

# November 2021 spotlight



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



**ANWCC**  
Association of North Western Car Clubs

**ANCC**  
Association of Northern Car Clubs



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

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## Comprising the following 10 Clubs



**Blackpool South Shore Motor Club**  
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**Clitheroe & District Motor Club**  
www.clitheroedmc.co.uk



**Ecurie Royal Oak Motor Club**  
www.eromc.co.uk



**Garstang & Preston MC**  
www.gpmc.org.uk



**High Moor Motor Club**  
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**Stockport 061 Motor Club**  
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**Warrington & District Motor Club**  
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**Wallasey Motor Club**  
www.wallaseymc.com



**2300 MC**  
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## ADVERTISING in 'SPOTLIGHT'

**Readership in Excess of 15,000**

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**Sent to all 25 member clubs and then  
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(25 X 100 + 7000 = 10,000+ readers)

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

**All advertising revenue helps to fund SD34MSG**  
Contact either Les Fragle, Maurice Ellison  
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# Chairman's Chat November 2021

How many events a year do you attend? Do you see the same faces at these events? Are the organisers of the event still the same after 25 years! This is a problem that many clubs are facing, not just motorsport ones.

SD 34 Motor Sport Group is no different and it relies in the enthusiasm of the volunteers that help to run the group. Again some at SD 34 MSG have been involved over 40 years.....(New blood need!)

SD34 Motor Sport Group started in 1964 and has been evolving since then. The First 4 clubs in 1964 were; Longton, Clitheroe Caldervale and Mullard-2300. The group quickly became 6 then 10 and gradually grew to 16 and stayed as a maximum of 16 for many years.

Currently SD 34 MSG has 25 clubs; several are active in different types of motorsport and this helps them in the inter club league. Some tend to be one discipline of motorsport only, 'Speed' or Autotest. SD34 MSG also has clubs with fewer active members and they may not event run events. But all members of SD34 clubs can compete on other clubs events and several do marshal on other clubs events.

The mutual support that member clubs offer each other with officials with skills in running joint events has to be one of SD34 MSG strong points. Friendly competition between the clubs and their members in the championships again needs to be encouraged.

2021 has been a strange year and I think it may take 3-5 years to return to a normal, if ever! Some clubs and events might not be around, in that time. But if you want to help clubs continue to put on events....Please do, most will welcome you with open arms.

Stay safe

**Steve Johnson**

**Chairman Sd34MSG**



To everyone who enjoy a glass of wine and those who don't and are always seen with a bottle of water in their hand:

As Ben Franklin said: In wine there is wisdom,  
In beer there is freedom,  
In water there is bacteria.

In a number of carefully controlled trials, scientists have demonstrated that if we drink 1 liter of water each day, at the end of the year we would have absorbed more than 1 kilo of Escherichia coli, (E. Coli) – bacteria found in feces.

In other words, we are consuming 1 kilo of poop annually..

However,

We do NOT run that risk when drinking wine & beer (or rum, whiskey or other liquor)

because alcohol has to go through a purification process of boiling, filtering and fermenting.

Remember:

Water = Poop,

Wine = Health

Therefore, it's better to drink wine and talk stupid, than to drink water and be full of 'Who knows what' .

There is no need to thank me for this valuable information:

I'm doing it as a public service.





# ANWCC

Association of North Western Car Clubs

It's going to be a busy few weeks in November as we get to the end of this year's championships. After the dodgy start to the year we are pleased that we have managed to get almost all of our championships completed, albeit with reduced numbers of events in some cases.

Where we have suffered has been the road rallies, with only three traditional road events held and all in England. Our Targa series managed just two events so has been cancelled, this is not helped by clubs not running interclub events despite strong entry lists that would often be better than many higher status events. Our Historic series did get four events in. We ask that clubs running events on the road do register them as interclub and therefore allowed in our championships.

This bulletin is going to press just as the final Forest Rally Championship event, the Visit Conwy Cambrian, is to take place. Tom McKeown has convincingly won the Drivers championship but the Cambrian will decide who the winning co-driver is – very tight between Liam Whiteley (who won the 2020 Stage Rally Championship) and Ian Jones, who won the Forest Rally Co-Driver title in 2019.

Our Historic Road Rally Championship has been won by Philip Wood from the Potteries & Newcastle Motor Club, driving a Volvo S1800, the same model as driven by "the Saint"! John Youd from Broughton & Bretton MC is the winning navigator, having previously won in 2019.

Our Car Trials championship sees Rupert North from Airedale & Pennine MC win again, his 11<sup>th</sup> championship win since 2005! The yellow Mini was replaced by a 993cc Suzuki Alto which was not supposed to go as well as it did. He also takes the MSUK British Championship and is likely to win the BTRDA Championship as well, the final scheduled for 7<sup>th</sup> November.

Our Speed championships will be combined for 2022 but for 2021 it's a family affair. Matt Bramall takes the Sprint Championship, whilst father Chris wins the Hillclimb series, they shared a Caterham. Both were newcomers to the ANWCC Championships, so good to see new names added to the Roll of Honour.

Matt Bramall also features in the Allrounders Championship, having a maximum score along with David Goodlad, winner in 2015 and 2019.

The 2021 Awards Presentation venue has been booked for Saturday 22<sup>nd</sup> January 2022 and full details will appear on our website in the near future. As things stand now Covid may still affect us so we hope for your support, and be able to present the awards face-to-face to the deserving competitors.

Events for the 2022 championships are slowly coming in and we ask all club officials to ensure that their club submits the online form so that we can finalise the calendar. We hope to get it all sorted for our meeting on 9<sup>th</sup> November.

Registrations for competitors will open after our meeting and we look forward to as many as possible joining us for "regional championships for club competitors". Unlike some championships, ANWCC does not impose any regulations and conditions that are not covered by the MSUK General Competition Regulations – the focus is on good competition and not on restrictive regulations.

We ask all to assist in promoting our championships – "Regional championships for club competitors".

Keep checking the website for updates.

## Dave V Thomas

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

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



*Paul Evans*



## **Pritchard wins big on the PokerStars to put him back in contention for the 2021 Protyre MSUK Asphalt Rally title**

Jason Pritchard won big on the PokerStars Rally, taking maximum Protyre Motorsport UK Asphalt Rally Championship points on both Legs 1 and 2, setting fastest time on every stage and winning the double-header round of the series by 5mins 20.9secs.

Having won the Manx National a record-equalling five times and the IOM Historic Rally twice, his invincible record on the Isle of Man continues as he and Phil Clarke dominated the event from start to finish in their North Road Garage Ford Focus WRC05.

The Isle of Man weather threw everything at competitors, but Jason sailed off into the distance on Friday night to open up a 2mins 51.7secs gap after Leg 1. He wasn't even that happy with his driving, with 'untidy' being the self-assessment of what appeared from outside the car at least to be something of a Manx masterclass – whilst carnage raged in his wake.

Heavy rain on Saturday morning for the opening loop of Leg 2's daylight stages helped to keep his mind focused on the job, whilst the ever-changing surface conditions caused even more drivers behind to go off.

A late alternator cable problem, which Jason initially feared was a repeat of the ECU failure that had robbed him of a Manx National Rally victory a few years ago, saw him stop the car, wait, and then reboot the system. But it only required a few cable ties to save the day, and having scored 60 points on the PokerStars Jason now heads to the Ford Parts Cheviot Stages Rally aiming for his third straight Protyre Motorsport UK Asphalt Rally Championship title.

The results move Jason from 11th to third in the overall drivers' standings, but with the two drivers ahead of him needing to drop a score, the double Protyre Asphalt champion has a slight advantage heading into the final round.

Mark Kelly finished a brilliant runner-up after an excellent drive in his Flext-backed Ford Fiesta R5+, scoring second place points on both Friday and Saturday to move him into the overall lead of the series at his first attempt.

Co-driven by Neil Colman, the brake pedal started going to the floor on SS2 and he completely lost the brakes towards the end of SS3, resulting in a spectacular overshoot. A thorough flush of the brake system and new pads cured the problem, allowing him to push harder on Saturday – although like others, he found that turning the anti-lag system off on the greasiest sections helped with traction. When conditions dried towards the end he was able to push even harder to secure another great result.

John Stone drove his new Legend Fires Volkswagen Polo GTI R5 for the very first time on the PokerStars shake-down stage and then went into a treacherously slippery night time leg.



*Continued on Page 8*

## ***Pokerstars Rally : Continued from page 7***

The plan was to get through and finish the rally without drama, but it takes enormous skill and experience to pull it off in the harshest of conditions and with Tom Woodburn he achieved just that. He wasn't hanging around, as the car hit almost 129mph down lanes on Saturday afternoon, as John guided it to a well deserved Protyre Asphalt finish.

Local driver Steven Ormond-Smith only collected his new Mitsubishi Evo 9 three days before the start and was forced to do all of Friday's night stages with broken rear suspension. Once that had been replaced, he and co-driver Adam Yates were flying over Saturday's morning stages. By the afternoon, however, they feared that a clutch problem would force them out and they only continued to see how far they could get – which was all the way to the finish and a magnificent result.

It was the first time that Neil Roskell had rallied on the Isle of Man and driven his ND Civils/Collins Construction-backed Ford Fiesta R5+ in the dark and in the wet – and whilst some weren't enjoying the conditions he was loving it. He and co-driver Matt Daniels bagged third place Protyre Asphalt points on Friday and fifth on Saturday to move him up to second in the overall drivers' standings.

Mark Holmes/Mark Perryman finished second (behind Stone) in the R5 class. They stalled their Ford Fiesta S2000 at a hairpin on SS1 and lost almost 40 seconds and then did exceptionally well to survive the torrential rain on Saturday morning – which was the first time that Mark had driven the car in the wet. They now have the outright lead of the R5 class, having shared it coming into the PokerStars.

Adrian Spencer/Rick Sutcliffe won class B14 after a fine performance in their RED Industries Subaru Impreza WRX. They were precise in the dark, clean and tidy in the wet and fast in the dry, enabling Adrian to score his first finish on the Isle of Man in three attempts. He also now leads class B14

Chris Rice survived a big spin in his Subaru Impreza on SS12, which was his only drama in another good run. Co-driven by Gareth Price, the double Group N Asphalt champion is building a new Subaru for next year, meaning that this might well have been the last Protyre Asphalt event that Chris, who has rallied the Subaru very successfully since 2006, will do in his faithful chariot.

Anthony Eaton/Ian Jackson spun their Autotest Ford Fiesta R4 on Saturday's opening loop and momentarily wedged it between two banks before freeing themselves with a rapid 15-point turn. They enjoyed a good run and move up to second in class B14.

Rob Fisher/Kari Bates lost out when others around them were given a notional time on SS3 and had to stop on SS8 when a car ahead of them crashed and blocked the road. Their performance through the St Mark's stage demonstrated what could have been, as they finished the event in their Mitsubishi Evo 6.

Richard Slinger/Stuart Walker were held up by crashed cars blocking stages and had other stages cancelled before they'd even started them, so they endured a bit of a frustrating run in their Mitsubishi Evo 6. Meanwhile Chris Marshall/Graham Wild hit a bank and retired their Mitsubishi Evo 5 on Friday night.

When Ian Beamond was admitted to hospital on the Isle of Man with tonsillitis, Ben Crump had to draft Nathan Summers in for what was to be a baptism of fire in the co-driver's seat. The event could hardly have been more demanding for a first time navigator, but he did exceptionally well to guide Ben to a great result – beginning with a maximum points score on Leg 1 in both class B11 and in the Ford Escort Challenge. Even when the windscreen wipers stopped working during a monsoon on Saturday morning, their Coltech Rally Services Escort Mk2 rocketed on to another maximum score in the Escort Challenge – which puts them in the lead of that and class B11.

Chris Berry experienced his first tank-slapper in his Ford Escort Mk2, oil on the road adding to the thrill of the high-speed heart-stopper. Co-driven by Lewis Griffiths, his Manx debut was a successful one as he scored good points in both the Escort Challenge and B11.

Lee Edwards arrived on the Isle of Man leading both the Ford Escort Challenge and class B11, but their title hopes took a dent when he and co-driver Will Atkins crashed their CR M-Tech Motorsport / Auto Tech Ford Escort G3 near the end of Saturday's opening stage.

There was no such drama for Geoff Glover/Keith Barker who were back to their class B11 class winning best on Saturday in their rear-wheel drive Vauxhall Astra, having had a good run the night before as well.

Marcus Pagett's Nissan Micra Kit Car normally handles very well in all conditions, so he was convinced something mechanical was wrong as it struggled for grip. That became more evident on the penultimate stage, when the car rode up a bank, slid down the road on its side and rolled back onto its wheels.

***Continued on Page 9***



## ***Pokerstars Rally***

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

He and co-driver Ian Taylor lost around 20 seconds and continued to finish the event. "I wouldn't let a little thing like that stop me," said Marcus!

After an interrupted and shortened Friday night leg, Tim Phelps/Elwyn Manuel survived a number of spins on Saturday's very wet and slippery opening stage – one of which damaged the front of their Talbot Sunbeam and convinced them to back off a little bit. They still had a great run to score good class B11 points on both days.

It wasn't the same story for Graham Roberts/Andrew Richards, who unfortunately put their MG ZR off the road on Saturday.

Mike Pugsley/Marc Clatworthy survived Friday night without an issue and throughout the event were happy with their Hoosier tyre choice – something that's not easy to get right in changeable island conditions. Seeded at car number 117 meant that they were the first to find the drier road conditions, although not before a massive sideways moment on SS10 almost spelt disaster. In the end it was another great performance, which gives the 1974 Escort RS2000 Mk1 crew another class B12 title.

William Mains has once again proved that he is the undisputed king of the Protyre Asphalt 1400 class by becoming champion yet again in his Roy Thomas & Son-sponsored Vauxhall Nova. Co-driven by Sion Jones the runaway class B9 champion also won his class on the event, overturning what had been after a cautious start, a 30 second deficit in one stage!

Bradley Howlett/Nick Vandevenne have won the class B10 title after another tremendous performance in their Syndicate7-backed Peugeot 208. Their first day of rallying on the Isle of Man was shortened by stage cancellations on Leg 1, but they flew on Leg 2 and even caught four cars on SS6. They were the seventh overall highest placed Protyre Asphalt finisher as well.

Dai Roberts/Daniel Petrie would have given them a run for their money, but a broken driveshaft forced them out on Friday. Worse was to follow when they hit a bank on the opening stage on Saturday, badly damaging their Peugeot 205 GTi.

Stuart Anderson/Kenny Owen ran over some debris on SS1 and picked up a puncture, which they drove on to the end of the stage. Their ex-works Vauxhall Chevette HSR steamed up in the rain, but they charged on to secure the Historic class title.

There were many crews who failed to make it to the finish, and surprisingly the first to hit problems were Melvyn Evans/Mark Glennerster. Leading the Protyre Motorsport UK Asphalt Rally Championship coming into Round 3, they locked up approaching a tight corner three quarters of the way through the opening stage and hit a bridge, breaking a wheel on their Škoda Fabia R5+. They sportingly parked the car in a safe place and waited until all the faster cars had gone past before limping out of the stage and into retirement.

Damian Cole/Andrew Roughead locked up in their Get Connected/TCL Škoda Fabia R5+ on the very next stage and hit a bank head-on. The heavy impact threw the back of the car across the narrow road and wedged it solidly between the two banks, leaving a quick-reacting Damian to sprint back up the road to warn the oncoming cars of the blockage. With damage to the front and rear of the car, their rally was over too.

The drama continued on SS3 when after a magnificent start Craig Jones/Shawn Layland went off the road in their RHL/Jay Jays backed Mitsubishi Evo 9. Unfortunately, this very rare mistake has cost them the lead of class B14 and dropped them down the overall points table.

Whilst some come to the Isle of Man to gain experience, some drivers have all the experience they require! Roger Moran falls into the latter category, and he knows when it's best to fight another day. Bizarrely the car that started SS7 ahead of him finished behind him, even though Roger and co-driver Paul Morris hadn't seen the Honda Civic in the stage. They had seen several cars buried in banks, and with the road conditions worsening they decided to call it a day in their new Škoda Fabia R5+.

Chris Simmons/Andrew Moss were going well in their 2.5-litre Millington engined Darrian T9 GTR and survived the worst that the Manx weather could throw at them, even when the windscreen wipers stopped working during the heaviest of downpours, only to retire on the final loop with a broken engine mount.

Having crashed out on Friday night, Oliver Hunter/Jonathon Kennedy felt something snap just before their Vauxhall-engined Ford Escort Mk2 span into a bank on Saturday morning. They finished that stage (SS8), but with bent steering and a fair bit of front end panel damaged they retired the car in service after SS10. ***Continued on Page 10***

David Campling/James Ducker didn't even make the start after a frightening accident on shake-down which saw their DCC Logistics Škoda Fabia R5 somersault into a field after locking up and sliding sideways into a bank at high speed.

Jason Pritchard (1st) said: "I'm very pleased to win the PokerStars – and to have won every stage as well. We didn't take any silly risks and it was good fun. The conditions were tricky, it certainly added to the challenge, but it's proper Manx isn't it? We had a little drama near the end when the alternator light came on. The car started cutting in and out, the dash, powershift and everything went and we were stuck in gear – so I pulled over, switched the ECU off, waited for thirty seconds for it to reboot and turn everything back on. As it happened it wasn't the same problem as what happened on the Manx National a few years ago and we found that it was a lead to the alternator and a cable tie fixed it!"

Mark Kelly (2nd) said: "This event has been an emotional rollercoaster because it's thrown everything at us. On Friday night we had a drama with the brakes and on Saturday we knew we had to push on in what were very tricky conditions. As it dried out on the last loop it allowed us to be a little bit more aggressive, so we made the most of that and pushed on where we could. Jason's favourite to win the title, but we've recorded four good scores so I'm very pleased with the position we're in."

John Stone (3rd) said: "It all just got better and better during the event as I got more comfortable with the Polo R5 and in another few stages I think we'd have been there or thereabouts. I'm really pleased – I cannot believe how good the car is. We're staying with the smaller restrictor and sticking to R5 because we think it's fast enough. We saw 207kph today, which is just shy of 129mph! I'm happy to have finished third in the Protire Asphalt Championship on the PokerStars because I genuinely just wanted to get around. I can't wait to get back out in the car again and I'm looking forward to the Cheviot because I know that pretty well."

The fifth and final round of the 2021 Protire Motorsport UK Asphalt Rally Championship is the Ford Parts Cheviot Stages Rally, held over the Otterburn military range in Northumberland, on Sunday 24 October.

**Paul Evans**



## A view from a first timer.

**Barry Allman : Clitheroe & DMC**

I'm 65 and my driver a little younger, 6 months ago he twisted my arm into getting back into the Hot Seat after a 25 year break !!

A car was bought, Suzuki Swift Sport quite cheap, just over 100,000 miles on the clock !!

Work, life and other things got in the way of working on it too much, cage was popped in just in time for the Hall Trophy Rally which we finished, just !

Car was stripped again and a call made to Harry Hockley Motorsport and Questmead ( Steve Brown) for a kit of parts.

With a month to go work started off and on, Thanks to Andy for all his hard work and Martin F for a great job on the electrics.

The Saturday before the Friday Night start we got the car Logged Booked, Tuesday night at 10pm it was on a trailer heading for the ferry, with all the remaining parts for it's final fix !

Wednesday and Thursday was spent either finishing the car off or checking on the notes, WOW some narrow slippery stages, lots of bends. It looked like a challenging route but good fun as well.

I had been over the week before for 36hrs to check on the link sections and get a feel for place, so was confident on the overall area. I thought running at car 95 stages where likely to be cancelled and we would need to drive between the holdups!

Friday morning dawned and last minute bits and piece's to do found us heading for the service area at the TT Grandstand. Due to NONE delivery of our rally rims my own "Sport" was at the unit back home on axle stands, so we had just 8 rims and 14 rally and 8 standard tyres to choose from. Thanks to our tyre guy John D.

Noise test team didn't think our engine was ON, standard engine , standard exhaust system!

Scrutineering passed too with the time at 12.30 and a start time of 19.24 time for me to sort out the last bits of Rally Admin, get to the briefing pick up our time cards and check on any last minute amendments. Left my driver to chat with the rally gang.

I then spent a couple of hours checking over my notes, highlighting the important bits ( All of the route).

Since getting back into the Hot Seat Again ( WHY, I still am asking myself now ) in April, I had managed to slot in Three Targa Rallies (totally new to me). Three Road Rallies (similar to the OLD days but different too), A Stage Rally with Damian Cole in his Skoda R5 (that was fun).

**Continued on Page 11**



Some scatter rallies too, plus some midweek testing in R5's and WRC cars just to test my nerves #IAm65YouKnow and to see if I could function properly at SPEED ( those cars where the quickest rally cars I have ever been in . WOW !! Thanks John S and Damian C). That added up to 9 events with 8 finishes with a 6th O/A (should have been 3rd O/A but that is in a later report) my best finish. A nice portion of Sausage and Chips helped to keep me fuelled up, feeling calm and quietly confident that my side of the car was in control. All I had to do was keep one eye on the event timing (very straight forward) and one eye on the route/notes.

19.15 it was dark by now, saw us strapped into the car, didn't need headsets as the car is SO quiet, MTC 1 (19.24) and we were away my driver was a little GIDDY at this point with pre stage nerves. Calmed him down and slowed him down too on the road section. 19.40 saw us arrive at arrival control, helmets on and ready (as we would ever be) for Stage One, one minute into the stage and we had an ALMIGHTY moment sliding sideways between two stone walls ! lucky our SPORT is short another three inches longer and it would have been rally over. (5.13) for the stage and intact ! 20.08 and we are at stage two, which was cancelled due to being blocked and so no times for anybody Convoy to stage three to arrive at 21.30.

Stage Three got cancelled to ( an issue when running 95th on the road) at least we got to drive through the stage slowly gave us a chance to check out the notes. Off to the Service area (at the TT Grandstand in Douglas), brew and MARS bar, Service crew ( we used ADGESPEED Awn-ing and kettle, Thanks Adrian Spencer and team). Open bonnet, closed bonnet service done. Stayed on our Super Soft tyres still with bumps on them. 22.57 left service (TC4), sat in the car for 3hours 33 minutes and just one stage. 23.23 stage arrival four, clean run (5.08) and 5 seconds quicker Stage 5 still blocked and cancelled 00.05 saw us line up to start Druidale (The Classic) 13.07 miles long, notes worked well (driver still getting to know the car) stopped the clock on 19.10 no moments either. Arrived at overnight halt (MTC2) at 00.36, quite tired and happy to have survived the night stages !! Just three of the six stages run for us.

Food, shower, sleep saw us back on the startline again at 10.47 for Seven more stages. 11.35 was our start time for St Marks SS7 (14.3 mile) got a good way through then RED flagged and convoy'd through stage. Regroup halt then back to it. 12.38 saw us on another start line the Parville SS8 (13.5 mile) yeah got to the finish and stopped the clock on 12.55.21 (17.21 our time) 13.09 SS9/SS10 Balladhoole (3.1 mile) fast blast mainly along the shoreline ! (4.16 then 4.13 our times)

Back to service, unleaded petrol and more MARS bars and drinks. Lift bonnet, yep engine still there, check tyres. We ran Super Soft Hankook tyres on Friday night it was dry, Then Michelin Pilot Sport 4's on the Saturday in the rain. 14.39 left second and last service to go back to SS11 St Marks (2) 15.10 back on a startline did the 14.3 mile stage in 17.44 happy with that, had my favourite section in the middle. 15.55 saw us leaving the holding area ready for SS12 our second run of Parville which was cancelled and so we just drove through it . Boooooo Onto SS13 last stage and another (3.1 mile) of Balladhoole stopped the clock on 4.11 (so quicker again) 17.16 back at the TT Grandstand and the Driver, the Car and Me had all survived.

Great event, well organised shame we only got to do Eight of the 13 stages .



**Photo Courtesy of  
MARKSPICS**



## Colley/Duke top locals in Pokerstars Rally

*Chris Boyde*

As Jason Pritchard and Phil Clarke (Ford Focus WRC) blazed away at the front of last weekend's Pokerstars Rally, there were some excellent performances by the local crews.

As a double-header round of the Protyre Motorsport UK Asphalt Rally Championship, the Manx Auto Sport event attracted the strongest line-up seen in its near 25-year history, and the tenth running under Pokerstars sponsorship.

Accidents and substantial delays made for a disjointed opening leg in dry but very windy conditions, with two of Friday evening's six tests cancelled (the two runs of Rhenab at Cornaa and Maughold). The undoubted star of the night was local Rory McCann and new co-driver Sion Williams, who turned many heads once again by arriving back at the TT Grandstand in third position in a Honda Civic that should have been outgunned by the significant entry of turbo/4wd- machinery.

Despite struggling with handling on SS3 over Druidale, Injebreck, the Baldwins and Little Mill, they trailed only Pritchard and Northern Irish crew Damian Toner/Denver Rafferty (Ford Escort MkII), who were also impressing on their island debut. "We were all over the road in there", explained Rory, "I thought it was a puncture it was that bad." Behind were Steve Colley/Kirsty Duke, who had been in the top three themselves at first service despite a spin at Cronk-ny-Mona on SS3, but then went off the road in SS4 in Glen Roy. By his own admission Colley gave it a "big push on SS6" to move back up to fourth, realising how lucky he'd been when he discovered a holed tyre that had gone to the wire afterwards.

Heavy rain arrived before crews set off for Saturday's opening loop, with McCann caught out immediately at Archalagan. "We went straight on at a chicane, just couldn't get stopped", and although fortunately damage was slight it highlighted the significant disadvantage the two-wheel drive crews faced in the conditions.

Colley benefited, moving up to second on a treacherous SS8 Parville, whilst an overnight change of rear suspension to an Evo IX only bought just three days before the event saw Steven Ormond-Smith/Adam Yates fly up the leaderboard into a superb fifth overall.

However that good work threatened to be undone on SS9 & 10 at Balladhoole. "I think it may be the clutch," said Ormond-Smith, "it keeps jumping out of gear, I'm having to drive one-handed and hold the gear stick in. I'm not sure it'll last."

