uk**

**1**



## Motorsports Photography and Journalism

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

**Phil James**

Motorsports Photographer & Journalist

07771 76 86 57 | 01772 69 00 34

phil@pro-rally.co.uk

@ProRallyPhoto

**Pro-Rally.co.uk**

**1**

www.pro-rally.co.uk

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 mile-ages in the Road Book have been set using a mo-bile phone tripmeter app. Such apps (some free) are available for Apple/Android devices.

There will be some more taxing navigation availa-ble 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>

9 Oct	Dansport Historic	Matlock MC

## Pro-Tec Performance Preparation & Parts



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



**Malton MC  
And  
Clitheroe & DMC**



**MEM**

## **Malton Forest Rally November 7<sup>th</sup> 2021**

This year's event is again co-promoted by Malton Motor Club and Clitheroe and District Motor Club, to offer competitors a friendly, no nonsense COVID secure event. Again, this year the event will stick to its successful format of 6 stages, split between Cropton, Gale Rigg and Langdale, with main service in Adderstone Field.

### **Regulations :-**

<https://www.maltonmc.co.uk/>

## **MARSHALS**

**For offers to marshal on any  
Malton MC event please**

**e-mail [marshals@maltonmc.co.uk](mailto:marshals@maltonmc.co.uk)**

with your name, number and a bit of info on your marshalling experience

Don't worry if you don't have any, we can buddy you up with someone who has!



## **Protyre Motorsport UK Asphalt Rally Championship**

This year's MJE Wheel Repair Specialists Tyrone Stages Rally, which was due to take place on Saturday 6 November, has been cancelled.

A recent number of large events has contributed to a high spike in localised Covid-19 cases, with many households along the planned closed road rally route now self-isolating.

With pressure on the local health authority, Cookstown Motor Club has taken the responsible decision to cancel the event and avoid any risk of adding to the local infection rate.

The final round of the 2021 Protyre Motorsport UK Asphalt Rally Championship will now be the Ford Parts Cheviot Stages Rally on Sunday 24 October.

The best four scores from five rounds will now count towards the final Protyre MSUK Asphalt Rally Championship points tally.





## **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
- Company pension
- Staff discounts
- Comprehensive training given
- Uncapped commission
- 40 hours per week to include some evenings and weekends

**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**



## **HEAD MECHANIC**

### **LOCATION**

Three Sisters Circuit, Three Sisters Road,  
Ashton in Makerfield, Wigan WN4 8DD

Three Sisters Circuit (Motorsport Circuit Management Limited) are currently looking for a Head Mechanic for our 7-day operational business.

As Head Mechanic you will manage all engineering functions for the department in line with company policy/guidelines. To oversee the safe and smooth running of the workshop.

### **THE SUCCESSFUL CANDIDATE MUST:**

- Have mechanical experience within the corporate/ race kart/automotive or motorsport sectors
- Be flexible and able to work evenings and weekends in addition to weekdays.
- Be able to follow instruction quickly and effectively.
- Be highly motivated and work well in a team
- Must have previous mechanical experience along with a thorough understanding of engineering principles.
- A thorough understanding of kart maintenance carried out to the required specification.
- Have excellent communication skills.
- Ensure that the karts are maintained to the highest standards of safety.
- Be able to work with minimum supervision.
- Have excellent problem-solving abilities quickly and efficiently.
- Ensure all paperwork is kept up to date on a daily basis within the required timescales.
- Have maintenance level mechanical and engineering experience.
- Applicants MUST have own tools and be willing to purchase any tools required to carry out daily maintenance of the karts.
- A basic concept of stock and budget control is essential; however, training will be provided.

Flexibility with working hours is essential to meet the company needs.

### **HOW TO APPLY:**

Please email a CV and covering letter to  
[info@threesisterscircuit.co.uk](mailto:info@threesisterscircuit.co.uk)

# 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)
Paul Goodman	Dave Williams
Niall Frost	Bill Honeywell (CDMC)
John Harden (LiMC)	Matt Hewlett (CDMC)
Dan Willan (KLMC)	Dave V. Thomas (ANWCC)
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Les Fragle (Gemini 3) Steve Coombes (Gemini 5)  
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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 17<sup>th</sup> Nov**  
**By Zoom**

## ANCC



### Next Meeting

**Monday 6<sup>th</sup> Dec**  
[www.ancc.co.uk](http://www.ancc.co.uk)



## ANWCC

Association of North Western Car Clubs

### Next Meeting,

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

## ANECCC



### Tyneside Group

**Tuesday 7<sup>th</sup> of Dec.**  
**Might be by Zoom - Might Not**  
<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**  
**Wednesday the 27<sup>th</sup> of October**  
**which is due out on**  
**Sunday the 1<sup>st</sup> of November**

(It would have been the 30<sup>th</sup> of October but I will be in North Wales Marshaling on the Cambrian )

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