Others were still fighting the elements; George Collister/Ian Postlethwaite (BMW 328) were frustrated to lose time on George's home stage, Parville, grip at an absolute premium. They arrived at the Ballanorris finish of SS9 holding tenth place and saying, "That was scary! Just as we came over the Gansey coast road a huge high tide wave came over. We were aquaplaning towards the chicane (at the bottom of Fisher's Hill)!"





## Pokerstars Rally Continued from Page 12

Barely 20 minutes later they were back to complete SS10 in sunshine. "It's stopped raining and it's like a totally different stage!" Their view was echoed by McCann, still holding a top eight place, "It's like night and day in there!"

Colley suffered a final stage spin that left him just short of a podium finish, but he landed a second Motor Mall (IOM) Manx Rally Championship title as consolation, with a first for Duke. "Kirsty's been brilliant this weekend, all credit to her, it's really clicked", he said.

Ormond-Smith had to change a puncture at the start of the penultimate stage, but the gear change and clutch held out to land a superb sixth place, two places ahead of McCann, who was handed the richly deserved Star of the Rally title.

Collister just missed out on a top ten finish as the roads dried favouring more powerful machinery. Fellow BMW crew Kex Walker/Dannii Matthews were 13th, with Sean Kelly 16th, struggling to find the rhythm with Jack Corlett (Evo IX), and delayed when a turbo pipe came off on the opening night.

Gary Leece was debuting a new MkII Ford Escort, with son Benji contesting his first ever rally on the pace notes. They struggled on the opening night. "I've never been caught on a stage in my life!" admitted the French-resident driver after McCann had overtaken him at the end of SS3, and Martyn Jones finished on his tail. Saturday went much better and a run of non-finishes in a Mitsubishi extinguished by the new car, with 25th position. "It's my first finish for 20 years, although I took 17 of those years off!"

Jones/Llion Williams (Vauxhall Nova) held fourth position until an SS6 puncture at St Lukes, and they retired on Saturday with broken steering. Charlotte Shimmin, co-driving for John Cope in the Subaru WRC, didn't start after breaking the gearbox on the Shakedown stage on Friday morning, and Timmy and Cliona Collins' Evo X was sidelined with driveshaft failure. Adrian Kermode/John Coleman suffered clutch failure on the glorious sounding Porsche and Colin and Kevin Kniveton had engine problems on Saturday morning that ended their first Manx event since the 1983 Manx International.

**Chris Boyde**



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Kevin Jeffray

## ***Dream Comes True***

Back in 2004 I finally made a dream come true and entered the Manx Trophy Rally. I made several new friends that weekend, including the couple who were in the service area next to us. They had a baby called Bonnie, and every year that I have been back to the Isle of Man to compete, they would come down and see me. I've seen her grow from that kid in the Seat overalls into the stunning young lady she is now.

A couple of weeks ago I had the pleasure of making her dream come true as she made her closed road rally debut with me on the Pokerstars.

Although this was only her second event, I was impressed by how much time and effort she put it to both finding out, and learning what she had to do.

Iain sent her old road books and pacenotes from the National to give her some idea of how to prepare for an event.

With a couple of weeks to go, she collected this year's notes from Rob and started the task of carefully going through them. Using the old notes as a guide, she spent a couple of days not only marking cautions and places of danger, but actually reading them out to make sure she was 100% on what was written down.

Recce weekend came, and she spent a full day out with mum Mel, learning not only the notes but the road book as well.

I arrived a couple of days before the rally so that it would give us chance to not only recce the route, but also get her acclimatised with the car. We covered the full route, including road sections on the Thursday and it was clear by then the amount of pre event work she had put in.

Friday morning was taken up with scrutineering, and then the long wait until our start time of 19.30

Two loops of three stages were planned. The tight twisty Glen Roy, Maughold and The famous Classic. Glen Roy has just been resurfaced but they still kept all the bumps in, just to keep you awake. Notes appeared to go well, even if Bon was a little nervous to start with. Maughold was cancelled due to an accident, so it was onto the start of Druidale for the Classic. Big queue of cars waiting at the start of the stage and it soon became apparent that we were going to drive through non comp due to another accident. Back to service after only 3 miles of competition was not what we had planned.

***Continued on Page 15***





## **Pokerstars Rally** **Continued from Page 14**

Second loop, and we had a better run through Glen Roy and with Maughold cancelled it was back to Druidale again. Waiting at the arrival, we were told that stage would be run at 30 seconds to try and get everyone through before roads were due to open.

The light goes green and we're off into the darkness. Bonnie called the first couple of notes then said turn hairpin right. Wrong notes I said over the intercom. Much shuffling of paper and she was back on track. We caught and passed previous car about halfway up Druidale, and I could see the lights of car before that climbing up from Brandywell. By the time we turned over the bridge in West Baldwin we had him in view. He pulled over to let us pass as we went into East Baldwin. Out of the stage and back to the Grandstand. Somehow we managed to be 27th o/a. With Tara parked up it was down to Star takeaway for customary Friday night rally pizza.

Fridays weather had been good, but Saturday morning was a different thing altogether. Heavy rain and strong wind as we set off to St Marks. First part of the stage wasn't too bad, but on the Shoulder Road there was not only lots of standing water but mud as well which had been dragged out by previous cars. We were caught and passed by one of the Irish lads in a Civic about halfway through but drove at our own pace with the thought that I was going to Jersey day after. Quick top up of fuel in St John's car park then onto Parville.

Starting up Slieau Whallian and over the Round Table. Clockwise round the Cringle Loop, inc Ballabeg hairpin. The Parville has a bit of everything in it. Fast open moor roads and tight twisty lanes. Driving rain and low cloud over the moor top made visibility poor to say the least. Part way through the stage we started to get a vibration and knocking coming from rear brakes. Not wanting the wheel to lock solid I backed off until end of stage.

Quick look on the next road section revealed that the rear handbrake shoes had decided to self destruct. With just two runs at the short Balladoole stage to go before service we were confident the brakes would hold out. Starting just beyond The Shore Inn at Gansey, the stage runs on the Castletown Rd before turning right onto the narrow rd that hugs the coast before turning back inland to finish just outside Castletown. With the stage run twice, cars are run at 30 second intervals, and we line up with Mr Legend Fires behind us in the Polo R5. Sure enough he caught us 2 corners from the end, so let him past just before we came into the view of Special Stage Rally Review who were doing a live feed. Maybe they thought we had caught him. Second run done without problems and back to Grandstand for service.

Wheels off to reveal location pins on handbrake shoes had sheared off. With no spares (what a surprise) I removed and discarded what remained of brakes and told Bonnie we could only handbrake turn on left handers.

Second run of both St Marks and Parville were a lot better now that the sun was shining. Lots of bent cars and holes in walls and hedges on both stages.

Just one run at Balladoole this time round, so no one to chase. Playing to the crowd on the final hairpin left and we've finished.

Back to Douglas and we are declared 59th o/a, safe and sound and Tara still fit for her 3rd rally in as many weekends.

After 2 years away it was just amazing to go back to my second home for some awesome rallying.

Big thank you to everyone that made it possible for us to come and play.

Thank you also for our nominated Marshall's for standing out in the atrocious weather.

Hope to be back in May.

So that wee kid in the yellow overalls is now a young lady in blue overalls. Truly professional job as co driver in every way. I had a great weekend Bonnie. Glad I made your dream come true.



# The MINI Cooper Rally Challenge 2020/21...

## Mighty one-make fun!

*Mark Livesey/Graham Brown Longton & DMC*

The month of March 2020, two Longton and District Motor Club lads make their way to Shropshire with much anticipation of a new rally challenge and to collect a new rally car. waiting for them was John Goff at rallyme.co.uk and a ready to go Mini Cooper Challenge car which has appeared at the NEC Autoshow a few weeks before at the launch of the Mini Cooper Challenge Championship, it was March and approximately a month to go to the first event. A week later..... lockdown. Oh.

After this less than auspicious start to a new, low budget, one make series the waiting game started. And carried on some more. And a bit more.....then finally the light at the end of the tunnel! September 2020 saw Mark Livesey and Graham Brown making their way south to the Flying Fortress stages at Grafton Underwood for a first day out, their Mini Cooper looking great on the trailer having never been driven in a rally before what could possibly go wrong?

### Round One: The Flying Fortress, Grafton Underwood

No idea would best describe what we expected of the car. This event has a mixture of surfaces, long long concrete straights, tight twisty woodland tracks, yumps, bumps and gravel. Stage one saw the new car catch us out slightly with a little slide into a tree stump which bent the steering a bit. Much quick spannering in service got it sorted well enough, and Mark got quicker as the day went on.

The suspension was spot on and the uprated Mintex brake pads were great, dealing with the variety of surfaces with no further scares.

Learning the handling and braking really helped, and we finally achieved second place just behind the Evett brothers so not a bad result considering the earlier venture into the undergrowth on stage 1

#### Round Two: Three Sisters

The Cooper had been sat in the garage for a few months as covid made a mess of the schedule again. 2021 dawned with a much brighter outlook and found us listening to the infamous Alan Bibby briefing for a day in Wigan.

After a very quick first stage, (we know the place like the back of our hands coming from Preston) a tyre thrown out by another crew caught us out at 'Flintoff's' on stage two. The back wheel clipped it, all grip was lost, giving the marshals the job of rebuilding the tyre wall just by the flying finish. Despite our worst fears (new shell, new back end....allsorts!) the car was absolutely fine apart from a bit of plastic and a few clips. Surprised, we carried on and from a long way back clawed our way to third challenge car. Good fun.

### Round Three: Anglesey

Not sure you are supposed to hear "That's a nice view" through the intercom... ooops! A very sunny day, limitless visibility and a great variety of circuit and tracks to play on....does it get better?



*Continued on Page 17*



## Mini Cooper Rally Challenge Continued from Page 16

This event was the first time that JDC Motorsport ran the car for us. Having decided we are getting too old for all this trailering and packing and fixing things (they do call us the challenge pensioners) Tim and Joe took over that side of things. Complete new experience and jam tarts too... this is the life!

Mark was on form on the tight stuff at the top of the hill, having great fun over the jump and playing with the joy stick on all the hairpins. A good day out that saw us drop from second to third on the very last stage where a flying Adam Fern took four seconds out of us.

### Round Four: Trawsfyned Ranges

Bala are a fantastic club, doing everything they could for the challenge and making us all feel very welcome. The short stages are awesome to drive, requiring good calling from the silly seat, making for a very intense day of rallying. Run in loops of four, with service between each loop, gives the event a proper grown up rally feel and kept Joe and Tim busy when we visited.

Having made the most of the drying conditions, including one corner that sticks in the memory for all the right reasons, we managed our first win on the challenge taking 9 stage wins. The celebrations were made all the better as this was the first event that cake happened. This has become a regular feature of the rallies with either (or both!) Rebecca Norwood or LJ Brown baking for each event!

### Round Five: Warcop

Just a week later finds Mark and I in a very unusual bed and breakfast getting ready for Mark's first time on pacenotes (and Graham's first time reading them for twenty or more years!) After an oopsie on stage one where we nearly collected a spun Lotus (the crew were kind enough to push us back on) we started getting the hang of it, and climbed three places in three stages.

Stage six and we are flying, really getting comfy with the car and the notes, then BANG! We are in a ditch, the car on its side, managed to get the obligatory "you OK?" to each other and eventually, with the aid of the marshals, got out of the car. After being checked by the doctor, the recovery crew got us back to service and the damage was assessed. Basically everything underneath bent! Joe, Tim, John and who knows how many other challenge service

crews tore the car apart, got it straight and we were ready to get back out for the last stage...or so we thought. The alternator drive belt had disappeared as had the water pump pulley. No cooling. Oh. At least we now knew what had caused the off as it runs the power steering as well. That would explain it.

All we had needed to win the challenge at this point was a finish. Definitely not going to happen. Damn.



## **Round Six: Weston Park**

With the Min back to its normal self, and a bit of a bill, the team journeyed down to the Midlands knowing that we just had to cross the start line to finish the challenge off. A quick well done down the intercom and we bimbled round the first stage and hi-fived across the flying finish. Job done. Was that good enough? Nope! Crack on and have fun for the rest of the day, finishing on the podium again. The Norwood brothers got their finish and enough points to claim second place in the challenge with a missing Guy Butler having amassed enough points to finish third.

More cake, then fizz and photo time! Challenge won, just the greatest challenge of the year to finish now...complete the prize!

## **Winners Prize: Isle of Man Pokerstars (gulp)**

Deep breath time. The biggest rally either of us has attempted and definitely one for the bucket list ticked off. Neither of us thought we would ever get this far, and certainly hadn't expected the challenge win. With just two days of preparation time between the final round and jumping on the ferry it was a bit rushed but JDC pulled out all the stops and helped get us there in time.



Having completed the recce on Thursday, (with thanks to Pattersons for getting us a set of notes in time!), Friday saw us through all the usual pre-rally paperwork, briefings and in the service area by three on Friday afternoon. The weather forecast was for storms and rain which fortunately held off as into the darkness we went.

The first goal was to get through the Friday night, three stages run twice over two loops with just 30 minutes of service time. Fords, jumps, fast, flowing, tight, twisty, long road sections; it all lay ahead of us. Stage one completed... stage two cancelled, stage three cancelled but we ran through at a reasonable pace it has to be said in 'convoy', then a quick service, stage four completed, stage five cancelled....stage six fourteen miles of classic IoM roads... we were through! Just had to get back to service at half past one in the morning...goal one achieved! Sadly, quite a few crews had left their cars in ditches and banks along the way. Lying 97<sup>th</sup>, having started at 126, we were looking forward to daylight on the Saturday.

Having decided we really wanted to finish the whole thing, hoping the car would hold together, we left service at half past ten the next morning. Seven stages to go, two loops with just twenty minutes of service time, well over a hundred miles to go....it was fantastic! Despite a couple more cancellations due to accidents the roads were amazing. The weather improved all day, the tarmac dried out and we started to gain confidence in ourselves and the car. The Mini just kept giving of its best all day long, just a few bits of tightening up in service and a quick brew, out for the last loop and still penalty free.

It is hard to relate everything that happened along the way, the fun and banter with other crews and officials, the amazing sense of achievement when we came into the final control dead on time. The Mini had proved itself as a very capable rally car, we had pushed ourselves way out of our respective comfort zones, and 67<sup>th</sup> overall and seventh in class was the reward for our efforts. We had achieved everything we set out to do and much more.

Next year??

Well, it would be rude not to! There are some new upgrades allowed in the regs, new rallies to do, new surfaces to tackle and three separate championships after the addition of a ladies challenge and a junior challenge.

Our thanks for the best year (and a bit!) of rallying go to John Goff for all his efforts against all odds and a global pandemic, Dave at the ANWCC for promoting an amazing new challenge and to Joe and Tim at JDC Motorsport for all help, support and advice and dragging the car around the country for us, and to all the clubs and officials at every single event you did an amazing job this year and to the sponsors for providing amazing prizes and support along the way.

**To be continued.....**

More information for anyone interested in an excellent and affordable one-make series can be found on Facebook at the Mini Rally Challenge page, or at ANWCC.

**Mark Livesey/Graham Brown Longton & DMC**



# Heroic effort unrewarded for Landsail Team Geriatric on dramatic Knockhill weekend

Wigan racer Tony Lynch was left singing the praises of his team for going above and beyond the call of duty on a dramatic weekend of racing as the Retro Rallycross Championship headed for Knockhill for the latest two rounds of the season.

Tony headed for Scotland holding top spot in the standings at the wheel of his Landsail Team Geriatric-run Toyota MR2, and with confidence high about a strong weekend at a circuit where he had enjoyed a number of front-running results in the past.

With a smaller field than expected having made the trip, Tony and fellow Retro class runner Simon Hart found themselves running track with the quicker Super Retro cars, with Tony beating his rival with ease in the first heat of round five.

Having held the lead through lap one of the second heat, Tony's bid for second win would end in dramatic fashion when he was forced to pull off with flames coming from the engine bay.

With no option but to retire from the remainder of the day, the team packed up to make the 240 mile trip back to base in a bid to repair the damage - which was later traced to a small fracture on an oil pipe.

After a long journey and a late night in the workshop, the car was repaired before the team hit the road to return to Scotland in time for Sunday's action, with the Toyota showing no ill-effects in the opening heat at Tony lapped quicker than he had done prior to Saturday's dramas.

Victorious again in heat three, Tony went into the final chasing his second win of the season, but there was more drama to come when one of the notorious bumps on the loose surface section of the circuit unsettled the MR2 and resulted in Tony making contact with the tyres.

That tipped the car into a roll that would put Tony out on the spot, with the Toyota suffering extensive damage but Tony himself emerging unscathed.

Tony remains at the sharp end of the standings, and with the next round of the year scheduled to take place in November at Lydden Hill, will now evaluate the options available to conclude the season.

"It's hard to find the words to express how I feel about the Knockhill weekend - apart from tired!" he said. "We headed for Scotland hoping to benefit from the recent work we had carried out on the car, but certainly didn't expect things to be quite as dramatic as they were.

"On Saturday, we had a solid run in the first heat but then in the second, I thought we had an issue with the engine and when it stopped on track, I was sure we'd blown the motor as I could see smoke in the mirror. It was only when I got out of the car that I could see the flames but luckily, the same wasn't so severe that it couldn't be fixed.

"It did mean we had to head back to base, and I cannot praise the team enough for the effort they put in to travel all that way, get the car fixed, and then head back for Sunday's action.

"For the final to them end in the way it did was absolutely gutting for us all and I have to hold my hands up as I got caught out by a bump that unsettled the car and that was that. Although we're lucky that the engine and gearbox are both okay, it's done a lot of damage to the car so we now need to sit down and make a decision on whether we push hard to repair it in time for Lydden Hill or see if there is the option to try and source a new car that we can prepare in time for the finale."



# Wigton M.C. **THE SOLWAY** **HISTORIC AND** **TARGA RALLY** **2<sup>nd</sup> October**

*Stuart Bankier : Berwick & DMC*

Wigton MC had 33 entries for their single venue event at Kirkbride on 2<sup>nd</sup> October with a mixture of Historic and Targa cars running on separate permits. My youngest daughter Niamh was navigating for me in our Volvo 122S and this was only her third event after a gap of nearly two years since our last outing.

After a long hunt I recently bought a Volvo in Cheshire and it came with a long history of concours awards stretching back over thirty years and a spell in a museum in South Carolina. Not perhaps everyone's first choice as an occasional rally car but it came complete with Bilsteins, lowered springs, Minilites and zero rust. Kirkbride is 100 miles from home so after a very early start we had rain in biblical proportions all the way down the A7. At this point I was quite pleased that we hadn't managed to get our Riley Elf finished as it would have been a miserable trip with its marginal heater and wipers.

Wigton had a great format with a welcoming bacon sandwich and a coffee for all competitors and marshals followed later on in the day by soup and a roll at lunchtime and then a roast dinner before the awards presentation. It is over 40 years since I first visited Kirkbride and in the 80s I competed in many stage rallies there as a navigator and it hasn't changed much. The club had set up seven tests of which six were used three times and the remaining two twice. The pace was fast and furious right from the start in both categories. In the historics Dave Short and Roy Heath were quickest in their 2.0 Escort on the first test and after that they battled all day with Noel Cochrane / Olly McCollum in a 1275 Frogeye Sprite and Stephen and David Byrne in an Austin Healey Sprite. Lunch saw the Frogeye 12 seconds ahead of the Escort with the Byrne's Sprite 54 seconds down. It was nip and tuck all afternoon with Cochrane / McCollum extending their leads to 15 seconds at the end of the day from Short / Heath. In the Targas Barry Lindsay and Martyn Petrie led all day in their Peugeot 206 Xsi making the most of the car's power on the long tests. Second were Chris Dodds and Lynsey Proctor in a Proton Satria from Philip and Lewis Hodgson in a MX5.

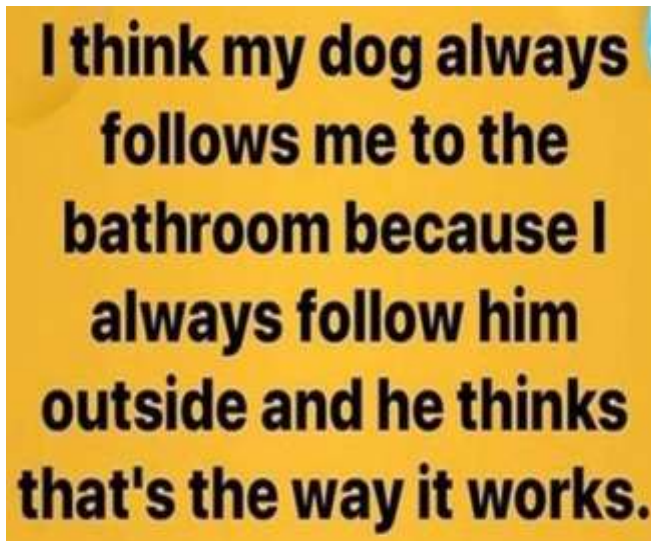
In our class of two we came second to the well driven Mk1 Cortina GT of David & Brenda Bond who drove to and from the event from their home in Bedfordshire a mere 530 mile round trip. As Niamh said when she saw the many trailers parked up: "Dad what are all these trailers for?"

A great day out and good to see so many faces after such a long period of hibernation.

*Stuart Bankier : Berwick & DMC*



*Noel Cochrane / Olly McCollum*





# Wigton M.C. **THE SOLWAY** **HISTORIC AND** **TARGA RALLY** **2<sup>nd</sup> October**

*Ed Graham : Hexham & DMC*

With a well respected reputation for the quality of their events and a cracking venue on offer, it is something of a puzzle why the Wigton Motor Club attracted just 34 starters to their Solway Historic and Targa event held at a blustery and rain soaked Kirkbride Airfield on October 2<sup>nd</sup>. What the entry lacked in quantity it certainly made up for with quality and included some welcome visitors including David And Brenda Bond who had drive their MK1 Cortina GT all the way up from Hertfordshire, Ian Dixon/ Richard Welsh and Jim Hendry/ Findlay Wyatt down from Scotland and, from Ulster, Noel Cochrane/ Olly McCollum.

The Wigton club had laid out some interesting and varied tests, seven in total which were used several times giving a total of 21 tests for competitors to aim at. They introduced a welcome variation with the entry split into groups, each starting at a different test so there was no queuing on the start line. While an airfield venue might be expected to be an all tarmac affair, the organisers had ventured out onto the perimeter track and used several sections of runway which hadn't seen any traffic on them for many a year, covered in moss and grass, they proved to be extremely slippery and there were many who questioned their tyre choice having expected slicks to be the order of the day.

As the event got underway, the crews trying to sort out which way to negotiate the vast array of cones while the marshals were keeping a somewhat concerned eye on the weather which threatened frequent and heavy showers, and there's not much cover on an airfield. The opening tests prove to be a bit of a trial and the crews came to grips with the unexpected slippery surfaces while David Alexander inadvertently knocked the fan switch into the off position, his Fiat Uno arriving at the opening test boiling like a kettle.

The first retirement of the day was the Peugeot 205 of Alan and Lyn Hawdon which pulled out with a leaking fuel tank, Bob Hargreaves/ Andrew Fish lost time when a front tyre deflated. Alex Willan was finding that his BMW 316 was a bit too long for some of the tighter chicanes, if he thought he had a problem, spare a thought for the lumbering big Volvo 122S of Stuart and Niamh Bankier who must have been wishing they had brought their Riley Elf they originally were down to use.



*Continued on Page 22*



## ***Solway Classic & Targa Rally Continued from Page 21***

Amongst the targa runners, Barry Lindsay/ Martyn Petrie were making the early running while potential challengers Simon Jennings/ Colin Fish dropped back with an uncharacteristic wrong test and the flamboyant Mazda MX5 of Chris Hunter/ Fiona Tyson retired with the navigator, unfortunately feeling ill.

As the crews trooped into the White Heather Hotel for a welcome lunch break, Lindsay/ Peterie were leading the targa section from Chris Dodds/ Lynsey Proctor and the historic section was firmly in the grip of Cochrane/ McCollum, the flying Irishmen giving a virtuoso performance in the diminutive Austin Healey Sprite.

The afternoon session got underway with the expected showers turning into a down pour but it did nothing to dampen the enthusiasm of the crews who were really enjoying the slippery conditions and sliding about merrily. Whilst the test layouts remained the same, navigators still had to be on their mettle and several were caught out as the mounting number of wrong test penalties testified. In the historic class, the ever exuberant Jim Hendry was forced to ease back when his Triumph TR2's gearbox began to give problems, fortunately he was able to effect emergency repairs and nurse the car to the finish.

While the crews tucked in to an excellent roast beef dinner, the ever efficient Wigton results crew quickly had results available and these showed a fine win for Cochrane/ McCollum in the Historic rally, the little Sprite coming home some 15 seconds ahead of the very nicely turned out Escort Mk2 of Dave Short / Roy Heath with Stephen and David Byrne bringing another Sprite through into 3<sup>rd</sup> place.

The Targa rally was much more clear cut with Barry Lindsay proving that his Northern dales victory was no fluke, he and Martyn Petrie running out clear winners, almost 2 minutes ahead of Chris Dodds/ Lynsey Proctor who were closely followed by the Mazda MX5 of Phil and Lewis Hodgson.

So ended an excellent Solway Rally, another triumph, not only for the rapid Mr. Lindsay who has made the transmission from stage rallying to targa events with remarkable ease but also for the ever efficient, ever cheerful Wigton organising team who produced yet another faultless event which drew unqualified praise for all competitors.

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

**I wonder if Spanish  
people sit around and  
watch a program  
called a Place in the  
Pissing rain**



***Photos Courtesy of Tony North***



# Solway CC

## Solway Coast Targa Rally

### Dundrennan Ranges

October 3<sup>rd</sup>

*Geoff and Maggy Bateman*

*West Cumbria Motorsport Club, Saltire Rally Club.*



It had been a fantastic summer for us up in North Cumbria with many weeks of glorious weather and several great events where dust was the main problem to contend with along with actually being able to avoid overheating in the car, let alone in the engine bay. All that, however, came to a rather abrupt halt around Wednesday 29<sup>th</sup> September when the weather suddenly changed from shorts and tee shirt to trousers and sweat shirt, plus rain jacket, virtually overnight. It seemed that the Mull weather, scheduled for the weekend of the 8<sup>th</sup>, 9<sup>th</sup> and 10<sup>th</sup> had arrived ahead of time to allow us a period of acclimatisation before our trip up to the Inner Hebrides.

We had entered the Solway Coast Targa some weeks before as we had missed the first running of the event in 2019 and had decided back then, based on the great feedback, that we would give it a go the next year. Well we all know how that went! Still the 2021 event was on, the car was actually good to go by the Tuesday before the rain started and all was looking good. We had friends visit (on their way to Mull) on the Saturday so the plan was to be all loaded up before they arrived so we would not have to get up silly early on the Sunday morning. So, having decided to load up on the Saturday after pretty continuous rain on Thursday and Friday, I waited all morning for a break in the weather that was determined not to occur! So I bit the bullet and spent a joyful couple of hours dodging in and out of the garage trying to avoid the heaviest of the downpours to get everything loaded up. Fortunately skin is waterproof and once you're wet through you can't get any wetter.

Sunday morning we were up before light but it wasn't raining. We thought that was a good start but by the time we went out to get in the car it was once more depositing Cumbrian liquid sunshine on to us so we wouldn't forget how good it is. Fortunately, as we drove up into Dumfries and Galloway the clouds started to part a little and by the time we reached Kirkcudbright and the event HQ at the Arden House Hotel it had stopped precipitating and we were able to get unloaded and report for our documentation and scrutineering without getting wet.

An excellent route book had been produced and the customary bacon rolls were consumed whilst Maggy wrestled with the test diagrams. The diagrams were very well done but with the route marked in different colours Maggy had problems reading them as she has eye problems with colour differentiation. So, for a change, I got to mark up the diagrams and she got to check them, rather than the other way round. There were 4 tests planned for the morning with each test to be done twice.

The first test looked OK with a short run to a 3 cone slalom followed by a run up to a circuit of a grass triangle before a run to a second 3 cone slalom with a quick left up to a rectangular area (described as "slippery" - bit of an understatement) where a 180 round one cone followed by a 90+ right past a second cone led out to a tight 90 left round the last cone to the finish. Everything seemed to go OK until the 90+ right on the "slippery" surface where slight use of the handbrake resulted in a half spin and a near stall before dragging our way out. I thought our time of 1-50 was not too shabby.

Test 2 looked quite complicated on the diagram and we approached it with some trepidation. The test area comprised of 2 circuits, each circuit being used for 2 laps so most cones were passed at least twice in different directions and different sides, with one cone being passed 3 times! We took it a bit steady, well as steady as one does, and got round with no penalties which was a bit of a relief. Funny thing with a lot of these complicated looking tests is that once you've been round them once they don't seem that bad and flow quite well.

Test 3 looked to be quite reasonable on the diagram but included some tight 90+ turns between kerbs with variable grip to deal with as they were negotiated. A code board was nearly missed which caused a small time loss but other than that a 3 cone slalom was got through with no problems and some more tight corners before a second 3 cone slalom led to a tight 90 left to a 360 + 90 rotation around the final cone. Half way round the cone the car slipped out of gear and some rude words broke the air of calm serenity which usually pervades the cabin during these events before the gear was hastily re-engaged and the finish reached. All well so far then, but we still had test 4 to go.

Test 4 was a brain mincer of a test. An area about the size of a tennis court with 10 cones in it and a route which looked as if someone had been given a spirograph to play with. The main problem looked to be avoiding going dizzy or disappearing up one's own exhaust pipe.

*Continued on Page 24*

## ***Solway Coast Targa Rally : Continued from page 23***

We watched the car in front reverse several times and go in different directions, none of which seemed to tie up with the diagram we were looking at. So, the decision was taken for slowly, slowly as although the bogey was an impossible 18 seconds, the maximum was 4 minutes! Little to gain with speed, but much to lose if you got it wrong. We bimbled round the test and got to the finish to be told in a gleeful manner by the marshal that we had completed it correctly as the last 2 cars had not. Big sigh of relief and out of test for a short run round the road to do the second pass.

Test 5 was done 6 seconds quicker with a one second improvement on test 6, however a 9 second improvement on test 7 was welcome and we even managed to steal another 3 seconds on the brain mincer and so we headed back to lunch feeling OK with the mornings efforts.

A pleasant lunch of sandwiches and soup and coffee allowed us time to have a catch up with friends old and new and even have a peek at the results, which we normally don't bother with. We were surprised to see ourselves sitting in 5<sup>th</sup> place, 17 secs behind Chris and Harry Adams in their MX5 with a further 4 seconds to Simon Jennings and Colin Fish in the 106 who were 23 secs behind Rab Henderson and Peter Game in an Impreza who were an astonishing 46 secs adrift of Ali Procter and Chris Dodds in their flying 205 Gti. Three Peugeots in the first 3 was something we don't see very often.

The afternoon tests started with test 9 which used the same site as tests 2 and 6 of the morning session but with a revised layout, still passing most cones twice and one 3 times but, with the knowledge of the morning layout (it was the same cone layout, just a different route) we were a little less intimidated by the prospect of it. Once in the test it seemed to flow quite well and turned out to be a couple of seconds quicker than the previous layout.

Test 10 used part of test 3 towards the end but had a nice start section with a clockwise rotation round a grass island followed by a nice run down a track, interrupted only by 4 pesky code boards to stifle your enjoyment. A couple of tight 90+ turns with kerbs led to a 3 cone slalom before entering the same finish as test 3 with the 360+90 round the final cone. After having the car jump out of gear here on test 3 and 7 I tried just keeping the power on and that seemed to stop the problem.

Test 11 had a lovely view of the sea as we sat waiting to start and that was the highlight for me. The test itself was simple enough but having 2 stop astride and 2 code boards in a 90 second test along with 4 hairpins seemed that you were braking as soon as you touched the accelerator. I didn't enjoy this test and our time reflected that.

The final test of the loop was a whole different kettle of fish. The start marshal did, very nicely, inform us that the first hairpin, about 20 metres down from the start line, was "a bit tight". It was a major understatement. Half way round I had to anchor the back with the handbrake to screw the front round to avoid a tree which was very inconveniently positioned. There followed a short circuit on a very greasy track with some hard objects which were best avoided before another "tight" hairpin back on to a gravel track. A quick, short sprint led to a grass triangle which had to be circumnavigated before heading downhill down a nice gravel track, interrupted by 3 more code boards before reaching a tight right hairpin with a long, greasy left hand bend up to the finish. Unfortunately we had a bit of confusion at the triangle as we had passed cones A, B and C and I was expecting to pass D next, however, the "lead" cone was F followed by D then E which although Maggy was correctly calling "left of D 90+ right" out to me, all I could see was cone F and thought we'd missed D. Slight touch of WTF for a couple of seconds accompanied by much "left of D" at increasing volume and finger pointing before I realised what was going on and got going again, naturally praising "she who must be obeyed" for her excellent information skills.

The second loop of the afternoon tests was not without incident as an over enthusiastic run out of test 13 saw me demolish the cone on the stop astride at the finish, so 2 seconds quicker but with a 10 second penalty was not the best start. Test 14 went well and we managed to shave just 1 second off the previous run but test 15, which had not gone well on the first loop as test 11 saw a 16 second improvement which saw us much more "on the pace". The last test was a repeat of test 12 but this time we didn't make the first hairpin right in one and had to reverse. However, not hesitating at the triangle saved a bit and we ended up 7 secs quicker than the first run through.

It had been a good day, the rain had held off for most of it with only one really heavy, squally shower, which didn't last long, but got us just as we left the start line for test 5 with the window open causing a rather damp right arm and we left the ranges to return to HQ at the Arden House Hotel both having enjoyed the event and deciding it would be another one to add to our 2022 list.

It was great to get back to the HQ after loading the car back up and to be able to have a cool drink, a catch up with all the usual post rally crack with friends old and new as we waited for the prize presentation, which has been a bit of a rarity of late.

Ali Procter and Chris Dodds in the 205 Gti had been absolutely flying all day and were outright winners in 25:13. Simon Jennings and Colin Fish in the 106 had pulled up a position from lunch and ended up 2<sup>nd</sup> overall with 27:11 with another 27 seconds down to Chris and Harry Adams in the MX5 on 27:38. Rab Henderson and Peter Game were 1:06 further back in 28:44 and then to great surprise we were next in 28:54. We were well pleased with the 5<sup>th</sup> place which also gave us our first ever targa 1<sup>st</sup> in class and left me thinking "if I hadn't hit that cone?".

Anyway another great day's sport, another new venue, some more new friends and a note to come back next year. As usual a big thank you to the Solway Car Club organising team, all the marshals and helpers on the day and to all the people in the background who make these events work. A good event to put in your diaries for 2022.

***Geoff and Maggy Bateman – West Cumbria Motorsport Club, Saltire Rally Club.***



# Wigton M.C. **THE SOLWAY** **HISTORIC AND** **TARGA RALLY** **2nd October**

*Neil Raven : Ilkley & DMC*

A day of sulking after only six tests on the Wigton motor clubs Solway and Targa rally in sunny Cumbria for me today. How Claire Raven didn't strangle me I don't know!

We were flying to start with and having a good run, enjoying fastest time with Barry Lindsay on test three. Then I decided to make up my own test on test six and that was it, wrong test. Engage actual proper sulk mode! I was a nightmare huffing and puffing and just dragging my bottom lip around.

At lunch we were 8th in class and I could see my arse without a mirror. Thank you to Lynsey and Chris for putting up with me and my self pity over the soup and roll

In the afternoon I was still in self destruct mode and tried my best to get the same test wrong again but Claire kept us on the right route and purposely called the notes slower so I got it right!

We had a great afternoon and although we ripped a huge hole in the passenger side (of course) tyre we were a second faster on the big test. Tyre changed we continued to set some great times and clawed ourselves back up the results board. I was still catching the accelerator on my bottom lip and wallowing in self pity

Wigton and the White Heather hotel had organised a superb roast dinner for us all and when we had filled our Targa boots with roast beef and Yorkshire puds the results were announced.

Due to an admin error we were called up for 3rd in class but did actually finish 4th in class, 5th Targa experts and 7th overall. So not a bad day after all

Claire drove home as I was still in sulk mode and unfit to be behind the wheel on public roads, I was even swearing at the petrol pump when filling up for the extremely wet and foggy drive home. I slept through most of it Thank you to the organisers and merry band of marshals who all had a happy smile even in the horizontal Cumbrian sunshine And to Claire for putting up with a very pee'd off Neily all day, you are a super patient superstar

*Neil Raven : Ilkley & DMC*



*Photos Courtesy of Tony North*



# TRACKROD RALLY Yorkshire'21

**Cat Lund**



*Photo Courtesy of Adam Wordsworth*

If you had told me that this weekend's Trackrod Forest Stages were going to be so much drama, I might have stayed at home!

Just kidding. I can't resist an adventure!

From breaking a driveshaft on Friday afternoon after scrutiny, trailering the car back to the workshop near Hull and then putting in an all-nighter to fix the car, to the engine letting go with a massive bang in Langdale I think you can say we had a bit of a testing weekend!

To get to the start at all was a huge achievement and we could not have done it without the support and help of all our friends who truly rallied round when it was needed.

Our fantastic decals were designed by yours truly and not only produced for us by Allister and Carrie of Getclobbered., but they did a 120 mile round trip to fit them for us on Thursday night after I messed it up!

When we bust the driveshaft our friend Neil came and towed the stranded Evo back to the trailer park, so I could take it back to the workshop while Andy took my car and went to fetch a driveshaft from somewhere.

We owe a massive debt of thanks to Michael and Mark from the Alexandra Hotel Hull, who brought bacon sandwiches, fixed CV joints in the middle of the night and then helped us put everything back together at 4 a.m.

We want to thank all the marshals running the trailer park who must have been amused by all our comings and goings! It looked like most of Beverley & District Motor Club were in charge of the trailer park, which was a good thing for us as they helped us load and unload VIL several times! Thank you especially Roger, Marc and Ryan.

We get all our motorsport equipment through Rob at Clubman Motorsport and not only does Rob supply us with our kit but he's a good friend who came to our rescue time and time again over the weekend. On his way back from co-driving in Dalby on Friday night, Rob dropped into our unit at about 12:30am to help me get VIL off the trailer and onto the ramp. Most people would have just gone home!

Then when we were stuck in Langdale he offered to come and fetch us to get us back to the van and trailer, and ended up towing VIL back to the trailer park for us from Ebberstone.

We would not have got to Ebberstone without first being towed from the end of Langdale by the awesome marshals from post 15. Thanks so much to Martin and Kathy who towed us with the new car (practicing for the RAC!) and to Adrian and all the others who got VIL turned round so Rob could drag us back to Filey. =

Thanks so much to the team at Carbon Positive Motorsport, who helped us to offset our carbon emissions for the fuel we used for the event.

Finally thanks to Paul Wildbore, Neil Holland and gang for kicking the tyres in service, to Matny for offering to lend us David's bits next time we break something, and to Lesley and John for minding Timo the rally dog, who had to stay home for this one.

Despite all the trauma, we really did enjoy driving VIL. It would have been better to have done more than a couple of miles in her before starting an event though!

We needed more seat time to get used to the speed and the clicky box, as we were a bit all over the place compared to our usual calm rally style! VIL certainly is a bit of a handful but very fast when it's all going well.

To summarise, our times were crap, but fun was had.

I also want to personally thank Craig at OnThePaceNote for the chat before the event and for the notes which were mint. I'm sure I've missed a few thank you's but it's not intentional, thanks once again everyone who helped the rally family did us proud

**Cat Lund**



# BXCC

**Falstone Keilder**

**25/26 September**

**Walters Arena**

**9/10 October**

*Gary Simpson*

## **Marfell and Bartleman take the title with back to back BXCC wins**

Adrian Marfell and Paul Bartleman wrapped up the Brit-part British Cross Country Championship (BXCC) title with wins in the final two events, held at Kielder at the end of September and Walters in early October.

With a win apiece it was tight at the top of the leaderboard between Marfell and multiple former champion Richard Kershaw as the crews headed to the Falstone part of Kielder for the third round. However, disaster struck for Kershaw when his Lofthouse Proto stopped on the first run of the ten mile stage after a stone broke the alternator belt.

Marfell held off a challenge from Mark Jacques to take the win at Kielder in his Fouquet Nissan with Dave Hooper rounding off the podium positions in his Simmbugghini.

Despite his Kielder retirement Kershaw was still in with a shout of the title at the final round as the championship format allows for one dropped score so it was all to play for on a challenging course around the Walters venue in South Wales.

2019 champion Justin Birchall set the early pace at Walters but his victory hopes were ended with a broken wheel and damaged suspension on his fourth run. Marfell took over the lead and by run five he had built up a lead of 33 seconds but Kershaw set his fastest time of the day on run six to reduce the overnight lead to 22 seconds.

Day two started with a very slippery course but Marfell mastered the conditions to extend his lead to well over a minute. Kershaw's championship challenge ended when his Lofthouse car left the road, resulting in a stage maximum. Marfell kept up his pace to win the event by over three minutes.

"It's brilliant to win the championship," said Marfell. "I had two weeks of sleepless nights since the last round and the pressure was building. The event was stressful and it was a case of just trying to get to the end with the team keeping us going, taking one stage at a time. We were very relieved to make it to the finish. Thank you to the organising team and all who have put in the work that makes the events run, you have made a lot of competitors very happy."

Second and third place at Walters were fought over by Lofthouse crews Colin and Will Gould and Rob Bool/Victoria Vaughan. Bool had been in second but brake problems lost him some time.



*Continued on Page 28*

## **BXCC**

### ***Continued from Page 27***

The issues were sorted and he pulled back 16 seconds on the final run but it wasn't quite enough to regain second.

"It was an awesome event and a hell of a good course," said Bool. "It's a shame we had the brake problem but fortunately Dan and Alec Lofthouse got them fixed and we were able to push hard again. We missed out on second by 7 seconds which is frustrating but I am still well pleased with the result, it's my best ever in the BXCC. We've had a few teething problems with the car but it's all coming together now."

Paul Rowlands and Neil Lloyd finished fourth in their Polaris, taking second in the championship, and Mark Jacques and Adam Nicholson took fifth despite differential issues.

Excite Team GB maintained their 100% finishing record as Jade Paveley and Hannah Davison continued to build their offroad racing experience. The team had a few small problems over the weekend including the screen wash stopping working on one run which wasn't ideal on a muddy course. They had suspension issues on day two but managed to get the car home in one piece, their Maxxis tyres remaining puncture-free all event, to take the Class 2 title.

"We've had such a crazy journey, the BXCC has been like nothing I've ever done before, I'd recommend it to anyone" said Paveley. "Thank you to Excite Team GB for letting me use their car, the team did a great job."

Team Manager John Hardy commented: "We went to Walters hoping for another finish and we got just that. The car has a 100% stage and finishing record and the team has bonded over the season. To pick up the class championship has put a smile on everyone's face. Excite have loved doing the BXCC and we would like to thank everyone who has helped us along the way and made us feel so welcome."

Martin James ended his season on a positive note with a good finish at Walters, taking his first class podium position of the year.

"We had another great weekend of racing with the BXCC," said James. "We had a mostly trouble free weekend with Matt Lowe co-driving on day one and my partner Chas on day two. We improved our times through Saturday but the first run on Sunday was very slippery and cost us some time. The course soon dried out though and we pushed on again. We had an engine mount bush start to deteriorate on the last couple of laps but we sorted it to get to the end and finish third in the class."

After his disappointment in Kielder last time out when he retired on the second run, Walters was much kinder to Polaris crew Mike Wilson and Ian Letman as they got their best result of the season.

"I can summarise the weekend with the word team," commented Wilson. "Andy Price, Tony Devenport, Sean Mathieson and Mongo, all four of them were crucial in reattaching the bits that fell off the Polaris while racing on the punishing course. Saturday started well, slippery early on but it dried out and our times improved, finishing just outside the top 20."





We did a precautionary belt change on Saturday night after it snapped at Kielder. Sunday started slippery again and the course evolved as it dried out, rocks appearing from nowhere to cause a puncture risk. The car started handling oddly on the third run of Sunday, causing a couple of moments. We discovered the rear anti-roll bar bracket had fractured so we removed it but that was a big mistake as we nearly rolled twice and set our slowest time. Fellow competitor Nick Pritchard lent us his welding gear and having master welder Sean with us meant the bracket could be repaired. That gave us our confidence back and we posted our quickest time of the weekend, we also got our first trophy of the season!"

As well as welding Wilson's car Sean Mathieson was competing with son Reece in their Freelander, the pairing getting a good finish on the car's final event.

Reece commented: "We finished all the runs for the first time with no tow of shame or any major mechanical faults or punctures. We found our rhythm quickly on the first day and improved our times while the course was still relatively smooth. The bottom strut bolts worked themselves loose by the end of the day but we sorted that out on Saturday evening. The course got rougher on day two and we drove steadily and smoothly to ensure we got to the finish. Coming over the flying finish on the last run was the best ending of 2021! A debut season to remember, finishing every event, winning the class championship and it looks like we were fourth in the BXC Trophy too. A massive thanks to our mechanic Tony Devenport as well as Jan, Jon and Mike for all their support. I'm gutted it's over but we look forward to bigger and better results next year in our new car."

Dave and Antony Hooper overcame the odds to finish at Walters after a piston ring failure looked likely to end their event.

"We were on the pace to lap five," said Dave, "we were having a great battle with Mark Jacques, just pipping a couple of seconds here and there a lap which made for excellent racing. However, on the fifth lap we heard the exhaust note change and then we diagnosed a piston ring failure. We did the final lap of the day steadily which gave us the evening to think what to do. Initially I decided to call it a day but then on Sunday morning I thought well it's the last race and it's probably already wrecked so let's see how many laps we can do at a decent pace. 17 litres of oil later we crossed the finishing line! Happy days, we gambled but it was well worth having a decent finish in the most competitive BXCC that's been run. Back to the workshop now!"

Harry Nicoll and Emily Sibley completed their BXC Trophy season with another solid finish.

"We found the course very slippery but great fun on the first day," said Nicoll. "On the second day we hit some barbed wire on the inside of a fast corner which instantly blew a front tyre and cost us around two minutes. The rest of the day was great and the course got grippier as the day went on. It was a brilliant event by Jon Aston and all the team."

Tom Jones enjoyed his first experience of racing at Walters, winning the BXC Trophy category.



"It was an awesome way to finish the championship," said Jones. "I really enjoyed the stage, especially the faster flowing sections. I was looking forward to another good battle with Matthew Hall but unfortunately he broke a drive belt early on. The day went without drama other than struggling to get the car around the tight hairpins due to a lack of steering lock."

"The car was completely filthy on Saturday night, shout out to the Insanity Racing crew for lending me their pressure washer to get the worst of the mud off! The aim for Sunday was to drive for a finish but on the third run we overshot a corner having enjoyed the previous bend a bit too much, missing my braking point for the next one. Luckily I squeezed the car through a gap in the trees and down a ditch so we were able to reverse out, only losing around 20 seconds. All in all a great weekend to end the season, I'm very happy with another win in the Trophy."

Andy Degiulio missed the previous round but, equipped with a new engine in his Milner R5, he was back on the pace at Walters.

"I'm delighted with the new engine, we were setting some great times," said Degiulio. "Sadly the rear diff blew on day one which put us out of contention but we fitted the spare and continued to get extra seat time."

The event was the final BXCC round to be organised by That's Motorsport but the team will return next year with the Welsh Borders Hill Rally in May.

Please see [crosscountryuk.org](http://crosscountryuk.org) for championship information. In addition to championship sponsor Britpart the BXCC is supported by Voxcloud, Staffordshire Signs, Whitecliff 4x4, ORTyresUK, Birchall Foodservice, NickyGrist.com, PD Extinguishers, Devon Town and Country Roofing and Gwalia Healthcare.

### Championship positions:

1. Adrian Marfell 258 points
2. Paul Rowlands 222 points
3. Mark Jacques 212 points

**Garry Simpson : Songasport**



  
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# Durham Auto Club

# Wearside Classic

## 5<sup>th</sup> September

*Geoff Bateman : West Cumbria MSC*

It was great to be able to go back over to the Nissan site once more for the Wearside classic, a classic and targa rally held within the Nissan complex, mostly using the test track area. It's always a nice and relaxed event with a timing schedule that allows plenty of time to catch up with old friends and make new ones between the tests and over the lunch and afternoon meal.

This year's event stayed with the successful formula of 4 basic test areas run in the morning as 4 separate tests run 3 times with the afternoon session then combining 3 of the tests into one long test, also run 3 times to give a total of 18 tests.

The weather was dry and sunny, yet again, and as crews arrived and gathered for documents and scrutineering, whilst taking advantage of the catering facilities, we were looking forward to another day's entertainment throwing the car about like a teenager in a supermarket car park.

Bit of a change for us, as we had the MGB GT out for it's second outing following it's début in the Northern Dales event a few weeks before, so were competing in the "classic" class and not the usual targa class in the 205. I haven't got the cage fitted in the B yet so we're tending to participate in events that we are pretty sure we won't end up the wrong way up in, or hit trees or silage bales!

One advantage of the classic class is that one usually gets an early start and so it was that we were running number 2 behind Alan and Lynn Hawdon in their 205 in pole position, although the disadvantage is that you don't get to watch those in front of you go through the test first.

Test 1 is always run on the car park outside of the Nissan Sports and Social Club which means their members are able to watch as engines are revved to the limit and rubber is burnt off tyres accompanied by the painful screaming as the tyres protest against the abuse. Despite being in a compact area the DAC team always manage to make this a nice flowing test with most crews getting round it in 35 to 45 seconds. We managed 39s to Alan's 36s with Tom Hall in his Riley Elf showing how it should be done with 32s which was fastest of the day, also beating all the targa cars.

So with test 1 completed we set off for the test track for the next test which was based in the "helicopter pad" area which is a nice big open area with lots of room to drive round the well spaced cones. More tyre squealing followed as I enjoyed the return to front engine, rear wheel drive motoring once more. A quick belt around the pad with a bit of a tight hairpin left to get on to the track and then a nice blast, up in to 3<sup>rd</sup> before braking hard for a 4 cone slalom just before the finish. Great fun, no cone casualties so all good, trundle down the track to start test 3 which comprised a couple of 3 cone gates then a 90 left onto a bit of loose through 2 gates to form a 180 then back on to the track, through another pair of 3 cone gates for a quick left/right to finish. Once again no cones were injured during the exercise and it was all smiles and giggles in the car.

Another short trundle along the tarmac saw us arrive at test 4 for an almost instant start down the 4 cone slalom on the right with a 180 return to go down the 4 cone slalom on the left before charging down the track, up into 3<sup>rd</sup>, valve bounce before braking hard for a 90 right, through a gate and a 90 left to finish. No penalties and the first set done, sun still shining, car still going so all was good.

At the end of the first set Tom Hall was on 185 with Alan and Lynn on 193 with us in 3<sup>rd</sup> spot with 199.

The second circuit of tests was a repeat of the first and at the end of it the positions were the same with Tom returning with 366 against Alan with 385 and us with 404. Our 6 seconds behind Alan and Lynn had turned in to 19 seconds over the 4 tests.

The third circuit saw some route revisions to the tests, although the cone layout was left unchanged. This may have caused a bit of confusion for some but it does mean that at least you know the size and layout of the test area and how tight or open it's going to be.

*Continued on Page 32*

## ***Wearside Classic & Targa Rally***

### ***Continued from Page 31***

Test 9 on the car park was less complex than test 1 and the revised “helicopter pad” test didn’t present any problems even though it retained the tight hairpin left exit. A slightly revised run through the two 3 cone gates at the start of test 11 could have easily caught people out but it led into a slightly longer “off track” section with a nice loose surface in places to add to the fun. The run out to finish was a bit quicker as well. The final test before lunch saw the previous 2 slaloms incorporated in to one big slalom before the foot hard down rush to the track off to the side before the sharp braking to get the 90 right/left in to the finish and before we knew it we had finished the morning session. Tom and Jack were now well clear on 545 with Alan and Lynn on 589 with Me and Maggy still 3<sup>rd</sup> on 603 having pulled 5 seconds back.

A very pleasant lunch of sandwiches and soup was enjoyed and allowed some time for a catch up and to hear the usual stories and tales of woe that always accompany these sporting events. We had a good catch up and then had a bit of a check of the car which seemed to be OK before preparing ourselves for the afternoon session. I had fitted a different seat for Maggy to try out and she seemed to be getting on with it OK so we were looking forward to our next session.

The afternoon started with a repeat of the car park test that had been run as test 9 and then a nice run down to the “helicopter pad” for the start of the first long test. Test 14 was a repeat of tests 10, 11 and 12 run as a single test, fortunately with no route changes and a stop astride between the old test 10 and 11 to slow the run down the test track. It’s always a bit of an anxious moment before the 3 into 1 test but we slipped through it with no penalties and without any in car ructions.

Test 15 returned us to the car park with a somewhat more complex route than any of the previous versions. It looked a bit of a brain mincer on paper but once you got in test it worked a lot better than it looked. Happy days, back off to the track for test 16, another 3 into 1 test but this time with a revised route on all 3 sections.

Bit of concern in the car before the start but we had a bit of a wait and managed to go over it until we were as happy as we could be with it. As it turned out it was OK, we’d identified the changes which we thought would be the easiest to get wrong and Maggy made sure she shouted out loud and clear before we got there. We got round without incident and got to the finish line with a sigh of relief! The ride back to the car park gave us a bit of time to think about test 17 again but luckily we had a bit of time when we got there for a quick trip to the toilet and another look at the diagram before following Alan and Lynn in to test. Another whizz round the cones and we were back heading towards the pad for the last test of the day. So far things had been going fine and we were determined not to mess things up on the last test. Test 18 was a repeat of test 16 and we’d done it once so all there was left to do was to try and do it a bit faster! We knocked 5 seconds off our time, had no penalties and returned to the car park a couple of happy bunnies.

We got back and loaded the car on to the trailer before heading back to help with the clear up. When we got back to the car park there was a very sad looking MX5 being dragged off a lamp post but luckily no one was hurt and the lamp post appeared undamaged.

A pleasant meal was enjoyed, once more with good company, stories of fails and successes and all the regular banter that occurs after events. It was really nice to be able to sit down together again after all the events we’ve done where we’ve just had to pack up and go home afterwards.

The results were posted but we couldn’t read them as Maggy’s eyes aren’t that good and I didn’t have my reading glasses! The joys of getting older! Anyway we waited for the presentation and to see how everyone had done and were surprised to get a 1<sup>st</sup> in class and 2<sup>nd</sup> classic behind Tom Hall and Jack Hillaby, although it was a long way behind, 108 seconds. It was pleasing to be 13<sup>th</sup> overall as well managing to get ahead of quite a few of the targa cars.

A big thank you to Durham Auto Club’s organising team and marshals for providing us with a great day out at what is a pretty unique venue. It’s always a pleasure to do this event and well worth the tow there and back. We’ll be back again next year.



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**BEATSON'S  
BUILDING SUPPLIES**

**M R**  
**MULL RALLY**

## Fifth Attempt

*Geoff Dean : Malton MC*

And so, in 2013 my youthful co-driver Sam Spencer called me up and said "I've got an entry in for the Mull Rally, do you fancy bringing the beemer up for a run?" So me knowing fuck all about the event said "Sure, I'd love to". A few months later I arrived early in the morning on this wee scottish island having driven through the night to find Sam asleep in the digs. A few hours later we went out to start our recce and I was awestruck by the the technicality of the roads and that was it, I was hooked to the magnetism of this special rock that is the Isle of Mull.

It was a baptism of fire and we came through to finish 42nd overall on our first attempt as a crew on this event. As many of you know my BMW is not exactly 'state of the art' but its a strong old beast and we've competed a further 4 times with Martin Woodcock and Tom Spencer as co-drivers to assist in the navigation of the panzer tank around the narrow roads of this astonishing location.

I'm sat here now reflecting on 5 attempts, 5 finishes and 2 trophies after another drunken night in the Mishnish with Sam Ambler and Seddy Sedgwick (Seddy, check your phone in the morning, you've got a beautiful selfie of us that I'd like you to add to the comments).

For a brief period of time we escape the reality of life and concentrate on being the best we can at rallying. As I write this the idiot that is Sam Spencer has just crawled up the stairs to sleep on the sofa in an inebriated state. Rallying has brought me many friends, each and everyone of you special in your own special way and I hope that you count me as special too, be it special as in a tongue out, dribbling, slightly crazy way or special as in someone I've got a close bond with.

I love you all and wish you all the best from now until we congregate at this outstanding island again this time next year.

*Geoff Dean : Malton MC*





# BEATSON'S BUILDING SUPPLIES MULL RALLY

## Daniel Harper secured a superb second Beatson's Building Supplies Mull Rally victory, scooping top spot in this round of the British Rally Championship.

The Mini JCW WRC driver and co-driver Chris Campbell were delighted to top the podium, after a 19 year wait since their maiden 2002 win. Daniel said: "It's been a long wait for this second win, but I always, always wanted to win driving a Mini and I think that actually makes it better than the first one. I know this is a big one, but it's still a Mini!"

"As always, this has been a fantastic event – but it's been tricky. The weather's never straightforward and we took a bit of a gamble on Saturday morning, taking a slick when we thought it would dry up a bit. That's what this rally's all about. It's great to be back after missing last year [due to COVID-19] and we'll be back next year."

Steeped in history, the iconic Mull Rally is widely regarded as one of the toughest tarmac events in the world. "The best Rally in the world" or "The Rally of the Brave", this small island off the west coast of Scotland is well known for its brutal stages and unforgiving schedule. Drivers from around the world take on the challenge of Mull every year, only a few have conquered the event's 148 stage miles, many of which take place under the cover of darkness. For the first time in its history, the Mull Rally was a round of the British Rally Championship and the arrival of the nation's finest and fastest drivers ready to do battle. So throw in a splash of Autumn rain, a dash of Scotch mist, and you have the perfect recipe for the challenge that is the Mull Rally.

Some absolutely stunning drives throughout the field, the boys from the BRC showing they had real pace in them and the locals looking impressive as always, the battle was hard fought over every stage mile.

But it would be the 11th stage of the 17-test event that would shape the entire outlook of the weekend. Whilst leading the rally, and trying to hold off the pressure applied from the two cars of Harper and MacKinnon, John MacCrone suffered mechanical failure, blowing the turbo and ending his chances.

Paul MacKinnon, just a few corners from the end of the stage, ran wide on a right hander, clipping the banking and smashing rear wheel. This was duly changed at the end of the stage, but the event was to be short lived, as somewhere in stage 12 the car stopped and would not restart.

The resultant of this left Harper to open up an unassailable lead of over 3 minutes from Osian Pryce and David Bogie a further 2 minutes down the road.

However, the Mini Man would battle weather conditions, wrong tyre choices and a dramatic spin in his Mini Sport, Yokohama-backed machine throughout the weekend, but managed to bring the car through the merciless stages to secure the memorable victory.

Hailed as one of the best Mini drivers in the world, either in the classic Mini Cooper S, R53 Mini Cooper S or the Mini JCW WRC. The man from Lancashire, England, cements this position, as the only non-Muileach (island resident) to take victory in this challenging all-asphalt event in the last 24 years.



*Photos courtesy of Lindsay Photo Sport.*



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

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

***by Phil James***

It's been another month of highs and lows for Blackpool South Shore Motor Club members who travelled far and wide in pursuit of success but their best result came closer to home, just a short distance down the M6.

It was at Ashton-in-Makerfield's Three Sisters Race Circuit that father and son team John and Alex Stone took victory on Wigan & District Motor Club's Adgespeed Stages. It was the first time the pair had competed together in their recently acquired Legend Fires VW Polo GTi R5 abut despite leading from start to finish their victory wasn't as straight forward as it may have appeared.

They had to fend off a challenge from a posse of race bred Darrian T90 GTRs the quickest of which, in the hands of Mark Smith and Tim Nunn, finished just four seconds behind them. After the completion of the scheduled twelve special stages Darrians ultimately filled four of the top six places but none could make up the advantage the Stones gained early in the day when the slippery conditions suited their 4WD mount.

Some weeks earlier Stone had debuted the Polo on the Isle of Man where Tom Woodburn undertook co-driving duties on the Pokerstars Rally. The pair finished fifth overall, a result they emulated at the end of the month on the Cheviot Stages that ran over the North-East's Otterburn Ranges, so all bodes well for BSSMC driver in his new car.

Neither the Pokerstar or the Adgespeed were kind to Callum Cross who was co-driving Paul Murro in his Ford Fiesta R5 on both occasions. They at least got a finish on the Manx event, albeit a disappointing 31<sup>st</sup> overall, but matters worsened at Wigan where a broken steering rack signalled their retirement.

The Adgespeed was a little kinder to Barry Armer, but not much! Any chance of a good result disappeared on the opening stage when he spun his Skoda Felicia into the tyre wall. Armer and Welsh co-driver Rob Bryn Jones ended the day in 31<sup>st</sup> place.

Mark Holmes was another South Shore member who crossed the water to contest the Pokerstars in his Ford Fiesta S2000. He and co-driver Mark Perryman finished 14<sup>th</sup> overall but their outing on the Cheviot didn't go quite so well as they retired on the second stage having gone off the road.

It was another off that scuppered any hope of a good result for South Shore's Targa crew Quentin James and Tom Howe who contested the KLMC Targa Part Two. Organised by Kirkby Lonsdale Motor Club and utilising tests on the Warcop Ranges their event came to a temporary halt when their Citroen C2 GT became beached on the edge of a ditch. Thanks to the efforts of Lake 3 Recovery they were able to continue but finishing 35<sup>th</sup> having been seeded at 14<sup>th</sup> was not the result they wanted.

Whilst not competing a group of South Shore members played an important part in ensuring the Adgespeed ran as the Blackpool contingent filled vital safety marshal roles, something they do on numerous occasions throughout the year.



***Barry Armer/Rob Bryn Jones (Skoda Felicia)***



***John & Alex Stone (VW Polo GTi R5);***



***Paul Murro/Callum Cross (Ford Fiesta R5)***



***Quentin James/Tom Howe (Citroen C2 GT)***



# Roberts Garages Jersey Rally

Friday 8<sup>th</sup> & Saturday  
9<sup>th</sup> of October 2021

*Dave Longfellow and Mark Broadbent*

**A&PMCC**

What has become our annual trip to the island of Jersey for the rally was another frustrating, disappointing but enjoyable trip. Four starts after the 2021 edition but we stand at only one finish (2018), however entry into the Trophy Rally yesterday gave us second place from eight entrants after leading all morning

A three day recce meant the notes were bang on - 22 events together mean we are in sync and able to produce plenty of alterations to the excellent pace notes from Paterson's

Stage one felt a little slow, but the overall time gave us ninth overall! We were overjoyed and knew we could go faster. The second stage however caught us out - under steering off on a slippery corner where we could see someone else did the same. We later heard a total of seven cars came up against the same wall on the Trinity stage

We tried to continue, however with the steam and smoke from the engine getting much worse, we parked up in stage. The impact pushed the radiator into the fan, which then spat out its fins over the engine bay cutting various pipes and tubes

After being recovered, we then had three hours to find a fix for the Saturday Trophy Rally. Through the power of social media, a Mitsubishi driver on the island offered the radiator out of his own car (and even drove it to the service area for us!) whilst another competitor found a fan from a Peugeot 308. Our service crew ( Daniel Ward ) did an unbelievable job of pulling the car straight, fitting the parts and ensuring it all worked

With eight entrants, the Trophy Rally was never the event we wanted to be in, but it was an opportunity to take something from the weekend. Leading into the first long break, the #35 Renault Clio was catching us up and it was cat and mouse heading into the last leg.

Qué the engine misfire which had stayed quiet all rally, until we needed some pace.

As a result we slipped back - only concentrating on not breaking down and securing a finish. Second place on the Trophy Rally was our reward

Comparing stage times from the morning - we were around 14th quickest overall and feel with the good start we had set and pace on Saturday considering the issues we had, an eleventh of twelfth overall was possible, with second in class (behind the Fiesta R5) a realistic achievement - if, butts and maybes

We have entries in for two more events this year - let's see if we get out on them



***Dave Longfellow and Mark Broadbent : A&PMCC***



# Knowldale CC **The John Clegg Mini Miglia**

## Touring Assembly 2<sup>nd</sup> October 2021

*Les Fragle : Garstang & Preston MC*

On Saturday 2<sup>nd</sup> October we gathered by the Cafe Ambio at the Auction Centre off Junction 36 of the M6 for this touring assembly. At 8:00am it was cold and damp so we were glad of the cafe being open and they did a roaring trade of bacon baps and tea.

This was my fifth assembly of the year and I had the experienced navigator Alan Shaw with me but there were two significant differences from the previous four events; The first was that we didn't get the route until we arrived and there were three different of ways to plot it, tulip diagrams, map references or a mixture of herringbones, grid squares, spot

heights, etc. We had plenty of time before our start time so tried to plot the route on the maps (97, 98, 99 & 103) but a couple of bad references meant we would rely on the tulip diagrams which we had planned to do anyway.

The second difference was that there would be code boards throughout the route to ensure we took the correct route. Thankfully the code boards were a big size with two clear letters on each one so once we had seen a couple it was easy to retain the cars speed while reading the letters although given the roads used the speed was never too quick.

By the time we set off the rain had started and continued for most of the day. It was south to Burton in Kendal then across to Docker via a Quiet at Keer Side than on to Arkholme, Gressingham and across the River Lune to Wray. It appears we missed a code board near Wray but don't know why.

Heading east we went west to east at a crossroads in GS 6867 which we would see again later in the day. After a left and over the railway the route took the B6480 and A65 to Austwick. From Helwith Bridge it was a quick run down the B6479 to Stainforth before a great run across moorland to Arncliffe. It was then to Kettlewell via Hawkswick and then the awesome road over the moors to Carlton then a left through Melmerby and to West Witton to join the A684. There were then three loops off the A road through Thoraby, Thornton Rust (great name) and Countersett. We couldn't believe it when we passed Semer Water and saw a few people who had been swimming !. This took us to the Lunch Halt at the Wensleydale Creamery in Hawes.

After some replenishment (cake and cheese plus more tea for me) we set off again in the rain with a run along the A684 and a left to pass Garsdale Head and Dent stations. Heading west we approached a road with a sign saying 'road liable to flooding' and given the recent rain we were quite apprehensive, bearing in mind my car is a Porsche Boxster with little ground clearance, but thankfully there were only a few puddles so it was passable. Then it was a run down Barbondale to Casterton.

A quick run down the A65 followed a right to Burton in Lonsdale and then High Bentham. Shortly we went south to north at the crossroads we had seen earlier in the day before a run down Lythe Fell to Slaidburn. This moorland road was much like some of the others, i.e. in low cloud. After Newton the route took in Cow Ark and then across to Waddington, West Bradford and Pimlico. After crossing the A59 we went via Worston and Downham to join the A682 at Blacko. From here we headed to the finish at Banny's Fish & Chip Restaurant by Boundary Mill for a well deserved meal of fish and chips and yet more tea and a chat with the other entrants. It had actually stopped raining when we arrived there but it had started again when we headed home.

I really want to thank all of the organising team for putting on a great event using some cracking roads with very good start, lunch halt and finish venues. The club are considering next year to return to their usual date in March, let's hope for a drier day.

*Les Fragle : Garstang & Preston MC*



2300 MC

# Andy Mort Tour

16th October

*Alan Shaw : Pendle & DMC*

On Saturday 16<sup>th</sup> October 2021 I joined Les Fragle in his Porsche Boxster to participate in the 2300 club Andy Mort Tour.

The event started at the West Bradford Village Hall and the first treat, after picking up the event pack, was to tuck into a bacon butty and coffee. The cars assembled varied greatly, from various Minis, Including Trevor Roberts ex rally one.

Escorts of various eras, Austin Healey 3000, Morris Marina, Caterham, Marlin, Abarth, Focus, Suzuki, Proton, Avenger, Clio, Discovery, AK Sports, Ssangyong, Toyota, MG's, Audi, Smart Car Roadster, Alfa, Scimitar, BMW, Volvo. If I have missed any sorry. A great sight to see.

The route format came in the form of an excellent, very well produced tulip road book and/or Map reference sheet.

I started to plot the map references but at a couple of places the route could have taken different routes to the next reference so I decided to follow the tulip arrows instead.

As it happened it wouldn't have mattered so long as you arrived at the Passage control from the given direction as there were no secret code board positions and were all at the given Passage controls.

The event left the start and headed west through Waddington and out towards Bashall Eaves. It was on this first stretch that we saw a few cars which had set off ahead of us! They had missed the immediate right out of Waddington, not an obvious junction. We were to see a few of these cars several times during the day but, the timing is so relaxed it doesn't really matter on most of the sections. This gives a relaxing day driving for anyone worried about the event speed and timing.

From Bashall we then traversed Longridge Fell to PC1 at the junction with the road which drops down to Stonyhurst and on to the reservoir at Longridge where we hairpinned back and dropped down towards Birks and PC2. From here the route continued along through Hesketh Lane before heading NE up to PC3, just to the NW of Windy Harbour, and then onto map102 past Woodgate, the Gliding Club and off to Rigg Lane, Beacon Fell, Brockmill and Butt Hill to PC4 at the junction just before Dandy Birks.

This was really bringing back memories of many years ago competing on night rallies, both driving and navigating. How different these roads are in daylight!

From Dandy Birks towards Barnacre and N past Pedders Wood (Nicky Nook) to PC 5 at the T junction just NE of Wyresdale Park. North through the ford and westwards through Lea Green, Cleveley Bank and then NE over the M6 to PC6 at the X roads just W of Wyresdale Hall. NW to Five Lane Ends and then N'wards to Kit Brow and PC 7.

NE and then SE back down to Ortnier, through Abbeysteads and Lee Bridge took us to PC8 at the junction just before the Tower on Abbetstead Fell



*Continued on Page 39*



## Andy Mort Tour : Continued from Page 38

A trip down to Quernmore X roads where we turned NNE and over what was the Quernmore White many years ago. Quernmore white, when it was a white many years since, was the place where I learnt about strengthening the front suspension strut tops. I had a 105e Anglia which I decided I would rally and whilst competing across Quernmore, before it was tarmacked, the front strut broke through the inner wing. Oops. Get a lift home and came back the next day with a trailer to pick it up. Lesson learnt.

Anyway, back to the Andy Mort and the last sections to the half way halt at Wray were over Littledale to Crossgill and then E to Winder and PC 9, across Haylotts and Salter down to Bridge House Farm at Wray for PC10. A barbeque lunch was on hand so a burger and tea and toilet break, with time to chatter to other competitors, was very welcome.

It was nice to see people like Mal Graham, Neil Johnson, Kevin & Christine Savage, Nigel Worswick, Charlie Woodward and Rod Brereton, Tom Leeming of Wartburg fame although this time navigating for Clive Escreet in a Hillman Hunter, the Swallow family were out in force, John Vipond and lots of other well known rally folk, sorry if I missed you. Sad that the Honeywell's couldn't make it but best wishes to Bill, hope you are recovering well.

An over the ramp restart at PC 11 saw the second half restart heading through Millhouses, Russells and PC 12 just before Wennington where I missed the road off to Melling. How can you miss a junction like that? Well quite a few folk had had the same problem of turning two pages of the road-book at once, I luckily realised quite quickly as only two junctions on the next page was PC 13, far to near PC12 to be correct.

100 yards past the junction a quick turn round saw us back on the correct route, through Melling and down the A683 to the edge of Hornby, through Gressingham to Arkholme and out towards Docker Park and PC13 at the junction where you turn N through Docker and Keerside, before travelling NE to join the A65 on the edge of Kirkby Lonsdale. NW and then N ish across to join the B6254 and PC 14.

N and East through Old Town, Manser, Rigmaden and down the A683 to turn off through Barbon brought us to the edge of Barbon Fell. Here we turned S past Castleton before leaving the Roman Road across some small link roads to Chapel House and PC16 at the A65. Down the A65 to Ireby and Burton in Lonsdale before winding our way across to Langber and PC17 near Nutstile.

A run across the B6480, SE to Clapham Station and then S across Keasdon X roads, Bowland Knotts, Gisburn Forest to the X roads at the bottom. Straight across and then W across Black Moss and Tinklers farm saw us at PC 18 just before joining the B6478.

The last section took us southwards through Lane Ends, Grindleton and Chatburn to finish at PC19 at Horrocksford Works. Where the final card was handed in.

Finally should you wish to participate there was a fun test where you were required to follow a winding rope keeping your front wheels on either side of the rope not touching it. At the end of that we were handed 3 small sandbags each which we tried to get into buckets having different points values.

Well, to put it very politely we were \*\*\*\*\* hopeless. Enough said.

Back to the start/finish venue where either meat and potato or cheese pie with mushy peas followed by Lemon Meringue or Apple Pie and cream were the end meal.

What a fantastic route traversing lots of the classic road rally roads, and which brought back many memories. I have to say a big thank you to all of the 2300 club organising team and all the marshals for their work before and on the day. Fantastic professional route books and time cards.



Turn No.	Distance		Turn	Remarks	Distance to Next CP
	Next	Total			
36	0.1	25.8		Sign Higher Lane	2.4
37	2.4	28.0		<b>CHECK POINT 8</b> Brewer's Lane Sign Post 100.00/4007 Co. 100/10000 100.00/10000 100.00/10000	4.0
38	0.7	28.7		Sign Long Lane	3.3
39	0.8	29.5		Sign Bowland Lakes	2.5
40	0.8	30.3		Sign Millers Brook	1.7

# Tour of Cheshire

Historic Road Rally

25th September 2021



## Knutsford & DMC Tour of Cheshire 25th September

*Ken Binstead*

The weather had obviously not listened to the forecast or CofC Mike Harrison's drivers brief at the start of the Covid delayed 2021 Tour of Cheshire. Cloudy and dry it was supposed to be but damp and drizzly conditions prevailed for the 63 crews that started from the usual MTC 1 at the Bickerton Poacher and this would provide some rather slippery conditions on the muddy roads around Cheshire.

It would be a busy morning for the navigators with 4 back-to-back regularities with the entertainment of the tests being held back for the afternoon sessions. Reg A was a pre-plot using all roads that included a cheeky trip through a very greasy farmyard to exit back onto the main roads. 5 controls didn't faze the top crews. It would not be plain sailing for all though with Car 9 Andy 'Ace' Harrison and Henry Car (Austin Mini) having some exhaust difficulties. Luckily, they pulled in to a farmyard by the side of the road where the farmer kindly supplied a trolley jack for them to use. That was their joker used up to cancel the maximum 300-point penalty. Further along, two cows decided to hold up proceedings for several crews and the use of the joker came into play a little earlier than the crews would have liked. With the use of the Joker car 12, Martin Pitt and Harvey Steele (Volvo 144) managed to reduce their penalties to just the two seconds

On then to Reg B which was a series of arriving and departing directions from grid points. Car 6 Dave Leadbetter and Cath Woodman (BMW 2002) managed to nail this one with 4 seconds without the use of the joker.

On then to Coffee with the drizzle starting to peter out in places and then a transit to Reg C. Another pre-plot this time using coloured road junctions (YyY etc) with an attached speed table to complicate matters. However it was straight-forward enough for the top crews with many in single figures across the 3 controls and car 3 Ian Crammond and Matthew Vokes (Mercedes 280 SL) picking up just 3 seconds.

An appetiser of a quick Herring bone prior to the lunch stop saw Car 25 Steve Head and Nick Bloxham (Ford Escort) tying with car 25, Peter Humphrey and Ian Mitchell (Volvo PV544) on just the 1 second.

Results at lunch were skewed as the jokers had yet to be applied so it was fingers crossed and off into the afternoon session with the sun now threatening to come out.



*Photos Courtesy of Tony North*



### ***Tour of Cheshire : Continued from Page 40***

Finally, there was something for the drivers to do with 4 tests at the familiar Booths Hall car parks. Car 5 Dan Willan and Niall Frost (Volvo PV544) set down the marker with a blistering 39 seconds on both test 1 and 2. Test 3 was won by car 2 Howard Warren and Ryan Pickering (Porsche 911) and test 4 by car 15 Mike and Philip Vokes in the Glnetta G15.

Reg E then followed that was given out earlier in the day and several black spots to avoid and then to depart grid squares in various directions. With the use of the joker several cars cleaned the reg before the transit to the battle of Radbroke Hall. Four tests in total around the complex and twisty car-parks produced a plethora of wrong tests, 37 in all. However, Willan/Frost were in their element winning three of the 4 and equalling with 3 others on test 6

Already it felt like a long day but there were still 3 more Regs to go and two more tests and so it was on to Reg F which was even more complex than the previous ones with the navs trying to find spot heights that totalled 111, then pass through a series of junctions that spelled the word LOWER PEOVER from a dis-assembled Herringbone. Even so the front runners made easy work of it with car 13 Roger Tushingham and Amy Henchoz (MGB) generating 2 seconds of penalties

Then a new test venue in the shape of Universal House on the outskirts of Middlewich. Some more entertainment round the carpark that saw Crosby/Procter fighting back with two sub 1 minute times.

Then Reg G beckoned with another issued speed table and an amendment that had to have one TC removed due to the unpredictability of roadwork timings. All cars managed to find everything on that reg.

It was all to play for on the final reg with quite a few cars with sub 3 minute reg totals so last push or a mistake by some could dramatically change things at the top. Consistency however is how the top crews do it and this reg was no exception. Cars 1,2 and 3 had just the 2 seconds of penalties to show everyone how its done. Then it was back to the Poacher and MTC 3 with a Cheshire cheese for each competitor that finished.

With all the top crews out and 6 previous winners amongst the top 10 seeded starters this was always going to be tight and hard fought. In the end though it was Car 5 Dan Willan and Niall Frost that emerged victorious on 6:41. Last years third placed crew Paul Crosby and Ali Procter went one better in second, maybe 2022 could be their year. In third was Leigh Powley and HRCR Championship secretary Martin Phaff on 7:53 in a Lancia Fulvia

An excellent run by Experts Mark Goodwin and Anthony Davies secured them 12th and first Novices were David and John Clarke (MGB) in 26.

***Ken Binstead***







**Ilkley & District Motor Club**  
*presents the*



# ILKLEY JUBILEE HISTORIC RALLY

**Ilkley & DMC**

## **Ilkley Historic Rally**

**12 September 2021**

*Brian Goff*

The sun shone as Steve Head and Mark Appleton crossed the finish line to win the Ilkley Rally in their Ford Escort. This was not without drama as on the last regularity they were held up by traffic for 40 seconds watching their lead dwindle to 4 seconds, the winning margin!

The event started from the Millstones Restaurant just outside Harrogate with the first regularity underway immediately. Matt Warren/Ryan Pickering were the leaders on 6 seconds with Head/Appleton close behind on 9 secs.

The first two tests were held in Coldstones Quarry near Pateley Bridge. The first test a quick run down the approach road and the second test a complicated affair in the middle of the dusty quarry. Paul Crosby/Ali Proctor and Darell and Nicky Stanforth tied on 18 secs coming out of these two.

Reg 2 south of Kirkby woke up all the navigators with 11 speed changes in 9 miles. Crosby/Proctor were wide awake on 4secs dropped with Head/Appleton close behind on 9 secs. At the morning coffee halt Crosby/Proctor were in the lead with Warren/Pickering a close second.

Reg 3 started in Masham and ended just south of Catterick. James Griffiths/James Howell had the lowest score in their Mini but were later penalised due to a wrong direction at a control. Competitors were looking forward to the forthcoming action in the grounds of Catterick Army Camp. One regularity and three tests would sort out the men from the boys.

Indeed it did with most competitors struggling for grip and navigators trying to keep their drivers on the correct route through the maze of roads. The Staniforths dropped only 5 secs on the reg and Head/Appleton quickest on the tests followed by Andy Beaumont/Andrew Fish in their Sunbeam Rapier.



***Continued on Page 43***

**Photos Courtesy of Tony North**



## Ilkley Jubilee Classic Rally Continued from Page 42

At the lunch halt at Leyburn, Head/Appleton were in the lead on 2.33mins followed by Crosby/Proctor on 2.45mins and Beaumont/Fish in third on 3.00. Leigh Powley/Brian Goff led the expert class in their borrowed Lancia Fulvia on 4.07mins with the Novice class headed by Graeme Cornthwaite/Lynsey Proctor on 4.46mins in their Mini.

The afternoon session saw the competitors back in the Catterick complex with one reg and three tests. Warren/Pickering lost time with wrong slots on the regularity and Dave Leadbetter/Cath Woodman retired their BMW 2002 with brake problems. Jon Dunning/Roger Burkhill put their Alfa Romeo off into a ditch on Test six. Again Head/Appleton were quickest from Beaumont/Fish.

Regs 6 and 7 South of Leyburn were pre plot, map features and spot heights and went ahead without incident with Head/Appleton and Crosby/Proctor taking the honours respectively.

Reg 8 was a plot and bash section over Dallow Moor with gradient arrows causing a headache to navigators. Beaumont/Fish and Kevin Haselden/Gary Evans missed the final control with many others losing time trying to find it. No problems for Crosby/Proctor who cleaned it.

The final reg finishing at the Millstones was difficult to plot using a herring-bone style of navigation. The tricky white through the toll road proved a problem for many and a number of competitors run into traffic near the end including the winners. No such problem for Crosby/Proctor losing only 2 secs.

Head/Appleton took the popular win with Powley/Goff heading the expert class and Cornthwaite/Proctor taking the novice award.

## Results

1 <sup>st</sup>	Steve Head/Mark Appleton	Ford Escort	5.09 mins
2 <sup>nd</sup>	Paul Crosby/Ali Proctor	Porsche 911	5.13 mins
3 <sup>rd</sup>	Darell Staniforth/Nicky Staniforth	Mini Cooper S	5.45 mins
4 <sup>th</sup>	Matt Warren/Ryan Pickering	Ford Escort	5.45 mins
5 <sup>th</sup>	Leigh Powley/Brian Goff	Lancia Fulvia	8.22 mins
6 <sup>th</sup>	James Griffiths/James Howell	Mini	8.46 mins
7 <sup>th</sup>	Ken Binstead/Sarah Binstead	MGB	9.15 mins
8 <sup>th</sup>	Philip Wood/Kevin Phipps	Volvo P1800	9.41 mins
9 <sup>th</sup>	Graeme Cornthwaite/Lynsey Proctor	Mini	10.41 mins
10 <sup>th</sup>	Andy Harrison/Peter Scott	Mini	11.05 mins

1<sup>st</sup> **Expert Powley/Goff**

1<sup>st</sup> **Novice Cornthwaite/Proctor**



**Brian Goff**





## Bird Conquers Otterburn To Win Cheviot Rally

Cumbrian driver Frank Bird was back in rally action and he once again took on some of the best drivers in the country as he swept to victory on the Ford Parts Cheviot Stages Rally. Utilising the sealed roads of the Otterburn military range in Northumberland and comprising the final round of the Protyre Motorsport UK Asphalt Rally Championship, the 22-year-old from Penrith led from start to finish to emerge over half a minute clear of his nearest rival after 60 miles of stages.

Frank has done very little rallying this year due to his commitments in the Fanatec GT World Cup Europe Sprint and Endurance Championships at the wheel of the Team WRT Audi R8 LMS and this was the first time competing in an asphalt rally since May.

Along with Lake District-based co-driver Jack Morton, the pair were having their first outing in the recently acquired Dom Buckley Motorsport-prepared and Frank Bird Poultry-backed Ford Fiesta Rally2 as the pair took on the sport's established stars whilst leading from start to finish.

The opening stage saw Bird quickest by three seconds whereby he maintained the lead after SS2 despite dropping time and the advantage was increased on the next two stages to hold a 17 second lead after four stages.

The pair continued to build their advantage and after eight stages, it stood at 22 seconds and just for good measure, Bird was quickest on the remaining four tests to emerge victorious by 31 seconds over Scottish crew Gordon Morrison and co-driver Hannah McKillop (Ford Fiesta R5) who were two seconds ahead of Jason Pritchard/Phil Clarke (Ford Focus WRC).

Frank Bird: *"I'd have been happy with a podium all things considered so I'm a little bit surprised to take the win, especially given the quality of the opposition. It was our first time out in the car, and it ran faultlessly so thanks to the team for another great job. The only problem we had was a half spin on SS7 where we dropped around ten seconds on a chicane but apart from that, we had a great run. Thanks to Jack for a great job on the notes and of course my dad and our sponsors. It was good to be back out again in the rally car and look forward to our next event at Oulton Park next month."*



**Photos courtesy of James Ward, Chicane Media Photography**

## Results

<b>1 Frank Bird/Jack Morton (Ford Fiesta Rally2)</b>	<b>52 mins</b>	<b>38 s</b>
2 Gordon Morrison/ Hannah McKillop (Ford Fiesta R5)	+	31 s
3 Jason Pritchard/Phil Clarke (Ford Focus WRC)	+	33 s
4 Neil Roskell/John Cope (Ford Fiesta R5)	+	44 s
5 John Stone/Tom Woodburn (VW Polo GTI R5)	+	1 min 14 s



# ***NORTH WEST RACERS***

***With Dave Williams***

## **RACING RETURNS HOME**

Due to Covid reducing the number of days Oulton Park was available to host race meetings this year – especially at the start of the season – the North West-based series have been travelling further afield in 2021 so it was good to see the ETSL ST-XR Challenge and Avon Tyres Northern & Super Classic Formula Ford 1600 Championship on the programme at their home circuit in Cheshire on 16<sup>th</sup> October where they supported the afternoon's Fun Cup race.

## **ETSL ST-XR Challenge**

With a large field of 29 cars on track for qualifying, many drivers reported they had difficulty finding a clear lap. Beating the traffic was Michael Blackburn who made sure he was in position to be the first to leave the Assembly Area in his ST. Blackburn's second flying lap was good enough to take pole more than half a second ahead of everyone else. The pace came easily to him, his last lap was only 0.059 secs away from his best, which caused him to believe that his set up was spot on.

There was an amazing start from Chris Jones when the red lights went out for the first of two races. He shot away from fourth on the grid to take the lead around the outside at Old Hall. Pole-sitter, Michael Blackburn, headed the pursuit of Jones and made his move at Shell. He got through but not without quite heavy contact which sent Jones sideways.

Blackburn then took control of the race and won by 3 seconds. Behind him, Jones ran a little wide at Druids on lap 5 which allowed Chris Grimes to challenge for second at Lodge where he and Jones tried to occupy the same piece of tarmac sending the latter sideways once again in this contest. Not only did he lose second to Grimes but Lee Bowron and Sam Beckett also got alongside him down the pit-straight.

Indeed, this gaggle of four cars arrived at Old Hall as one. Somehow no contact was made but Grimes was hung out to dry on the grass. When this battle for the runner-up position arrived at Cascades the order was Bowron, Beckett, Jones and Grimes. On the next lap, Beckett straight-lined Hislops Chicane and dropped a few places.

So Bowron finished second on the road but this became first when Blackburn was penalised for the first lap incident. The stewards initially excluded him from the results but, after an appeal, this was changed to a time penalty that was enough to drop him to fourth. Another penalty was awarded to Jones for track limit infringements which dropped him to third behind Grimes.



***Lee Bowron won his first race but was unfortunate in race 2***



***Simon Robinson leads the XR runners***



***Michael Blackburn won the ST Class in race 2***

***Photos, Courtesy of Rachel Bourne***

***Continued on Page 46***

## **North West Racers**

### **Continued from Page 45**

In the XR Class, Simon Robinson qualified his XR2 a couple of seconds faster than anyone else but spun at Cascades on the opening circuit. Because the Fun Cup enduro took up most of the afternoon, the Ford hot hatches were racing quite early on a cool autumnal day and Robinson was caught out by cold rear tyres.

It looked like he had handed the win to fellow XR2 driver Alex Causer but lap 6 saw the latter lose control exiting Britens and collect Lee Shropshire who was in another XR2. Both continued although the incident put Causer behind Robinson who was flying along and managed pass Shropshire at Lodge on the penultimate circuit before depriving Paul Green of the class win at Druids on the last lap.

The XRs started race 2 from the front of the grid. After his spin earlier in the day, Robinson approach the opening laps with more caution before pulling away from the pursuing Causer and Jason Hennefer (Escort XR3i). Once he had opened up a comfortable gap, Robinson decided to preserve his car in preparation for the final rounds of the season 3 weeks later at Donington Park. In the closing stages, he was scanning his mirrors expecting the XR cars to catch but none appeared and so Robinson took the overall as well as the XR class spoils.

In the ST section of the grid, pole-sitter Lee Bowron must have thought he was going to get his second victory of the day when the driver alongside him, Chris Grimes, began to edge forwards before the flag dropped and had to jam on his brakes just as everyone else set off.

However, by the time Bowron reached Old Hall, he had the fast starting Chris Jones alongside him. The pair charged down The Avenue before Jones nosed ahead at Cascades. Exiting the sweeping left hander, Jones thought he was completely ahead but there was still some overlap so Bowron ended up on the grass where he lost control of his car. He spun round and ended up in the middle of the track facing the wrong way.

Somehow everyone missed him although Bowron must have been waiting for a big impact to occur.

Jones was out front when he reached Shell ahead of Sam Beckett, Grimes and Michael Blackburn. In fifth was Michael Heath who spun in race 1 and had started fifteenth on the grid. In the chaos as everyone avoided Bowron on the Lakeside Straight, Heath managed to gain a large number of places.

This quintet charged round until Heath retired with a failure in his steering system and Beckett dropped back with a handling problem. Jones was another with car issues as a failed wheel bearing restricted his braking performance. In the closing stages, he ran a little wide at Lodge allowing Blackburn, who had earlier taken Grimes at Shell, to get the run on him down the pit straight and take a decisive lead when they reached Old Hall at the start of the last lap.

A 10 second penalty for Grimes' jumped start meant Beckett completed the podium in the final classification.

## **Avon Tyres Northern & Super Classic Formula Ford Championship**

While the ST-XR Challenge had another 2 rounds scheduled at Donington Park in early November, this Double Header at Oulton Park was the closing rounds of the regional single-seater championship and featured some great racing at the front of the field between David McArthur and Jack Wolfenden.

In qualifying, McArthur's Medina BH19 was half a second faster than the Firman RF17 of Wolfenden – both ran in Class P where Nigel Dolan was a late withdrawal due to illness in his family members who live local to the circuit meaning there was nowhere for him to stay the night before the meeting.

The pole-sitter couldn't make a break when race 1 got underway – indeed Wolfenden was through and into the lead before the first lap was completed with a daring move around the outside at Lodge. This fantastic display of close but oh so clean battling continued for the entire 15 minutes. McArthur retook the lead at Old Hall on the third circuit before Wolfenden grabbed it back under braking for Hislops as the contest moved into its closing stages. The fight went all the way to the final corner where Wolfenden's defensive line allowed McArthur to carry more speed down the home straight such that he nosed ahead as they crossed the line.



**David McArthur and Jack Wolfenden  
raced hard but fair**

**Continued on Page 47**



## **North West Racers**

### ***Continued from Page 46***

Third overall and in Class P was Matthew Chisholm in his Van Diemen RF00. Chisholm was having an away day as he had only raced at Knockhill so far in 2021. He had endured a traumatic weekend in Cheshire up to this point as his steering wheel broke during testing on the Friday then, during qualifying, his fuel pump came loose and was only held in place by the gear linkage. Even in this race, the butterfly return spring on the carburettor broke off.

Behind Chisholm came the battle for Super Classic honours. Nick Barnes had taken advantage of a clear track to set the fastest time in qualifying for this category in his Class B Swift FB89. His nearest challenger was the Class A driver, John Murphy, with a Van Diemen RF90 and it was Murphy who got the better start of the pair but he got boxed in by Chisholm on the run down to Old Hall. He braked as late as he dared when he reached the first corner but Barnes took him around the outside – whilst giving his rival as much room as possible.

From then on Barnes did his best to keep up with Chisholm as he pulled away from Murphy. Eventually, Barnes lost the tow to Chisholm but by that time he was some distance ahead of Murphy.

The race 1 winners of Class C and D both had to start at the back of the grid having missed qualifying. Jon Nash had an oil leak on his Van Diemen RF80 while the PRS RH01 of Colin Williams had an electrical problem. Williams spent the session being towed around the paddock trying to get his car to start.

The second part of this Double Header was another intense affair. McArthur again converted pole into the race lead and wasn't too concerned when Wolfenden moved ahead at Old Hall on lap 3 because he knew his rival was using a soft set up. He expected to move back in front when the Firman's tyres began to go off. When he put this plan into practice, his decisive move underlined the brilliant race-craft of these 2 drivers as they ran side by side all the way from Druids to Cascades before McArthur moved ahead.

Wolfenden hung on in McArthur's slip-stream and finished 0.134 secs adrift. He had the consolation of being confirmed as Northern Champion.

For the first time all weekend, Matthew Chisholm had no mechanical issues and was delighted with his lap times which were within a few tenths of the leaders as he completed the overall podium.

Nick Barnes started from fourth on the grid. Due to the undulations of Oulton Park this slot is more uphill than fifth where Murphy began the race from. This disadvantage combined with a poor start by Barnes enabled Murphy to get the jump on him.

The two Super Classic front-runners had a hard race with Murphy defending from the outset from the significantly quicker Barnes. At one point, Barnes drew alongside on the run down to Hislops but it was slippery off the racing line and he had to take to the escape road as both drivers braked as late as they dared. This failed pass cost Barnes about 100 metres but he soon regained the lost ground and carried on applying pressure.

On the penultimate lap Murphy went a little wide at Island Bend and Barnes nipped through on the run to Shell Oils to take his second Super Classic win of the day.

Phil Nelson won Class D on this occasion with his Hawke DL2B as Colin Williams lost control and hit the barriers on the exit of Cascades when he dived past Class C winner Jon Nash. He managed to get his car going again but the resulting accident damage forced him to retire.



***Colin Williams had a win in Class C***



***John Murphy leads Nick Barnes***

***Photos, Courtesy of Rachel Bourne***

***Dave Williams***

# September Sprinting and Hillclimbing

*Nigel Fox : Clitheroe & DMC*

The first weekend in September was a double header for me with sprints at Aintree on Saturday and Three Sisters on Sunday. Both events were rounds of the SD34, Liverpool, Longton (Northern) and ANWCC speed championships. I arrived in my camper on Friday evening, the paddock had been set to the plan and I had been allocated a spot next to my class competitors on a beautifully mowed piece of grass near to the start line. On Saturday the weather was dry and warm. The Aintree sprint course uses part of the old Grand Prix circuit and is on the inside of the Southern section of the Grand National course. Care must be taken to stay on the tarmac as the bases of the horse jumps are very substantial! As usual I was driving my Caterham Seven Zetec and was in a class of three with a Duratec powered Westfield and another Caterham. The usual slick Liverpool Motor Club organisation gave competitors two practice and six timed runs. My car was consistently crossing the finish line at 130mph, and at the end of the day I had taken the class by 1.5 seconds.



On Saturday evening I made the short trip down the M58 to make camp at the Three Sisters Circuit at Ashton in Makerfield. Sunday dawned sunny and it was quite a hot day for the Longton and District Motor Club sprint. This was a round of the same championship but was quite a contrast to the long straights of Aintree. The 1600-metre-long double lap format has at a rough count 14 corners, so it certainly keeps you busy. My class had no less than eight entries including a supercharged Caterham 620R and a 3.9 litre Westfield V8. I did suffer from an occasional loss of power which I couldn't diagnose. Luckily it didn't happen on every run. After 5 timed runs I managed to win the class by just over a second which rounded off an excellent weekend.

Before the trip to Harewood I fitted a new fuse box and replaced some loose crimps on the wiring to the ECU and fuel pump, hoping to cure the loss of power. At Harewood the power problem was back with a vengeance. Someone suggested it could be the fuel filter blocking, so I bypassed that and the car ran well all weekend. Last time I was at Harewood the car was over geared so before my next visit there I fitted my spare limited slip differential along with it's 4.4 ratio in place of the 4.1 I had used all season. I was over a second over a second quicker than my last visit but was still around a second slower than the class winner on both Saturday and Sunday. No useful championships being scored that weekend.

Next it was the long haul over to Blyton in Lincolnshire for two days of competition at the Nottingham Sportscar Club Sprints. This was for two rounds on the Lotus & Club Speed Championship and was not a round of any of the North-west competitions. I'd fitted a replacement fuel filter, but the problem was still there, I removed the filter again and concluded it was a fuel pump issue. Running in class 4 for unlimited roadgoing Caterham and Lotus Sevens I managed a class win on both days.

The final events of the year for the faithful Caterham were the Longton and District Motor Club Autumn Sprints at the fantastic Anglesey circuit. A new fuel injection pump and the filter back in place and the engine performance was back to normal. Saturday's event being held on the Anglesey National Circuit, Sunday on the International Circuit. The weather forecast for Saturday was for rain and it duly arrived. I was woken by it hammering on the roof of the camper. I was up early and fitted my Avon CR28 wet weather tyres. The weather was at least consistent all day and the track had a fair amount of standing water, nevertheless I managed to keep the car on the tarmac and recorded a class win.

With the camper plugged in to the circuit's free electricity I was at least able to dry my race gear out for the next day. By Sunday morning the weather had cleared, and I refitted by dry weather tyres. After a great day of competition, I managed to win my class by just a under a second finishing 14<sup>th</sup> overall in a field of about a hundred. That completed the season for the venerable Caterham and I'll post a review of how it went in the next issue.

The final events of season were the Hillclimb and Sprint association weekend at Curborough near Lichfield. This was a round of the Classic Formula Ford Championship which I occasionally take part in. Sixteen Pre 1994 Formula Fords were entered all powered by standard 1600cc Ford crossflow engines. Formula Fords were developed from Formula 3 cars fitted with Ford Cortina engines in the late 1960s. Saturday's event was on the two lap course and Sunday the figure of eight. Both days I finished somewhere in the middle of the pack. I think with a bit of practice and some better gear ratios I could be a front runner!

*Nigel Fox : Clitheroe & DMC*



# Gemini Communications



**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**

**To all Safety Radio Crews on the  
2021 Cambrian Rally**

Well it's now over - What a great day, yes a bit long but I'm sure you all will have enjoyed your day out in the Forests. It's just for me to say a really big thank to you all for a great job well done. I do hope you will all come back and join us again next year, I'm told the date will be around the same weekend if not the very same, so please keep the date free.

Kindest wishes to you all.

*Bill Wilmer*

O/A	Call Sign	Operator	Score
1	G 59	Maurice Ellison	99 points
=2	G 55	Steve Broadbent	69 points
..	G 23	Ian Davies	69 points
..	G 37	Jermaine Jackson	69 points
5	G 13	Stuart Dickenson	60 points
=6	G 25	Chris Woodcock	59 points
..	G 33	John Ellis	59 points
..	G 56	Tony Jones	59 points
9	G 38	Sean Robertson	49 points
=10	G 16	Bill & Robbie O'Brien	40 Point
..	G 64	Brian Wragg	40 points
..	G 26	Mark Dickenson	40 points
..	G 41	Jerry Lucas	40 points
=14	G 01	Bill Wilmer	39 points
..	G 04	Ian Winterburn	39 points
..	G 09	Keith Lamb	39 points
..	G 11	Mark Wilkinson	39 points
=18	G 07	Tony & Avril Lee	30 points
..	G 28	Andrew Taylor	30 points
..	G 62	Colin Evans	30 points
..	G 48	Peter Langtree	30 points
..	G 50	David Peaker	30 points
..	G 70	David Mainprice	30 points
=24	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 17	Robin Mortiboys	29 points
=29	G 06	David Crosby	20 points
..	G 42	Roger Whittaker	20 points
..	G 52	Steve Lewis	20 points
..	G 24	Paul Henry	20 points
33	G 51	Gerry Morris	15 points
34	G 32	Bryan Flint	10 points
35	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

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**or just in a poor location**

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always in stock  
Ask Bill for details**

**RADIO**





Whilst the Clitheronian was brilliant I had to sit it out. I mentioned last month that I had an appointment with the hospital at Kendal to have cataracts removed on the Monday following the Clitheronian. Unfortunately I had to self isolate over the weekend of the Clitheronian - so I missed it. Then when I was sat with the Surgeon my Eye Scan was nowhere to be found and the op couldn't go ahead. It has now been re-scheduled for Monday the 11th of October so I have had to cancel my trip to Chesterfield to Marshal on the Dansport AND then when I had the op I am told that I am not permitted to drive for at least a week - so bang goes my trip to Wern Ddeu for Warring5ton & DMCs Gravel PCA.

Might have missed out on the Clitheronian and Dansport but I did manage to get over to the Isle of Man for the Pok-erstars (a bit of a choppy crossing there and back).

I must be a jinx on this event. I am lucky if I get to see a full run of any stage I am marshalling on - the nearly always get cancelled for one thing or another. This year I even managed to Jinx the shakedown stage. Not counting the shakedown stage we (steve Lewis and I) were Stop Radio on SS2 & 5 and SS8 & 12.. We had 2 Competitive cars on SS2. None on SS5. Everyone through SS 8 and half the field on SS12. The Transponder system worked well but even better was being able to track the cars via [www.rallytracking.com](http://www.rallytracking.com). I believe that this will also be used on the Mull Rally. Whilst fuel shortages have seen prices rocket on the mainland there seemed to be no shortage on the Island and I filled up for £1.29/litre in Castletown. Nothing to do with the Pokerstars Rally other than thart the 'Roundal' (photo on right) is on the Promenade in Douglas. An accident waiting to happen - seems that there are various contradictory interpretations of what to do at a roundel and therefor there is a free for all with so many near misses it is frightening. DOI Minister Tim Baker said motorists would "soon get used to them and roundels were part of modern highway design, having been used in the UK for a number of years" ". !!!!!!!!!!!!! Name me one if you can ?

Whilst on the Isle of Man I made use of the Rally Tracking Website to see what was happening with all the stoppages (most of them on stages that I was marshalling). I couldn't go to Mull but kept in touch with this website which also showed Mull Rally Live. Brilliant website for seeing what is happening as it happens, however, The little green dot (car 2) that was Daniel Harpur in the WRC Minisport Mini kept stopping mid stage (didn't seen to effect others) then it suddenly re-appeared at the stage finish. Dodgy Transponder ? Whatever it was it had me hitting the refresh button a heck of a lot.

Colin Clark was (via Mull Rally Live) keeping everyone informed as to what was happening on the event with live interviews - the interview of the rally must be the one with Sam Ambler and Dan Sedgwick discussing the 'Racing Boots' that Seddy was wearing. **Continued on Page 52**

## Grumpy Old Git

Still Wittering On & On & On.



## Manx Auto Sport PokerStars





## Grumpy Old Git Continued from Page 51

Dave Calvert did Mull Again. This was for the 47th time. One exceptional record (I think his highest placing was 7th O/A and he achieved that 3 times). This year he managed to win the award for the highest placed Clitheroe member. A great record. At the Clitheroe & DMCs Club night following Mull we had the following members as our guests :- 1st O/A crew of Daniel Harper/Chris Campbell, 6th O/A David Wright/Paula Swinscoe, 15th O/A Jonathon Mounsey, Calum Young, John Deagan/Colin Blunt, Dave Calvert and last but certainly not least Dan Sedgwick/Sam Ambler. A very packed and entertaining club night.

Friday night of the 22nd and I pack my box with enough food to myself for a day on Warcop for the KLMC Targa (part 2). I am really looking forward to this. 2am on Saturday morning and I dash to the loo and spent most of the night there with a dose of Montezuma's Revenge. I then spend all of Saturday closeted (No Pun intended) in the smallest room. At 09:39 I had rung Chief Marshal Garath Adams to let him know I wouldn't be there. So disappointed. Sunday - No problem - too much chillie in my cooking methinks. Note to self - No Spicy Food before any motor-sport event in future.

In between Marshalling on as many events as I can fit in I am also trying to pull together the Trevor Roberts 'Primrose Trophy Rally'. We are suffering from similar problems as the Clitheronian with Road Closures for repairs. As I write this I have now submitted my 4th re-route.

The last event of October was the Cambrian. Bill has got me doing Tracking Control on SS3 & SS9 (Alwen). I don't think I will be doing that again. Probably made a right hash of it. All the things - mainly replies to radio crews on stage - disappeared out of the window and I found myself uttering more gibberish than normal (and that's a lot of gibberish). We had a very, very long delay between stages and we finished SS6 (about an hour and a half late) in the dark. This led to another little complication, not for the Cambrian, that I must apologise to Stuart Dickenson (Gemini 13) for when I next see him (and no I am not going to admit it on here)

It looks as though I might just have taken first place on the Gemini Radio Marshals Championship. I Don't think I can be caught with only 3 events to go. I have planned to do radio marshal on two of them (you get 10 points per event and I have a 30 point lead) Just need to avoid that spicy food the week before those rallies now (remember the KLMC Targa).

I almost forgot to say that I was 75 at the beginning of this month. In my youth I thought that anyone over 40 was really really old. In my head I am still no more the 25 but a strange bloke seems to look back at me from the mirror - so I now avoid looking. Thanks for all the Birthday messages. FaceBook has a lot to answer for.





# ***Inside the Industry***

## ***October 2021***

***with Paul Gilligan***

### **“Disastrous” September New Car Sales**

September brings the second plate change and is historically the second biggest volume month of the year after March. Not this year! The shortage of components, particularly microchips resulted in total new car registration coming in at 215000, over 34% below last year. And last year was hardly normal coming after all factories had been closed for several months. 5 of the last 10 years have seen September sales over 400,000 which puts the 2021 result of little more than half that into perspective. Private customer sales were “only” down 25% with fleet and business sales dropping by 43% as manufacturers and dealers walked away from high discount business.

Electric car sales were almost 50% up on last year now taking 15% of the market with diesel down to a 5% market share. Many manufacturers have dropped diesel versions of their smaller cars entirely.

Of course different manufacturers fared differently depending not on the attractiveness of their products and their offers, but rather on their ability to actually source rare components and make cars! Ford took the biggest hit of all being a staggering almost 62% down on last year in a market down 34%. Ford were outsold by Audi, BMW, Hyundai, Kia, Toyota and VW. For the first time since these statistics started to be recorded there wasn't a single Ford model in the top ten sellers. Others to be badly hit were Jaguar 54% down, Land Rover 53%, Mercedes 63% and Volvo 55%.

Those who were well ahead of average were Fiat down 13%, Honda 9%, Hyundai actually up 5%, Kia up 6%, MG up 49% (!), , Toyota down 14%. There's a pattern here that in the main Asian manufacturers are suffering much less, and Asia is where most of the microchip production is based.

Best selling car in the UK in September was the Tesla Model 3, that's a first. Tesla have in general performed much better than the average in sourcing microchips and continue to grow their production in spite of the shortages.

### **Chinese Car Sales Down Also**

Car sales in China were down by almost 20% last month. Again component shortages are the main reason, with lack of coal resulting in power cuts causing further problems. September is normally a peak month in Chinese showrooms as customers return after the very hot summer months. Chip supply is improving in China however and is expected to improve further before the end of the year. I wouldn't expect them to release many for export though, that wouldn't make sense and in a tightly controlled economy the chip manufacturers will do what they're told.

### **Van Shortages Worsen**

Delivery lead times for new vans continue to get longer and longer. With rare exceptions if you order a new van now you are unlikely to see it before March of next year or later. For some specific derivatives Ford are quoting early 2023 delivery. Rental companies can sell their year old vans for a lot more than they paid for them, only they're not selling them because they can't replace them! The building industry is very busy with everything from new housing estates to small home extensions required by people providing for home working and spending lockdown saving. The rise in online shopping is resulting in increased demand from the delivery sector. Inevitably used prices have risen with British Car auctions reporting that in August of last year their average sale price for a used van was £7757, it's now £10120. One BCA site reported a used van sale last week where trade guide price was £12,200, the van sold for £17800!

The \$64000 dollar question is when new van supply will return to normal. If this happens quickly dealers could be caught with some very expensive used stock the values of which will drop fast and far if customers can quickly obtain a new van. Personally I don't see that happening any time soon, but then we don't hold stock so aren't exposed to the risk. Mercedes have taken the decision to keep producing vans at the normal rate even though they are being built without vital components so cannot be sold. They now have thousands of new vans sitting in compounds awaiting the right microchip part, so when supply of those parts returns to normal those vans have to be completed first.

***Continued on Page 54***

Just a few anecdotes of events that we have experienced in the last few weeks that shows the true situation. First a customer came to us for a couple of top specification Toyota Hilux Pick Ups. He sent a link to a delivery miles one he'd found, it was about 10% or over £3000 ABOVE New Retail Price! Then another customer wanted a used minibus. We contacted a company we know who are probably the largest used minibus dealer in the UK. I was pleased when I checked their website that they were still advertising around 50 vehicles. When we called them they explained they actually has ZERO stock, they had simply left buses sold long ago on the website so they continued to get enquiries which they could hopefully supply "one day". Finally a regular customer who normally take new vans asked us to source a small used van, any make which they needed for a short term contract, budget £10000 + VAT. I went first to a rental company who I know run a large number of small Peugeot vans and normally have 400-500 available for sale. They had NONE. I eventually gave up, just couldn't find a £10k van I was willing to put our name to.

## **Where Have All The Pick Ups Gone?**

UK sales of double cab pick ups remain strong. They suit many people's lifestyles and there are big tax advantages for those who run them as company cars. Those are the two reasons I have one and I find it very satisfactory and cost effective. The commercial vehicle market in the UK has grown very strongly in the past few years and pick ups continue to represent almost 15% of CV sales, so are growing in line. Which makes it surprising that so many manufacturers have abandoned this area of the market.

2 or 3 years ago Fiat introduced their Fullback model. This was in fact a Mitsubishi L200 with a Fiat badge fitted. Now Mitsubishi have spent years building up the image and reputation of the L200 with great success. In 2020 it was the third best seller in the UK behind Ford Ranger and Toyota Hilux. It was no shock to discover that few people were keen to buy an L200 with what they perceived to be an inferior badge fitted and the guarantee of increased depreciation, and after a trickle of sales the model was dropped.

Then Mercedes decided that many on their customers would perhaps like a pick up with the three pointed star on the front. Forecast volumes didn't justify the development of one of their own so they did a deal with Nissan to build Navaras with Mercedes mechanicals and the famous star fitted. Of course as a Mercedes they felt it was worth a great deal more than a Nissan and priced it accordingly at about £10000 more than the equivalent Navara. The old trade mantra of "5 grand for the car, 10 grand for the star" when referring to Mercedes' pricing policies comes to mind. Few people were tempted and again after a few sales the project was abandoned.

Next Mitsubishi announced they were withdrawing for Europe entirely and this they did at the end of September so you can't buy an L200 any more. Nissan followed shortly afterwards deciding to stop selling Navaras in Europe. This will be effective before the end of the year, the Spanish factory that produces the trucks is only running at 20% of capacity so totally uneconomic.

The highest priced pick up in the UK was always the VW Amarok and successful it was in terms of revenue creation but inevitably small volumes so it was withdrawn last year also.

Which leaves Ford with the Ranger, Toyota with the Hilux and Isuzu with the D-Max plus minnow Ssangyong. All of these by the way are now on delivery lead times of 6-9 months which makes the decisions of Nissan and Mitsubishi more puzzling? Last year Ford took 37% of the market, Toyota 17%, Isuzu 9% and Ssangyong 1%. Those now have the 37% of sales that in 2020 were taken by Mitsubishi, Nissan, VW and Mercedes to fight over.

VW are to return with a new Amarok which will in fact be a rebadged version of the next Ranger model to be introduced next year. Ford is providing commercial vehicle platforms to VW covering pick up as well as vans in return for access to VW's electric car platforms.

So supply permitting you could see Ford take 50% of the UK pick up market next year, which will be a great comfort to them and their dealers given the dismal car sales results they are currently producing.

## **Fastest Disappearing 1995 Cars**

Whilst something like 90% of the Rolls Royces ever produced are still on the road the story is very different for many mass produced cars particularly those that weren't very well regarded when new. Here's some numbers for cars registered in 1995 showing the number still licenced last year:



## Fastest Disappearing 1995 Cars

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Model	Registered 1995	Registered 2020
Austin Metro	572,974	289
Austin Maestro	231,824	90
Austin Montego	205,283	34
Vauxhall Belmont	47,298	16
Lada Samara	44,982	11
Zastava Yugo	27,123	11
Hyundai Pony	26,888	7
Fiat Regata	14,549	3
Datsun Stanza	12,570	5

Most surprising thing to me is that there are 11 people in the UK who think a Yugo is worth preserving!

## Road Pricing Looks Like Not If but When & How?

We all know the Treasury is a touch empty just now having expended zillions supporting people and businesses through the pandemic. So it can't be pleasant for those in charge to look at the £34 Billion currently raised by fuel duty and and Vehilce Excise duty whilst understanding that this figure is certain to diminish gradually over time as alternative fuel cars, vans, and trucks take over. A change being encouraged in fact ordered by this same Government. However whilst the simple fact is that something will have to be done to replace the missing billions there is not currently it seems the political will to discuss the problem. However Downing Street has publicly stated that "the tax system must promote zero emission vehicles while ensuring that revenue from motoring taxes keeps pace with this change".

The leading fleet industry body the British Vehicle Rental & Leasing Association (BVRLA) has told the Government's Transport Select Committee that that the rise in sales of electric vehicles means there is a "clear need" for road pricing". The BVRLA points out that not only will income from fuel duty reduce bit also that from Vehicle excise Duty (road fund licences) as the latter is emissions based. As average emissions fall so does road tax income. Whilst the Government seems to want to kick this particular can down the road for a few years the BVRLA makes it clear that their members and other fleet operators need fair notice so they can plan what are mammoth investments and that policies need to be formulated and trialled quickly.

None of this will be easy. It seems to have been accepted already that drivers in rural areas would be given a larger "free miles" allowance to recognise that they have little or nothing in the way of public transport alternatives. What a minefield that will be! Certainly road pricing won't be universally popular. Inevitable there will be winners and losers. The Government is perhaps keen to avoid the discussion until after the next election due in 2024, but whenever we start this will take years to formulate and get into action so that is probably too late for those with massive investment decisions to take. Watch this space.

## Electric Investments

Some welcome good news from Ford was that they intend to invest £230M in their factory at Halewood near Liverpool to transform in into manufacturing electric power units for European built Fords. It's understood that a £30M Government grant helped swing the decision. 500 jobs have been safeguarded as a result.

In the West Midlands plans have been revealed to create a £2.5 Billion vehicle battery production facility near Coventry. This one is a little further into the distance but could be operational by 2025. It will be a massive investment and a massive facility covering the size of 74 football pitches on the site of Coventry Airport. 6000 jobs would be created, power would come from 100% renewable sources and enough batteries would be produced to power 600,000 electric vehicles every year. Just like we don't remotely have the recharging network to support the planned swith to electric vehicles we don't have the battery production capacity in the UK to build the cars and vans so let's hope this one gets off the ground.

## More Government Action To Force Change To Electric

The latest Government announcement on their net zero strategy will force manufacturers to sell a certain proportion of their new vehicles as zero emission models. In addition funds will be made available for vehicle purchase grants and accelerating the charging network. Other details remain sketchy but at least some of the problems (in particular they recharging network) are being recognised.

## Fuel Shortages

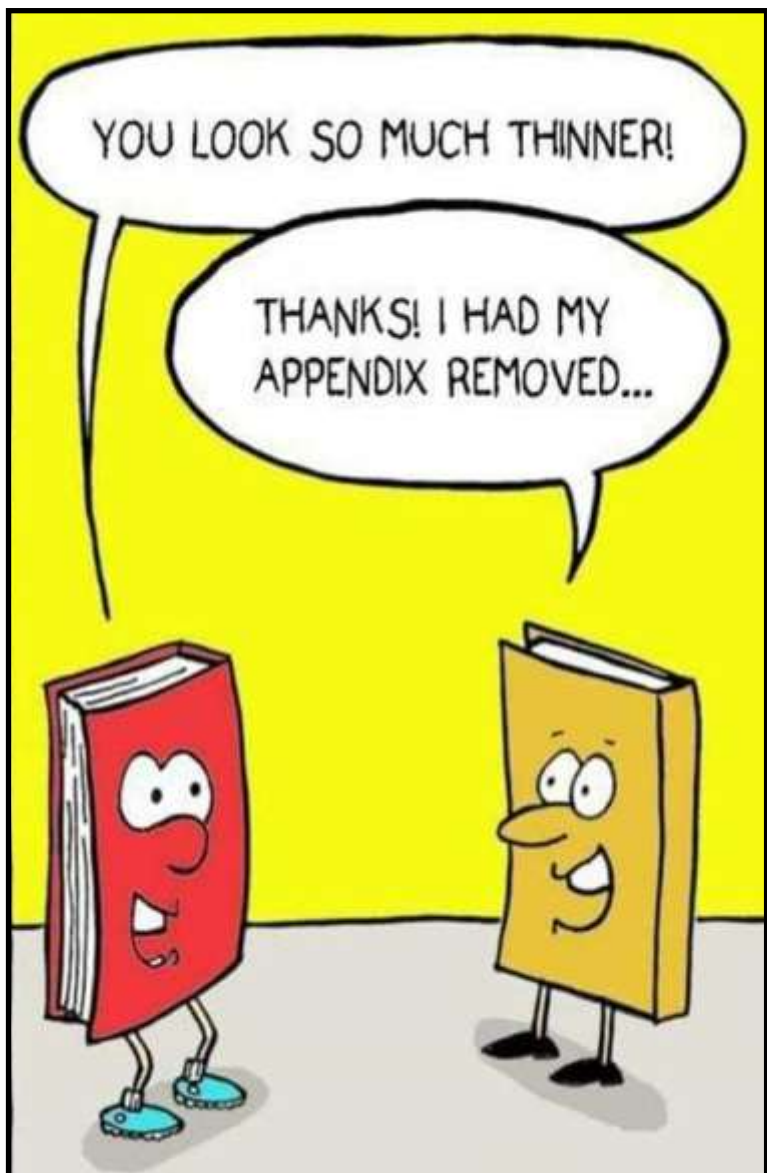
The last few weeks have seen motorists queuing for hours to obtain fuel as the shortage of HGV drivers has made it difficult to get the ample stock available delivered to the forecourts. Some observers say that situation has been worsened by the reduction in the number of fuel forecourts in the UK. 50 years ago there were almost 38000, now there are 8,380 so more than 75% have closed. In Italy there rare 20750, Germany 14,500, France 11,200. Not surprisingly the dominance of the supermarkets is blamed, and it is acknowledged that the reduction in the number of forecourts has made the recent fuel shortage worse.



*Paul Gilligan*

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# RALLYE PRESCOTT

*Keith Thomas*

I competed in Rallye Prescott which was the first time the event has been run so in some ways it was like going back to my rallying days with such cars as Escort MK1, Escort MK 2s RS2000s, BDAs, RS1800s, Mini Cooper S, Lancia Fulvia HF, Renault R8 Gordini, TRV8, Austin A40, Golf GTIs, Gartrac Escorts, Toyota Corolla & Celica, Renault Alpine, Porsche RGT3600cc, 944 & 928 competing. There were even Mitsubishi Evos, Subaru Impreza's, Lotus Elises, and MX5s which came later than my rallying days of course but what a selection of vehicles.

My class should have been competing on the Saturday but the Saturday event was so oversubscribed they ran those competing in the last counter for various championships on Saturday and four other classes along with the rally cars on Sunday, not a problem if you live nearby living in Cumbria 255 miles away it's a different matter, luckily we had booked Friday and Saturday nights B & B so we could still compete on Sunday but it meant a long drive home after the event.

Saturday was a horrible day it rained virtually all day, lots of offs and people in the Armco but luckily Sunday was a totally different day when we were competing, firstly some damp practice runs then a sunny first timed run on a drying track although still tricky under the canopy of trees in the Esses but things were getting faster as the day went on. I was entered in Sports / Racing class so some very formidable opposition indeed, MX5s, Lotus Elises, several Caterham and Westfields both bike engine and one with an ex John Cleland Vauxhall Red Top engine from the British touring car championship built by Swindon engines giving almost 300BHP, a TRV8 and to cap it all a McLaren with a 5700cc V8 with more ram pipes sticking out of the engine cover than I could count almost, what a fabulous road car it's a 1970 one but licensed for the road as well as Le Mans !

Most cars were using the Avon racing tyres with tread so as to be road legal but they are still very soft and sticky so give lots of grip but if parked on gravel they pepper the bodywork with bits of gravel when they accelerate so Prescott had invested heavily in new tarmac both in the paddock as well as on the hill since lockdown.

In the dry I was the slowest in my class by quite a margin with a 66.13 which was just 3.12 secs slower than my fastest time ever set on a completely dry weekend with the best grip possible so I was still pleased with my time as I haven't driven the hill for over 3 years, the McLaren did a 48.00 against his best ever time of 45.88. Quick Caterhams and Westfield were doing 51.70 and 54.40, the TRV8 was on 52.36 and the double driver in the TRV8 was doing 54.29 so they were in a completely different league to my Buckler which was flat out most of the time and only having a 3 speed gearbox its far too high geared on the hairpins of which there are three of them.

*Continued on Page 58*





## **Rallye Prescott**

### ***Continued from Page 57***

However just as we were queuing up for our 2<sup>nd</sup> run the heavens opened just for a minute or two but that made all the difference, the track was then very slippery, the Buckler was now competitive, my 68.86 was good enough to beat almost half of the class and only 7.2 secs slower than the McLaren compared to the 18.13 seconds deficit in the dry and just 1.94secs behind my mate in the 300BHP Caterham although I didn't know any of the times as we were keen to pack up and get started on our journey home as soon as I completed my run.

Prescott like the VSCC has gone through a bad time over the past year or two and both clubs lost a lot of money for various reasons but now Prescott has a new team in charge of the various committees, for instance Duncan Pittaway who is best known driving the massive engine, fire breathing dragon known as Beast of Turin is in charge of the clubhouse, others with specialist IT knowledge have taken over that role and the finances are now very closely scrutinized by accountancy qualified enthusiasts, regular reports are sent out to members in the newsletters.

There are lots of social events and membership gives free entry to virtually all the events apart from the VSCC ones as the VSCC rent the track so need the gate money to pay their way too. Well worth joining if you can get there as members have a special parking area that allows you to look down on the complex of bends known as Ettories and Pardon hairpin whilst sitting in the comfort of your car, this is wonderful if it's raining as it was on Saturday.

Several 2<sup>nd</sup> Wed people were at the event, Ed Littlefield was marshalling and came to say hello, Les Gorton and his party were there and Les kindly sent me the photo of me in the Es- ses, Dave Cook kindly sent me a photo taken by his pal Geoff Robinson but it's disappeared into the bowels of my computer at the moment but thank you for thinking of me, a number of Buckler owners came to say hello so it was great to meet up again after a break of over three years.

Both days events were Live Streamed and it's still possible to view the footage if you go to You Tube or Facebook and type in Rallye Prescott, all times can be obtained for most events all over the country for many years past, go to Resultsman website, click onto MMTS events and all will be revealed, all times, 64ft launch timings plus various other bits of information such as speed trap times and sector times too, it's a great website.

Fuel was of course an issue this time but starting off with a fuel tank of diesel my V70 Volvo D5 diesel averages over 40 MPG even with trailer and Buckler in tow, I was able to buy a maximum of £20 worth of fuel near Gotherington which is next to Prescott so I still had plenty of range when back at Reghead at Penrith which had diesel far cheaper even than our local BP filling station at Long mile on Winscales so I was able to fill the tank again there, that place is worth knowing about just off the M6 at Junction 40.

I've attached a few photos of the event but I spent so much time talking to people I kept forgetting to get photos of the real Rallye cars, sorry about that.





# New book just out BUCKLER cars, specials, and karts by Brian Malin

For all those interested in cars and motorsport from the 1940s until present day, chassis, race car design and construction, suspension, engine tuning, engineering excellence, the history of what was originally known as go-karts but now known as karting which is of course now the accepted way into F1 so a very important category of motorsport, Bucklers were one of the very first constructors and they became one of the very best manufacturers in this field too.

If you just want a general book about motoring and the characters involved in it then this is a book you will enjoy.

It is a book you can pick up and be totally absorbed in it for days or one you can enjoy reading a little bit at a time, you can read chapters in almost any order but each one contains a fantastic amount of interesting information.

It is an absolute credit to Brian Malin who devoted about 50 years of his life researching, compiling, and checking every detail in the book.

As a technical author by profession, he had over the years compiled a forerunner of the book as a loose-leaf publication several of which I had bought and given to friends as well as some of the commentators at Prescott, Shelsley, Boness and other venues. I did this because some older commentators knew a bit about Bucklers but many myself included knew nothing of the history of the company or what they produced.

One of the people who did know a lot about Bucklers however was Simon Taylor, former editor of Autosport for over twenty years, regular BBC commentator on F1 for a similar period, regular contributor to Motor Sport and Classic and Sportscar also an International judge at prestige events such as Pebble Beach in America. He has commented frequently at Goodwood Revival and is the owner and highly talented driver of the fabulous HWM known as "The Stovebolt Special" with its magnificent 5.7 litre Chevvy engine.

When he was at prep school Simon hated it so much he spent his time writing to firms for brochures about the cars they produced, some never bothered to reply but Bucklers always did so he remembers them with affection and consequently knows a great deal about Bucklers and their products.

When I gave Simon a copy of the loose-leaf publication for Christmas many years ago, he kept telling me it was so important as a piece of motoring history it should be published as a proper book so that the fantastic amount of information and research that had been put in would not be lost but remain available for future enthusiasts and as a valuable work of motoring history.

I decided as we were all getting on in years, we must do something about so I contacted a few Buckler owners and I organized a bit of crowd funding and got the finances in place to go ahead with a print run, then along came Covid that put everything on hold.

## Foreword Simon Taylor

History books, whether of dynasties, or wars, or political parties, or motor manufacturers, are driven by research. No-one needs to read volumes or websites which merely repeat information that is already known. The measure of their value is in how much new information they contain: how deep the author has dug to find out facts, and people, and background, and incidents that have not been published before.

That's why Brian Malin's book is so valuable. Buckler is a significant name in the ranks of post-war specialist sports car manufacturers: yet, compared to companies from the same era like Cooper, Lotus and Lola, it has been almost neglected.

This is despite the fact that Buckler exercised a significant influence on what became the Specials movement of the 1950s. While most Specials used donor chassis, or at best purpose-built ladder frames, Derek Buckler's innovation was to produce a multi-tubular frame which was both stronger and lighter, and heralded the construction of almost all competition cars in the years to come.

Throughout the 1950s Derek Buckler's company catalogued a string of different versions of its frames, which Brian sets out in fascinating detail. But Derek was also prepared to adapt his ideas to almost any specifications and requirements to suit his customers, and the result was a proliferation of different Bucklers – as well as cars which hid their Buckler frames under different names – which only now, thanks to Brian's painstaking efforts, have been sorted out. Because no formal production records were kept, the size of his task in running scattered cars to earth and establishing their individual histories, or indeed discovering whether they still exist, has been huge. It has been a labour of love stretching back many years.

Karting, which became so popular in Great Britain in the 1960s, has received little attention from historians. When Buckler turned to kart manufacture the route it followed was also complex, but Brian has got to the bottom of that too.

Anyone who is intrigued by the Specials era, when the only way to own an affordable sports car was to build it yourself, will be fascinated by this exhaustive account of different models, different bodies, different engines in different states of tune, and different work-loads from circuit racing to trials to daily commuting. Brian Malin's indefatigable efforts have produced a work that is an authoritative and valuable addition to the history of post-war specialist sports cars.

### BRABHAM MRD/BT1

Built under great secrecy, the Jack still had a contract with John Cooper's long sheets kept the spare business away from him. At the time of his first photographs and reports. At the time of his first photographs and reports. At the time of his first photographs and reports.

The story begins in 1961 with Jack Brabham persuading Peter Hillman (then owner-manager in Australia) to join him in England as partner and chief designer.

Mr. Hillman designed the prototype, a formula junior, at Jack's Surbiton house. It was called the MRD, derived from initials of their company, Motor Racing Developments.

With limited facilities and lack of welding skills, they sort a manufacturing. How Bucklers were appointed in long function, but Derek's reputation must have assisted their decision. Derek and Peter Hillman were more than capable of turning the MRD's basic design into a finished space frame.

The same MRD in French sounds derogatory and only realized when the car's name was mentioned at the 1961 French Grand Prix. Thereafter the cars were quickly renamed Brabhams and the MRD called a BT1 in retrospect. The MRD was therefore the only Brabham to be allocated the International MRD and therefore it can be seen as the only one.

The MRD's first meeting at Goodwood produced second and third place. Further results followed in the hands of Australians Gavin Youl and Frank Gardner and the New Zealander Denny Hulme.

Mr. Hillman informed me that the next eleven chassis were built by Progress Engineering so they were more general in mass production and local. Bucklers were "a bit of a beaten track." He thinks that the chassis for the original MRD was the only chassis ordered from Buckler.

Peter Hillman informs me that the quote was for ten chassis with bodies by Jerris Offord. He (Buckler) built four of the chassis which were collected in three batches. The other bodies were not taken up.

Five records remain on either the part of Buckler or Brabham and in the early days, Jack and Peter built formula junior cars with no model numbers. (They were built chassis numbers but they gave no volume numbers. It was not until much later that a journalist went backwards, allocated the BT letters, sorted out the models as best he could and decided that at the time of his research Brabhams were building the BTs.

What the real story was is probably anecdotal and whether they built one or five is only of interest. Bucklers only built a few single-seaters and these were the only ones built with Peter Hillman overseeing the project. Due to his health, Derek acted in the role of consultant.

It just remains another problem for the Buckler Register to resolve.



Gavin Youl at the wheel of our first Formula Junior MRD - we changed the initials later because of their unfortunate French meaning.

Photo: David Phipps

Gavin Youl at the wheel of the MRD during the car's debut meeting at Goodwood. Photograph and text from "When the flag drops" by Sir Jack Brabham.

Continued on Page 60

## Book Review

### Continued from Page 59

However, there is always a bright side to things I believe, this came true when I asked Simon Taylor if he would write the foreword for the new book. He said he would but before he would put his name to it he would have to read the whole book from cover to cover to be sure all the work was to his satisfaction, some task indeed especially as he was finishing off his own book about the history of HWM cars.

Then along came Covid and being really concerned to avoid contracting the virus Simon spent lockdown at their wonderful house in Chiswick in his fabulous garage surrounded by his vintage Bentley, AC Ace, Stovebolt Special and his American muscle car plus his vast library of motoring books and publications reading about Bucklers on his computer from the memory stick I sent him ! That is dedication indeed but the "brightside" for Simon was he avoided Covid !

When he finished reading it, he said he was delighted to write the foreword and it is printed here for all to see.

The book contains 311 pages of colour and black and white photos, drawings, technical articles, and specifications as well as numerous stories such as how Bucklers built the very first cars for Brabham secretly as Jack Brabham was still a contracted driver to Cooper race team, Jack and Ron Tauranac were so impressed with Bucklers engineering skills they trusted Bucklers to build their first chassis for them.

Bucklers were so well respected that even Coopers had Bucklers build some chassis for them too. Ford used Buckler close ratio gears in their first works MK1 Cortina rally cars as the first Cortinas had a very low 2nd gear and Lotus also specified as a factory option Buckler close ratio gear in their brochures for their new Lotus 6.

Derek Buckler won the Mobil economy run averaging an unbelievable 91.023MPG in his Buckler MK5 then won his class at Boness and other hill climbs with a just a change of carb.

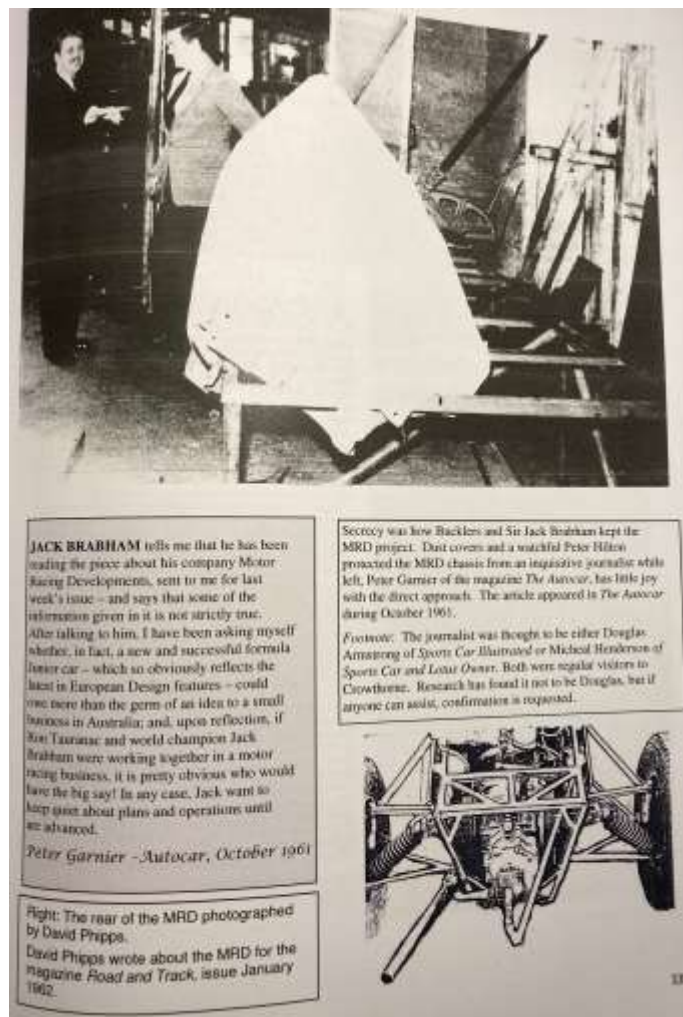
Bucklers built a special chassis for a guy called Gordon Parker reg number CDP1 who had it fitted with a Jaguar engine with twin superchargers, it put up many FTDs and course records at such venues as Firlie hill climb amongst others, unfortunately the car was named Jaguara no mention at all of of Buckler, recently I saw it at Prescott, it is a fabulous car and one I would love to own and compete in.

Details of all these and many more stories are contained in the book, it is available at £40 plus P & P ( I think this is £5 but e mail aspect design to find out for sure) from [www.aspect-design.net](http://www.aspect-design.net) who are a printing firm at 89 Newtown Rd, Malvern, Worcestershire. WR14 1PD Tel 01684 561567. The book is superbly printed in hardback form and this firm comes highly recommended by many people who have used their printing services.

Alternatively send a cheque for £45 to Brian Malin at 128 Bath St, Rugby, Warwickshire, CV21 3JA or e mail [david.montgomery@waitrose.com](mailto:david.montgomery@waitrose.com) and he can take payment by paypal

**Keith Thomas**

**See More on Page 61**





# BUCKLER

SPORTS CARS, SPECIALS AND KARTS

BRIAN MALIN



Forewords by Simon Taylor and Alan Staniforth



Derek Buckler is one of the unsung people of the post war era. He is credited with what became the kit car industry and in post war Britain, where cars were at a premium, providing cars that were capable of everyday use and motorsport at the weekends. He is also credited with being very talented at turning a basic design into reality for those people who had their own ideas for a sports car. However his contributions to motorsport and the industry along with his influence on many of his contemporaries is far more than is generally realised. This book aims to tell his story and help enthusiasts with the many products that were produced by the various Buckler companies.

About the author  
Brian Malin has been involved with motorsport most of his life taking interest from his parents. His grandparents ran various service garages from the 1920s to 1960. He acquired his first Buckler, a MK5, in the 1970s and has campaigned it since. Having served an apprenticeship with Lucas Automotive, specialising in fuel injection and automotive electronics, he worked in the motor and racing industries as a technical author. When he moved to South Africa he performed a similar role for the country's leading classic car magazine *Classic Car Africa*. Following his return to the UK and competitive motor car events he has been instrumental in the formation and growth of historic karting.



Lancashire A.C.  
The Annual

## Coast to Coast Classic Tour

SATURDAY, 9 JULY 2022  
FROM 08:30-16:30



Similar in format to the Manchester to Blackpool with a Touring Assembly followed by a simple Concours D'Elegance. There is only one common route for all entrants taking in some of the North of England's finest motoring roads.

Starts from the Midland Hotel in Morecambe and finishes at Dunsley Hall in Sandsend near Whitby. The route changes every year and this year's takes in many new roads as it wends its way Coast to Coast. There is a comfort stop in the morning and entrants can pre order a buffet at the lunch halt.

A simple Concours De Elegance judged by the Mayor of Scarborough will be held at the finish where a buffet is served.

The run is held on a Saturday to enable entrants to stay overnight and enjoy either a pleasant run home or use the event as a springboard for a short break in the Yorkshire Dales. If you wish to stay at Dunsley Hall please contact them direct <http://dunsleyhall.com/> tel 01947 893437 the LAC has block booked the hotel so be sure to tell them you are with the event. Rooms are limited so first come first served.

Route is some 160 miles with instructions using both simple 'tulip diagrams' and written instructions. All entrants receive a Route Book giving full directions, a Route Information book giving interesting facts on places along the route, and Rally Plate. All entrants taking part in the Concours receive a commemorative medal and awards are given for both the Mayors choice and Presidents award.

Lancashire Automobile Club (1902) Ltd is the second oldest motor club in Great Britain





# ADGESPEED STAGES RALLY

*Dan Hurst : West Cumbria MSC*

**A great day out on The Adgespeed Stages. alongside Paul Gorge.**

For this event we gave one of the Mini Cooper Challenge cars a run out ahead of what is shaping up to be an interesting 2022 for the Championship, and the car ran seamlessly all day, bringing us home 27th overall and 2nd in Class.

What is the Mini Cooper Challenge?

The Mini Cooper Challenge is aimed at those looking to start out in the World of Rallying, and offers a competitive yet affordable one make series.

## The Car:

BMW Mini Cooper 1600 Naturally Aspirated, manufactured from 2001 to June 2004 and fitted with the 5 speed gearbox. Championship supplied LSD optional.

To date, over 15 cars have been built for the 2022 season, with others in progress. Competitive hire packages are available from the series partner, although home builds are welcome and can be achieved for as little as £6,000.

For full details on the series, including full regulations and championship rounds, check out the official group on Facebook; <https://www.facebook.com/groups/262038949153119/>



*Dan Hurst : West Cumbria MSC*



# ADGESPEED STAGES RALLY

*Barry Allman*

Sunday the 10th of October saw me getting up at Silly O'Clock again (05.30 actually) for trip to pick up the car and get it to The Three Sisters Karting Circuit in Bryn near Wigan for The Adgespeed sponsored Stage Rally run (very well) by Wigan and District Motor Club.

Under normal circumstances this would be one of three rally run at the venue to make up a Mini Series but not this year.

With the Adgespeed team being down on numbers I was drafted as part time service crew, brew maker and Co Driver for the day. We arrived around 07.30 to find the service area already quite busy.

John and Alex Stone running car ONE in The Legend Fires VW Polo Gti R5, Paul and the two Chris's had set up with John's newish car on its stands.

This was John's second rally in this car after a very successful run on the PokerStars Rally on The Isle Of Man, this event was going to be a little different. I had competed and finished the PokerStars in a Suzuki Swift Sport, today I was with Steve Ball in his Subaru Imprezza RA backed by Interflon. His last event being the Adgespeed stages back in 2018 and so at least he knew the stages. The format was for 12 stages (6 clockwise. lunch then 6 anticlockwise).

The car had been into ADGESPEED for a quick spanner check and a few little jobs, a good clean and re-stickering. Last minute tweak as to drain the out old fuel tank and with re-fill with the finest 99 octane TESCO had.



*Continued on Page 63*



## Adgespeed Stages Continued from Page 62

With all documentation being online as well as signing on there was time to check the car over again as we waited for 10.32 our time at MTC1/Noise test as we where running car 38.

Chance to watch the first few cars, more of that later !

Time to suit up and get in the car, which had new seats and belts, we had adjusted them before but NOT with the FHR on and so quite a snug fit !

Leaving the service it was just 50 metres to MTC1 we passed the noise test easily and had 2 minutes to get to stage arrival (SA1) control 1 another 50 metres.

I do like the way Wigan have always run there events with one eye on the timing to get crews ready for bigger events. They ran stages one and two after each other with stage two starting on 30 seconds and stage one on the minute. Marshalls displayed timings on white boards (good job it was a dry day), with crews keeping there own timecards for reference purposes. Digital countdown clocks where used making it very easy.

Steve lit up all four tyres and we headed into stage one, trying to remember what switches did what, leaving everything switched off and just driving. This is where my 20 odd year break kicked in (and my love of split junctions!), I had studied the stage diagrams and had in my head what to do. As I mentioned before I went to see the earlier cars, the one I watched did it differently to what I was planning to do, BIG mistake I should have stuck with my own plan.

The result was we got a stage maximum ( 8 minutes ) which was 5.30 seconds more than what we did the same second stage, DRAT !! My only hope was issues on the stage and it being cancelled, which looked likely as the timings did go arie. Straight into stage two, correctly this time . Phew. I had broken wo of my own golden rules, to stick with my own master plan and when in doubt using splits, do and extra lap. Don't dwell, move on, we had 60 minutes to service, adjust the belts and have a brew.

We had completed stages Three and four before the timings caught up, so time to admit my error and get my coat ready. Steve was obviously annoyed as it impossible to make the time back but decided to push on to get some seat time in after his three year lay off. Plus we had fueling issues which we put down to running a low fuel level another can of fuel sorted that. John and Alex Stone had gone straight into the lead, whereas we where near the bottom of the timing sheet " The Only Way Was Up"

One or two little niggles took the edge of our performance as we fiddled with the various switches( there was a plan to do a test but run out of time). The ALS system was on for stages five and six which made LUNA the hairpin bend by the cafe very exciting, using up the fuel and causing us issues again.

A Hour and a half lunch break meant we could get more fuel for the car and us all, Paul our service guy did some adjustments which improved the car a lot.

We where quicker on the afternoon stages as Steve got used to his car again, with stages 7 and 8 pretty quick.

Then 50 metres into stage 9 the clutch pedal went to the floor and stayed there !! as soon as the stage was over we got recovered back to the service area.

The pipe from the clutch master cylinder to the slave cylinder had a leak ( Phew at least it wasn't the clutch itself). Paul set to repairing it with help from Tony a friend. Pretty soon it felt like half of the service area where helping or lending tools and bits.

We had missed stage 9 and stage 10 ( two 30 minute penalties), with the clock against us the car was repaired in the nick of time with both of us sat in the car waiting.

We managed to complete stages 11 and 12 getting to MTC2 as well and although last we where classified as finishers, those last two stages being our fastest time (17.14 by now) to start breathing again, get the kettle on and break out the Jaffa Cakes.

As John and Alex Stone in The Legend Fires VW Polo Gti R5 collected their trophies and a little later had a celebration Chippy Team ... well done you two.

It was a shame I made a simple error and we had some car issues too otherwise we might have beaten Steve's 17th o/a he got in 2018.



*Photo Courtesy of Chris Welburn*





Photos Courtesy of George Jennings



# KLMC TARGA (part two)

23rd October

**Chris Williams : Kirkby Lonsdale MC**

18th overall but the one that got away... Or at least that's the way I feel having reflected on yesterday.

After the opening loop of 3 tests we found ourselves surprised that we were leading by 7 seconds... Or at least that's what early results showed having set 1 fastest and 2x 2nd fastest test times. And that involved a reverse on Test 1. By the end of test 5 we had extended our lead to 8 seconds with another fastest and 2nd fastest time respectively.

Then things started to unravel. A few spots of rain had turned the tarmac greasy and at the first slot left on Test 6 we slithered off the road nose into a ditch. I thought that was our day done there and then Warcop had defeated me yet again. Out of nowhere though, about 7 marshals arrived and managed to shove us out of the ditch incredibly only losing 2 mins 22secs. Although gutting, that didn't necessarily put us out the running for a podium providing we had a clean run for the rest of the day such was our pace.

At the rest halt before the afternoon loop of tests the results then showed us having been given a maximum on Test 2 for going the 'wrong side of a cone'. We're adamant we corrected ourselves, but the penalty stood and cost us a further 7 minutes 22 seconds.

Now 9mins 44seconds behind we plummeted to 44th overall from the lead. I'll admit, I was ready to throw in the towel and go home. Add to a further 40 seconds for 3x line faults and 1x hitting a cone and we found ourselves with 10mins 24seconds worth of penalties. And at the end of the tests results showed we were 10mins 43seconds off the lead. Ouch.

But we were still going and on the final 6 tests set 5 top 3 times beating the bogey on the final 2 tests by 8 seconds on T11 and 2 seconds on T12 and we managed to claw our way back to 28th overall by the end of the daylight.

Then the night section. I'll be honest, I was absolutely dreading it. I hadn't done a night rally for about 6 years. How rusty would I be? In the end, turns out not too much and what an entertaining night section we had. In the first section we went off the road on a sharp left, and then went off the road on the same sharp left on the second visit - this time taking avoiding action of a car already off in front of us! Then at the pond on a long right hander we hit a rock with the rear wheel and then hit a boulder that wouldn't have looked out of place on the moon with the front wheel. Result - instant front puncture. With the bang I was convinced again, Warcop had beaten me. Fortunately the rear stayed up and we only had a short distance to the finish of the section. We only dropped 2 mins. Success I felt. Wheel changed and onto Warcop ranges in the dark - with no chicanes. Just Controls and PC's to find. This was just MEGA. Probably the best night section on any rally I've done ever. We clean it. And turns out even with all that drama managed to match Andy/Max and Louis/Gary over the 17 or so miles of night rallying and are joint Fastest to recover to 18th at the finish.

Thanks Rob Cotton for putting in an awesome drive yesterday. Fast and accurate for most of the time. A pleasure to be there. Pity we couldn't make it a 3 horse race for the win and get the result your performance deserved. It will come undoubtedly.

Thanks to Steve Cotton for lending us the car and the prep work. Never missed a beat - again.

Finally, thanks to all the marshals who stood out all day on a chilly Cumbrian October day and evening and to Martyn Taylor, Phil Griffiths, Paul 'Alfie' Whitelock, Katy Mashiter, Miles Whitelock and all the rest of the team at Kirkby Lonsdale Motor Club for putting on a simply superb, challenging event.

Not bad for a drivers 3rd targa and a navs 2nd targa. We'll learn and move on



**Chris Williams : Kirkby Lonsdale MC**

# 4 Years of marshalling

**Brian L Wragg : Liverpool MC**

I have always been an active person and in 2017 just after my wife Marjorie “of 51 years” passed away I was at a total loss as to where my life would take me in the future.

In conversation with a friend “who drives at Trackdays at Aintree”, he convinced me to consider taking up the challenge of marshalling at racetracks. I was 78 at the time.

In April 2018 I attended a Sprint meeting at Aintree as a Trainee marshal just to get the feel of it. Now coming to the end of 2021, I am completely hooked.

In my early days I went to Oulton Park and Anglesey as a trainee Incident marshal and later as a Trainee Flag marshal. I must admit that I was quite impressed by the nearness of the speeding cars of all varieties, and I enjoyed my time whilst I was there. However, I soon came to realise that, due to my age, I was not really cut out for the cut and thrust of multiple cars on circuit.

It was a conscious decision to stop attending Race meetings and I started to attend Club events instead and I attended the various disciplines that are offered to owners of cars who like to “beast them” on Trackdays, Sprints, Hillclimb’s, PCA’s, Autotest and Autosolo’s. I also decided to give Rallying a try. North Wales is not very far from where I live and offers some really good Rallying events throughout the year. In addition to all these events that are ongoing from February to December there are also Targa’s which is a road rally with some tricky off-road tests to complete, very challenging.

I first set my parameters to be within 100 miles of my hometown New Brighton in Wirral, though I do stretch this occasionally if the need demands. Grizedale in Cumbria and Maryport Cumbria are about 130 miles. Blyton in Lincolnshire is 140 miles. Other places that I go to marshal are York, Blackburn, Harewood, Barbon, Trac Mon Anglesey, Curborough, Bradford and anywhere else that takes my fancy to visit.

Some of these events are Two Day events and it necessitates an overnight stop at a B&B, it saves dashing about the country.

I decide to join 4 clubs, but not as an active member because of the distance to travel, most are about 40 miles away from where I live, but it does give me access to their events calendar. My primary club is Liverpool Motor club followed closely by Longton Motor club, these two clubs work closely together and put on some really good Sprint and Hillclimb events. Longton even got me to the Isle of Mann for a three days event, boat b&b all paid for by Manx.

During my 4 years I have met lots of people at various events and I am now greeted with “Hello Brian” wherever I go. Chief Marshals give out my name to clubs that are in need of marshals, so I feel quite proud that I have made my mark in the Northwest.

Other aspects of the marshalling scene are the opportunity to attend Training days that are specifically aimed at motorsport. First aid, Fire fighting and use of extinguishers. First on Scene at an accident are just some of the disciplines’

that are covered. Dependant upon what you want to do as a marshal other training is available.

If you decide that Rallying is your forte, then you could opt for timekeeping or radio duties or just simply as a marshal. This could lead to becoming a Sector chief or even a Stage Commander. The opportunities are there for the asking.

I personally prefer Sprint and Hillclimb with PCA. Autotest and Autosolo a very close second. Club work is the grass roots of motorsport and without marshals then there would be no motorsport.

I left it a bit late in life to progress very far in the marshalling world, but I have done my bit and I have managed to recruit a couple of family into the sport and whenever I talk to people, I do a bit of recruiting young or old.

If you are interested in competitions, then there is always the Marshals competitions run by ANWCC and another that is run by SD34.



**Brian L Wragg : Liverpool MC : MSUK 330984**



# Rally Revival 2021

**in association with Cooper Tires  
gears up for a weekend to remember**

The 15/16<sup>th</sup> October 2021 saw Rally Cars return to Wrexham for the first time in nearly 20 years in a 3 year plan to create Revival's new home and a truly memorable event for the Town. Rally Revival aims to recreate those memories of past RAC rally time controls and of course the years when the Town hosted the Vauxhall Rally of Wales

Friday evening saw crews based at the Ty Pawb Arts and commercial space in the centre of town from 3pm, which gave fans a chance to view the cars and meet the crews on the upper decks of the multi storey carpark. There was then a ceremonial start in Queens Square for the 100 entrants under the Copper Tyres arch in front of 100's of fans. A long cold evening lay in store as crews tackled tests at Rednal near Oswestry before a road section over World's End, where temperatures dropped to near freezing.

Saturday was a full days tour for the survivors with runs at many venues creating a feel very much like the traditional Sunday leg of the old RAC Rally. The showcase venue was Weston Park where crews tackled three tests including the infamous watersplash.

Leading the field away was double British Rally Champion **David Llewellyn back in a Celica GT4, three time British Champion codriver Bryan Thomas**. Also joining in but back to his driving days is **2003 World Rally Champion co-driver Phil Mills** with his son taking over duties on maps.

Cars ranging from the humble Mini, through Ford Escorts and the mighty Lancia Stratos were represented right upto Lancia Delta (including an ex Miki Biasion car all the way from Switzerland for the event) and Subaru Impreza.

After a full day 72 crews returned to the finish outside Glyndwr University, before a dinner and prize giving at the Ramada Plaza.

Bryn Pierce Event Director " We were delighted to welcome everyone to Rally Revival 2021 in association with Cooper Tires, the spirit Wrexham entered into was wonderful and the welcome from all is one we will all remember. After a successful 2020 event we didn't think we could beat it but our new home in Wrexham did us proud. We hope to bring you even more new memories in the coming years" 14/15/16<sup>th</sup> October 2022 is a date for your diaries.

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





## Begin at the Beginning.

Don't worry, I'm not going to burst into song. As the bigger events are past us now, we can look forward to some excellent club racing between now and the end of the year both at Oulton Park and at Anglesey. Finals for 750MC, BRSCC NW and BARC NW to look forward to, alongside the popular Neil Howard Stages as a season closer.

We have been very lucky this year in having a broad brush of motorsport events to be involved with including Enduros, Historics, BTCC, British GT to name but a few. Rallying seems to be awakening from its' slumbers and no doubt there will be events over the winter to quench your motorsport thirst.

With regards to being lucky, it must be remembered that we as marshals enjoy privileges that other hobbyists don't have. Free entry and guest tickets to events, free camping, programmes, sometimes even a breakfast roll which is always welcome. Some clubs offer badges or money to help cover fuel costs as well.

Recent events, especially at Brands Hatch have pushed marshalling into the spotlight, and on to a metaphorical pedestal as well. However, this adulation should not be allowed to become our master. We do our hobby because we choose to. A motorsport event is a collaboration between circuit owners, organising clubs, competitors, officials, volunteers and spectators. It's not a matter of 'they cannot run an event without us.' It's a joint effort with each component playing its part in equal measure.

So, turning to other news – we were saddened to hear that George (Scott) Brown and Peter Gelling recently passed away. Both marshals were regulars at Oulton Park especially in the pit lane. Their presence will be missed by many and no doubt some of you will have fond memories of them both. The committee has passed its condolences on to their families. BMMC NW was well represented at George's funeral recently.

National Council met early September 2021 and Nadine Lewis will be advising us all of the outputs, including the accounts, date of AGM and member records. Don't forget though that MSUK registration for 2022 is now open. Members are encouraged to renew asap.

NW Committee met recently – well virtually. Delighted to see that taster days are up and running again, alongside the recruitment tent at BTCC and British GT's. Plenty of interest has been shown and the team are busy following up initial enquiries. Outpost contains a precis of committee minutes for your delectation and if you want any more information, just ask.

We are delighted to see that John Edwards, NW Membership Secretary has been elected to take on the role of BMMC National Secretary. The appointment is well deserved and John will be a fantastic asset to the National Council and the club. Well done John.

Circuit safety remains at the top of the agenda and we are continuing to work with circuit liaison both at Oulton Park and Anglesey to make sure it is as safe as possible for us to use. If you have any concerns or issues, please let us know and we will look into it. However, catch fencing at marshalling points are there for our protection and not just used as coat racks!

Social Media. As we move towards the close season, the committee will continue to use social media as a means to communicate with you as much as possible with relevant and up to date information. The private group on Facebook is BMMC North West Marshals. To join, there are a couple of questions to answer. However, if you want us to send out 2 JOTTINGS FROM THE CHAIR 3 information electronically, please make sure we have your correct details including email address etc.

*Continued on Page 69*



A plea from Margaret Simpson. If you have to cancel a marshalling day – for whatever reason, most of you update the volunteering database. However, can you send Margaret a quick email advising of your non attendance as well if it is close to an event date. It just helps her collate numbers and allocations etc. Thanks.

There has been a deafening silence from you all with regards to nominations for the NW awards. Has there been someone help mentor you? Have you seen some exceptional flagging? Who in your opinion has put themselves out for the benefit of the club? If so, please use the link below to make your nomination. They do count. Then please send the completed nomination form back to me or NW secretary at the email address or pass the form to me when you see me next. I'm normally hovering around the paddock in the mornings at most meetings at Oulton Park <https://www.marshals.co.uk/northwest/2019/04/15/marshal-awards-nomination/>

Finally (thank goodness I hear you cheer!) we will be having a face to face AGM in November with the opportunity for a Q & A session post meeting. This will be your chance to ask those important questions, talk to the committee and meet up with colleagues. Full details are shown later in this edition of Outpost.

Thank you again for your support and patience this year. 2021 has thrown up some unique challenges and I am proud that you have risen to the challenge, accepted changes and delivered some amazing marshalling. You should all be very proud of yourselves.

**Mike Broadbent (North West Regional Chair)**

## **Rallying returns to old haunts.**

Rallying is making a strong return from restrictions, with events all over the country and many new events using closed public roads being planned.

But most exciting for the near future is the return of a part of Grizedale forest not used since last century!

On Friday the 3rd December Grizedale East will reverberate to the sound of rally cars. The 2021 Grizedale stages rally has negotiated for its opening stage to be in the "forbidden" side of Grizedale, and as an added challenge it will be in the dark.

The rest of the rally will take place in the forbidding depths of Grizedale West on Sat 4th December, but all eyes will be on the Friday night.

BRMC North West is honoured to be asked to run this stage and is looking for marshals to help. Please contact the rally rep, Ian Briggs if you want to help recreate one of the most iconic rally stages ever.

We are also running stages on the Revival rally at Rednal Circuit nr Oswestry on Friday evening the 15th October. And the Cambrian Rally on Saturday the 30th October, nr Llanwrst, North Wales.

**Ian Briggs BRMC NW Region Rally Representative**

## **YouTube Channel**

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](https://www.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>**

# 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
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	<b>CANCELLED</b>	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**

**Clitheroe  
& District  
Motor Club**



## CLUBNIGHTS

### November

- 2<sup>nd</sup> : AGM  
 16<sup>th</sup> : MEM Malton Forest Forum  
 23<sup>rd</sup> : Archie & Paula Swinscoe  
 30<sup>th</sup> : End of Season Scatter  
 Details TBA

### December

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



### GRAVEL PCA WINTER SERIES

**Wern Ddu Quarry, Gwyddelwern,  
Cowen LL21 9SD**

**December 12<sup>th</sup>**

25 places + reserves

**THE KNUTSFORD  
TARGA  
RALLY  
21st NOVEMBER 2021**

**MARSHALS REQUIRED**

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

JUST BEEN TOLD THAT  
THE CLOCKS GO BACK  
THIS MONTH.  
I'M BUGGERED IF I  
CAN REMEMBER  
WHERE I GOT MINE  
FROM. 🤔

## Non Race/Rally Championship

O/A	Competitor	Class	Points	Club
1	James Williams	A/C	83.14	U17MC
2	Andrew Williams	A	82.62	U17MC
3	John Jones	B	70.48	Accrington
4	Steve Johnson	E	69.88	Boundless
6	Lauren Crook	C	68.78	U17MC
6	Phil Clegg	E	60.82	Accrington
7	Scott MacMahon	A	50.45	U17MC
8	Chris MacMahon	A	49.49	U17MC
9	Garry Sherriff	B	49.45	Bolton
10	Andrew Robinson	A	49.16	U17MC
11	James Robinson	A	46.66	U17MC
12	Alec Tunbridge	E	44.43	Bolton
13	Shaun Mundy	B	43.20	Knutsford
14	Stephen Holmes	A	41.24	Clitheroe
15	Steve Price	E	39.10	Wallasey
16	David Goodlad	A	38.07	Bolton
17	Jess Crawley	A	11.74	Warrington
18	Chris Livesey	A	19.10	U17MC

Only showing those that have qualified



MOTOR SPORT GROUP

## 2021 SD34MSG Championship Tables

### U18 Championship

O/A	Competitor	pts	Club
1	Daniel Millwood-Jackson	80	U17MC
2	Monty Alcock	18	Knutsford
3	Elliott Shaw	0	Clitheroe

## Sprint & Hillclimb Championship

O/A	Competitor	Points	Class	Club
1	C. Bramhall	83.61	2	Liverpool
2	M. Bramhall	83.24	2	Liverpool
3	Nigel Fox	83.07	2	Clitheroe
4	David Goodlad	81.42	S	Bolton
5	S. Wilson	80.47	2	Longton
6	Pete Messer	68.89	S	Clitheroe
7	R. Holt	60.00	3	Liverpool
8	Nigel Trundle	59.42	1B	G&PMC
9	C. Plested	58.65	S	Liverpool
10	P. Howarth	50.17	S	Liverpool
11	Steve Price	48.08	1A/1B	Wallasey
12	John Pinder	27.99	S	A&PMCC
13	E. Roberts	28.21	S	Knowlale

## Stage Rally Championship

O/A	Driver	Class	Pts	Club	Q
1	Pauk Murro	D	138	G&PMC	Y
2	Greg Williams	D	136	Warrington	Y
3	Neil Roskell	D	114	G&PMC	Y
4	Andrew Potts	B	52	Clitheroe	Y
5	Steve Kenyon	D	28	G&PMC	Y
= 6	James Swallow	D	27	Bolton	N
= 6	Matthew Harwood	D	27	G&PMC	N
= 8	Richard Cookson	D	26	G&PMC	N
= 8	Craig Kennedy	D	26	Warrington	N
O/A	Co-Driver	Class	Pts	Club	
1	Callum Cross	D	141	Blackpool	Y
2	Richard Edwards	D	136	Warrington	Y
3	Barry Allman	C/D	82	Clitheroe	Y
4	Jonathon Cragg	D	81	G&PMC	Y
= 5	Jonathon Kennedy	C	53	Warrington	Y
= 5	Victoria Swallow	C	53	Bolton	Y
7	Dave Wilkinson	B	52	Clitheroe	Y
8	Terry Martin	D	29	Clitheroe	N
= 9	Paul Redford	D	26	Clitheroe	N
= 9	Gav Irvine	D	26	G&PMC	N
= 9	David Terry	A	26	U17MC	N

## MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Brian Wragg	224	Liverpool	Y
= 2	Maurice Ellison	100	Clitheroe	Y
= 2	Geoff Maine	100	Liverpool	Y
= 2	David Hunt	100	Liverpool	Y
5	John Harden	90	Liverpool	Y
6	Andy Fell	80	Liverpool	Y
7	Dave Barratt	70	Accrington	Y
= 8	Jim Livesey	60	U17MC	Y
= 8	Kevin Jessop	60	Liverpool	Y
= 8	Max Quinton	60	Liverpool	Y
= 11	Robert Rankin	50	Liverpool	Y
= 11	Sean Robertson	50	Liverpool	Y
= 13	Phil Howarth	40	Liverpool	Y
= 13	Steve Johnson	40	U17MC	Y
= 13	Mark Johnson	40	Clitheroe	Y
= 13	Rod Brereton	40	Pendle	Y
= 13	Victoria Swallow	40	Bolton	Y
= 13	Mike Van Gordon	40	Liverpool	Y
= 19	Ian Swallow	30	Bolton	Y
= 19	Alan Shaw	30	Pendle	Y
= 19	Jon Chamberlain	30	Wallasey	Y
= 19	Tam Doefor-Hill	30	Wallasey	Y
= 19	Shaun Flint	30	Wallasey	Y
= 19	Gary Marriott	30	Wallasey	Y
= 19	Jack Mather	30	Bolton	Y
= 26	Les Fragle	20	G&PMC	Y
= 26	Stuart Ellis	20	Pendle	Y
= 26	Kevin Charnock	20	Wallasey	Y
= 26	Neil Cousins	20	Wallasey	Y
= 26	Peter Heighton	20	Wallasey	Y
= 26	Andy Marchbank	20	Wallasey	Y
= 26	Pat Marchbank	20	Wallasey	Y
= 26	Steve Noble	20	Wallasey	Y
= 26	Steve Price	20	Wallasey	Y
= 26	Graham Williams	20	Wallasey	Y

Only Showing those Marshals that have Qualified  
34 Marshals have Qualified

Continued on Page 75



# 2021 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	767	1	1
Liverpool MC	736	2	2
Bolton-le-Moors CC	683	3	3
U17MC-NW	586	4	4
Longton & DMC	537	5	5
Garstang & Preston MC	341	6	6
Warrington & DMC	299	7	8
Knutsford & DMC	242	8	11
Division B		Position	
Club	Points	Div	O/A
Wallasey MC	305	1	7
Airedale & Pennine MCC	257	2	9
Accrington MSC	249	3	10
Wigan & DMC	228	4	12
Blackpool South Shore MC	130.5	5	13
Stockport 061 MC	113	6	14
Preston MC	49.5	7	18
Pendle & DMC	37	8	20
Division C		Position	
Club	Points	Div	O/A
Mull CC	103.5	1	15
CSMA (NW)	84	2	16
Manx AS	71	3	17
Knowldale CC	43	4	19
Hexham & DMC	24	5	21
Lightning MSC	15	6	22
2300	9	7	23
High Moor MC	6.5	9	24
Lancashire A.C.	0	=9	=25
Motor Sport North West	0	=9	=25
Updated 28th October			

## 2021 SD34MSG Championship Tables Continued from Page 74

### Road Rally Championship

O/A	Driver	Class	Pts	Club	Rds
1	Dan Sedgwick	E	35	Clitheroe	4
2	John Gornall	S/E	27	G&PMC	3
= 3	Mark Johnson	E	23	Clitheroe	3
= 3	David Pedley	E	23	Clitheroe	3
= 5	Stephen Holmes	E	16	Clitheroe	1
= 5	Paul Redford	E	16	Clitheroe	1
= 7	James Taylor	E	11	Clitheroe	2
= 7	Louis Baines	E	11	Preston	1
= 7	Ian Swallow	E	11	Bolton	2
= 10	Matthew Hewlett	N	9	Clitheroe	1
= 10	Paul Pendleton	S/E	9	Clitheroe	1
12	Mark Standen	E	8	G&PMC	1
13	Myles Gleave	E	6	G&PMC	1
14	David Barraclough	N	2	Wallasey	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	18	Clitheroe	2
6	James Swallow	S/E	13	Bolton	2
7	Ian Graham	E	12	Clitheroe	1
8	Jonathon Webb	E	8	Hexham	1
= 9	Hugh Gleave	N	7	G&PMC	1
= 9	Barry Allman	N	7	Clitheroe	2
11	Gav Irvine	N	6	G&PMC	1
12	John Barraclough	N	3	Wallasey	1

### Individual Championship

O/A	Competitor	pts	Q	Club
1	Nigel Fox	121	Y	Clitheroe
2	Andy Williams	101	Y	U17MC
3	David Goodlad	79	Y	BSSMC
5	Matt Bramhall	76	Y	Liverpool
4	Steve Johnson	62	Y	Boundless
7	Lauren Crook	50	Y	U17MC
6	Stephen Holmes	48	Y	Clitheroe
8	Chris Bramhall	47	Y	Liverpool
8	Phil Howarth	40	Y	Liverpool
9	Steve Price	36	Y	Wallasey
10	Ian Swallow	22	Y	Bolton
11	Victoria Swallow	18	Y	Bolton
	James Williams	94	N	U17MC
	John Jones	60	N	Accrington
	Phil Clegg	60	N	Accrington
	Steve Wilson	55	N	Longton
	Peter Messer	47	N	Clitheroe
	Scott MacMahon	44	N	U17MC
	Robert Holt	43	N	Liverpool
	Callum Cross	40	N	Blackpool
	Chris MacMahon	40	N	U17MC
	Neil Roskell	40	N	GPMC
	Paul Murro	38	N	GPMC

# 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	John Stone	BSSMC	529
2	Paul Gorge	Liverpool	479
3	Neil Roskell	G&PMC	468
4	Rob Hughes	C&A	440
5	Keith Anglesea	B&B	367

O/A	Co-Driver	Club	Points
1	Sion Cunliff	C&A	534
2	Dan Hurst	WCMSC	496
3	Rob Bryn Jones	Clwyd Vale	416
4	Jonathon Cragg	G&PMC	410
5	Merfyn Evans	C&A	391

## 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	Colin Moreton	Knutsford	190
2	Stephen Johnson	CSMA	177
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	133
3	Jess Crawley	Warrington	57
=4	James & Andrew Williams	Knutsford	30
=4	Mark Brotherhood	Cannock	30

## AutoSOLO :

O/A	Driver	Club	Points
1	Michael Dolby	Cannock	229
2	Steve Dolby	Cannock	211
3	Neil Jones	BALA	196
4	Alec Tonbridge	Bolton	191
5	Phil Clegg	Accrington	181

## Sprint :

O/A	Driver	Club	Points
1	Matt Bramhall	Longton	847
2	Nigel Fox	Clitheroe	842
3	David Goodlad	Knutsford	807
4	Steve Wilson	Longton	806
5	Chris Bramall	Longton	799

## 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	149
2	Henry Kitching	Ilkley	139
3	Kevin Roberts	Bala	132
4	Jon Turner	North Wales	121
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	Berwyn Evans	C&A	113
4	Trevor Groves	Clwyd	110
5	Greg Williams	Warrington	108

O/A	Navigator	Club	Points
1	Chloe Thomas	C&A	152
2	Sion Cunliffe	C&A	147
3	Ifan Devine	C&A	143
4	Daniel Petrie	Ludlow	123
5			

## Targa Road Rally Championship

O/A	Driver	Club	Points
1	Brynli Thomas	Bala	96
2	Ifan Divine	C&A	82
3	Dyfed Ireland	C&A	55
4	Alec Harrison	Bala	33
4			

O/A	Co-Driver	Club	Points
1	Caian Williams	C&A	96
2	Tomos Parkes	C&A	94
3	Geno Gouveia	Telford	85
4	Mari Haf Evans	C&A	82
5	Dylan Bargate	C&A	50

## Historic Road Rally Challenge

O/A	Driver	Club	Points
1	Phillip Wood	Potteries	75
2	Nuala Dowie	Wigton	65
3	Richard Harrison	Knutsford	65
4	Ian Crammond	3 Castles	25
5			

O/A	Co-Driver	Club	Points
1	John Youd	B&B	69
2	Peter Boyce	Knutsford	63
3	Matthew Vokes	Knutsford	50
4	Brian Goff	HRCR	48
5	Graham Raeburn	Knutsford	38

## North Wales Road Rally Challenge

O/A	D	Club	Points
1			
2			
3			
4			
5			

## Allrounders Championship

O/A	O/A Driver	Club	Points
=1	David Goodlad	Knutsford	150
=	Matt Bramhall	Longton	150
3	Nigel Fox	Clitheroe	148
4	Chris Bramhall	Longton	135
5	James Williams	Knutsford	120

## Inter-Club Championship

O/A	Club	Points
1	Knutsford & DMC	335
2	Bolton-le-Moors CC	297
3	Liverpool MC	240
4	Longton & DMC	224
5	U17MC	1221
6	Clitheroe & DMC	170
7	Caernarvonshire & Anglesey MC	142
8	North Wales CC	123
9	Bala & DMC	114
10	Accrington MSC	109

## Marshals Championship

O/A	Marshal	Club	Points
1	Brian Wragg	Liverpool MC	150
2	Maurice Ellison	Clitheroe	70
3	Jim Livesey	U17MC	57
4	Stephen Johnson	U17MC	53
5	David Mitchell	Liverpool	44
6	Tracey Smith	Accrington	32
= 7	Ian Mather	Stockport	27
= 7	Lindsay Mather	Stockport	27
= 7	Rob Jos	Bala	27
10	Jack Mather	Bolton	26



# NESCO



Historic Motorsport In  
The North Of England & Scotland

## 2021 Calendar & Challenge Rounds Update

### Historic Driver's Challenge

Pos	Driver	pts
1	Alex Willan	264.3
2	David Alexander	230.6
3	Tom Hall	190.0
4	John Haygarth	189.4
5	Stephen Byrne	184.5
6	John Slone	179.2
7	Brian Bradley	175.8
8	Mike Cook	162.1
9	David Marsden	157.6
10	Ali Procter	156.7

### Targa Driver's Challenge

Pos	Driver	pts
1	Chris Dodds	527.4
2	Simon Jennings	498.0
3	Neil Raven	368.5
4	Daniel Place	279.6
5	Phil Hodgson	268.8
6	David O'Conner	242.4
7	Geoff Bateman	223.4
8	David Pedley	222.8
9	Jack Morton	222.5
10	Chris Hunter	210.7



### Historic Navigators Challenge

Pos	Navigator	pts
1	Glen Fothergill	264.3
2	Marc Humphries	220.6
3	Bob Hargreaves	189.4
4	David Byrne	184.6
5	Michael Marsland	175.8
6	Michael Garstang	162.6
7	Ross Blyth	162.1
8	Marc Crack	151.4
9	Alisdair Venn	145.7
10	Maggie Bateman	140.0

### Targa Navigators Challenge

Pos	Navigator	pts
1	Colin Fish	498.0
2	Claire Raven	368.6
3	Lynsey Proctor	293.0
4	Ryan Parker	279.6
5	Martyn Petry	270.6
6	Lewis Hodgson	268.8
7	Pete Gibson	255.3
8	Stuart Davies	242.4
9	Grace Pedley	222.8
10	Essie Salonen	222.5



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FRIDAY

APR 13<sup>th</sup>

SATURDAY

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SATURDAY

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

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# Clitheroe & District Motor Club



The  motorsport UK  JLT 2019 Club of the year

1<sup>st</sup> O/A Richard Hunter / Gary Evans (2018)  
Photo Courtesy of Chris Ellison



**Trevor Roberts**

## Primrose Trophy Rally

13<sup>th</sup> / 14<sup>th</sup> November 2021

**Qbex Exhibitions**

# MARSHALS

**We Need lots of Marshals**

**Chief Marshal : Paul Buckel**

**Email :**

[paul.buckel@tiscali.co.uk](mailto:paul.buckel@tiscali.co.uk)

I have everything that I wanted as a teenager, only 60 years later. I don't have to go to school or work. I get an allowance every month. I have my own pad. I don't have a curfew. I have a driver's license and my own car. The people I hang around with are not scared of getting pregnant and I don't have acne. Life is great. I changed my car horn to gunshot sounds. People get out of the way much faster now.

Gone are the days when girls used to cook like their mothers. Now they drink like their fathers.

I didn't make it to the gym today. That makes five years in a row. I decided to stop calling the bathroom "John" and renamed it the "Jim". I feel so much better saying I went to the Jim this morning.

Old age is coming at a really bad time.

When I was a child I thought "nap time" was a punishment. Now it feels like a small vacation.

The biggest lie I tell myself is... "I don't have to write that down, I'll remember it".

I don't have gray hair... I have "wisdom highlights"! I'm just very wise.

If God wanted me to touch my toes, He would've put them on my knees.

Last year I joined a support group for procrastinators. We haven't met yet.

Why do I have to press one for English when you're just going to transfer me to someone I can't understand anyway?

Of course, I talk to myself. Sometimes I need expert advice.

At my age "Getting Lucky" means walking into a room and remembering what I came in there for.

Beverley & DMC

## Maple Garage Beaver Rally

20/21 November

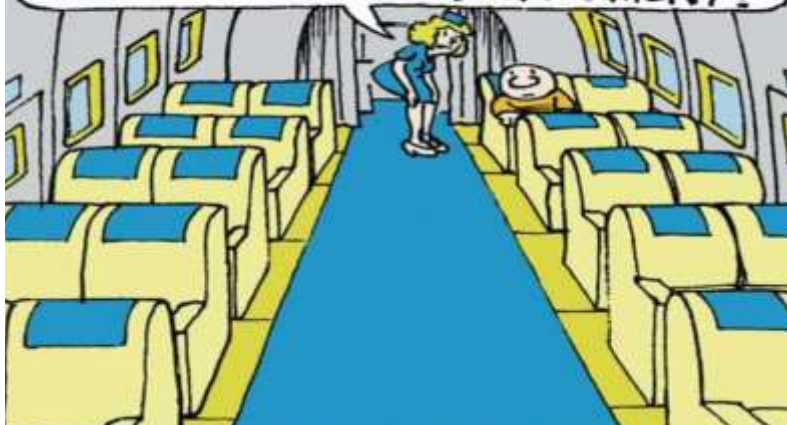
It is with some disappointment that I have to inform you that the 2021 Maple Garage Beaver Rally will not be going ahead.

We have had much discussion and decided for a number of reasons, largely relating to Covid and its consequent effects on the Start/Finish Venue, the potential Marshals, Competitors and some of the Organising team attendance; but not only.

Other commitments from the Motor Club's member are also an important factor. Hopefully all will understand our reasoning at this stage, before the larger part of the final organisation requirements are begun and time and related costs are potentially wasted in the current situation we all find ourselves having to respond to regarding our duty of care and moral obligations.

**Regards, Mike Petch**

...YOU'VE GOT THE WHOLE PLANE  
TO YOURSELF! THE LARGE GROUP  
GOING TO THE PSYCHIC CONVENTION  
ALL CANCELED AT THE LAST MOMENT!





# VSCC Lakeland Trial 13th November

Its almost that time of year for the VSCC Lakeland trial which is on Sat 13th November based again at the Wheat-sheaf pub in Lorton. Sections will be in the Whinlatter/ Wythop forest areas, Drumhouse on top of Honister Pass and some sections between those two locations. Andrew Tarring the VSCC Trials secretary would like a list of marshals for the event as soon as possible as its essential for insurance and administration purposes, many local motor clubs like to have groups of their members marshalling together so either come with other club members or come and spend time with other enthusiasts either way you will enjoy your day I'm sure.

If you are available to marshal, bring your 4x4 recovery vehicle, if you are a qualified first aider, doctor, first responder, if you have any other skills or are even just an enthusiastic person available to help on the day then send me a short e mail with your details which I will pass on to Andrew Tarring at VSCC headquarters who along with Martin Jelley the VSCC chief marshal will organize into teams, no experience is necessary you will be put with experienced people so don't worry.

We are also looking for people to help prior to the event on working parties that will trim trees, clear vegetation and generally sort and mark out sections prior to the event, again let me know if you can help on the working parties or on the finishing off/ setting out day on Friday 12th. Without being signed on marshal you aren't allowed into most of the sections but it is a great way to spend time in the fresh air at locations within forestry or on private land you would not normally access.

Watching 100 cars and their enthusiastic crews ascending impossibly steep muddy slopes is great fun, these competitors are undoubtedly the very best trials crews you can see anywhere in the country but coming out to help in some way ensures this world famous event remains one of the "must do events" in every serious triallists bucket list and a day out you will talk about for years to come.

If you have any friends that would like to help send me their e mail addresses and I will add those to the list so they get full details of what's happening and when.

**Keith Thomas**

**01900 603073 or 07778 659 338**





# Catering Franchise Opportunity Three Sisters Motor Racing Circuit

Wigan's Three Sisters Motor Racing Circuit, one of the North West's leading venues is inviting expressions of interest and applications for the exclusive rights to supply all catering to the circuit and its 30,000 clients annually.

The venue which is open 7 days a week all year round and is rapidly expanding. The suitable applicant would need to provide staff and some equipment for the indoor Clubhouse and Bar as well as outside trailer units for large motor racing/corporate events. The franchise is based on a percentage split of turnover.

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3. Deliver consistency of high quality and value
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Enquiries to

**Chris Pullman**

**Motorsport Circuit Management Ltd**

Three Sisters Circuit

Three Sisters Road

Ashton in Makerfield

Lancashire WN4 8DD



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of 2021  
1st November  
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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.

#### • Wednesday 17th November.

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

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

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

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

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

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

**Leigh Macdonald**

**[lmacdonald555@aol.com](mailto:lmacdonald555@aol.com)**

**Anthony Jamieson**

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

**Neville Simmons**

**[Neville.simmons@live.co.uk](mailto:Neville.simmons@live.co.uk)**



# Pro-Rally.co.uk

# 1



## ROGER ALBERT CLARK RALLY

### MARSHALS & RADIO CREWS WANTED

## 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".

### Motorsports Photography and Journalism

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**Phil James**

Motorsports Photographer & Journalist

07771 76 86 57 | 01772 69 00 34

[phil@pro-rally.co.uk](mailto:phil@pro-rally.co.uk)

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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!



**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**

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British Rally  
Championship

# 2022 Calendar

## Clacton

23/24 April

## Jim Clark

27/28 May

## Nicky Grist

9 July

## Grampian

13 August

## Rali Bae

3/4 September

## Trackrod

23/24 September

## Cambrian

29 October

*Reserve Event :-*

## Oulton

5 November



**An Electric Mini doing its  
bit to save the Planet**



## **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**

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**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)



# MINI RALLY CHALLENGE 2022

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# Acknowledgements

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

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

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

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

*Jokes, Photographs, Information, reports etc*

Terry Martin (CDMC)	Steve Entwistle,
Rod Brereton, (PDMC0	John Rhodes (APMCC)
Richard Hart	Bruce Lindsay (PDMC)
Jem Dale (G&PMC)	Steve Butler (CDMC)
Greg Harrod	Tony Vart (CDMC)
George Jennings (WaDMC)	Keith Thomas
Tony Lynch (WiDMC)	Bill Drysdale
Tommi Meadows (CDMC)	Neil Raven (IDMC)
Bob Hargreaves (KLMC)	Tony North
Songasport	Ed Graham (HDMC)
Paul Goodman	Dave Williams
Niall Frost (IDMC)	Bill Honeywell (CDMC)
John Harden (LiMC)	Matt Hewlett (CDMC)
Dan Willan (KLMC)	Dave V. Thomas (ANWCC)
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 Peter Langtree (Gemini 48) Tony Jones (Gemini 56)  
 Les Fragle (Gemini 3) Steve Coombes (Gemini 5)  
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 Paul Commons Photography David Bell (Gemini 61)  
 Paul Gilligan 'Inside the Industry'  
 Duncan Littler Speed Sports Photography  
 Garry Simpson Songasport

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**  
**Sunday the 28<sup>th</sup> of November**  
**which is due out on**  
**Wednesday the 1<sup>st</sup> of December**

(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**

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