

December 2021 spotlight



ANECCC
Association of North East
and Cumbria Car Clubs



ANWCC
Association of North Western Car Clubs

ANCC

Association of Northern Car Clubs



Saltire Classic Rally

*Photo Courtesy of
Kryten Photography*

Geoff & Maggie Bateman
See pages 9 - 14 for their report

www.sd34msg.org.uk

Volume 12 : Issue 12 : December 2021 : Maurice Ellison

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Comprising the following 10 Clubs



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www.bssmc.com



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
www.hmmc.co.uk



Preston Motorsport Club
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Stockport 061 Motor Club
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Warrington & District Motor Club
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Wallasey Motor Club
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2300 MC
www.2300club.org

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Chairman's Chat December 2021



I believe that SD34 MSG needs to evolve; doing nothing is not an option, otherwise we may just fade away. The attacks on our hobby come from all directions, the Green debate.... MSUK require a raft of new rules for clubs, Safe-guarding, GDPR, Social Media, Code of Conduct. Wait and see, could be too late?

The same volunteers in each motor club have to deal with this increased workload.

Working together is what SD34 MSG has enabled clubs to do in the past. I believe it is still one of SD34MSG strengths going forward.

Do you see the same faces at the events you attend? Are the organisers of the event still the same after 25/40 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 as officers and championship compliers. Again some at SD 34 MSG have been involved over 40 years....

New blood need! - We have Maurice Ellison and Alan Shaw looking to hand over their current compiling roles for SD34 at the end of 2022.

SD34 Motor Sport Group started in 1964. ***It was a club in those days, until the RACMSA told SD34 we could not be a Club of Clubs! That was in the late 1980s I think!*** SD34 was first 4 clubs in 1964, these 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, SD34 has been evolving since 1964.

Currently SD 34 MSG has 25 clubs; several are active in different types of motorsport and this helps them in the inter club league.

Speed events (Sprint and Hillclimb) - 5 clubs

Rallies, road and stage – 14 clubs

Autotest & AutoSOLO – 10 clubs

Trials – 2 clubs

Some clubs 18, tend to be one discipline of motorsport only, 'Speed' or Autotest. SD34 MSG also has clubs with fewer active members and they may not even run events at all. But all members of SD34 clubs can compete on each other's events.

Sadly, only 8 SD34 clubs out of now 26 clubs, **(Kirkby Lonsdale MC, have joined SD34MSG for 2022 since starting this item!)** run events in two or more disciplines. Is this a sign that motor clubs are now much smaller with less support and only do, what they can do?

The mutual support that many member clubs offer each other with marshals and officials, having the skills to 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.

Strengths of SD34 MSG.

Currently, we have representation on, MSUK Regional, Rallies and Autotest committees with 2 MSUK council members. We have clubs running events in most 'club' disciplines and have Marshals that help at most type of events.

I would say that SD34 has;

Only 7 'active' clubs - an active club has 3 or more members in SD34 championships,

Semi active, another 9 clubs - One or two registered members in SD34 championships

Supporter clubs 9 more - with no active members in SD34 championships!

But all member clubs tend to be 'happy' to pay the membership fee.

Kirkby Lonsdale Motor Club make a welcome return to SD34 for 2022, they offer events on Stage Rally, Road Rally and Speed as well as attending car shows and odd 'Off the road' event. Let's hope they will also have members registered in the Championships as well. **ALL SD34 MSG clubs need to push the championships to their club members in 2022.** Currently the championships run at a loss to the group, a balancing of the books is required or we will not be around in 10 years time!

As a final note, please take the time to read through the Notes from the meeting 17th November 2021. Almost 100% attendance by member clubs! Information to all members of SD34 about the meetings topics.

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 and have a great Christmas break. : Steve Johnson



Bi-Monthly Meeting November 17th 2021



8:00pm start, finish 11:03pm.

Steve Johnson chaired the meeting via Zoom. Also present was the Vice Chairman; Treasurer; the President; Vice President; championship compilers, and club delegates. 24 attendees for SD34 clubs, plus 2 from KLMC. This was a great attendance.

Apologies from Warrington DMC and Stockport061

Katy Mashiter from KLMC presented their case as to why KLMC wished to be a part of SD34 again. Nick supported Katy's presentation by outlining what the club could bring to the group. A vote was taken, KLMC were overwhelmingly accepted as new members of SD34MSG.

2022 Championship Rules

- The Chairman highlighted the amendments to the championship rules that he circulated prior to the meeting. With minor amendments these were unanimously accepted, except Sprint and Hillclimb* There was much discussion surrounding the new sprint and hillclimb rules and the name of it. **Eventually the new rules for the S&HC Championship discussions were halted with several questions needing answers**
- *After discussions with ANWCC/DVT and checking with MSUK rules; all questions asked at the meeting had been answered within 24 hours of the meeting. A 'Task and Finish' group was set up for the Sprint and Hillclimb Championship, to find a solution and report back to SD34 MSG, ASAP.*
- Gary Heslop stated that the number of events in the league is biased to one discipline and the league has an imbalance. At the meeting The Chairman agreed that this has always been the case since around 1993! **The Chairman then set up a 'Task and Finish' group of 5 members including Alan Shaw to assist to look back at how the league was run and hopefully the group can find a solution for SD34MSG, ASAP. All amendments agreed by the group, will be ratified at the AGM**

2022 Constitution

- As with the championship rules, The Chairman had circulated the proposed changes prior to the meeting with delegates given the opportunity to provide their responses.
- Several amendments were discussed by the meeting, some 'typos' to be corrected; a new draft constitution was accepted unanimously. To be ratified at the AGM.

Other Items-AOB

- The money coming in from championship registrations does not cover our annual expenditure for awards, thus meaning the current model going forward is not sustainable as the group stands to lose over £300 per annum. Reducing expenditure is debateable
- It was decided that we would keep the fee at £5 for this year and everyone pull together to try and increase registrations.
- The plan is then to revisit this in 12 months' time to see how registrations have increased, and gain feedback if not.
- Alan Shaw, stated that he will step down from compiling the Marshals and the Under 18 Championships at the end of 2022. – **A new compiler NEEDS to be found if they are to continue.**

Maurice will also step down from editing Spotlight at the end of 2022. **All clubs tasked with looking for any willing volunteers. Please contact Maurice.**

It was noted that Motorsport UK was asking all members clubs to submit their rules at renewal. For some clubs and groups these are years out of date! This imposes a significant work load on club volunteers.

The proposed 2022 SD34 MSG Constitution, is free to be used by our member clubs as a guide.

See - <https://www.motorsportuk.org/wp-content/uploads/2021/11/Action-Sheet-for-Consultation-v2.pdf>

- New Regulation 1.1.11. Contrary to D11.2 if a Championship round is cancelled, or changes its date, due to reasons of force majeure the Championship Organisers may arrange for an alternative event, or date for an event, to be included in their Championship calendar. Only one such change to a Championship calendar will be permitted during the duration of that particular Championship and the proposed amendment must be subject to Motorsport UK approval and will only be permitted if less than 15% of the competitors registered for the Championship object to the change in writing. Date of Implementation: 1st January 2023 *Clubs are encouraged to respond to this very restrictive proposal at 'Club' and Regional Association level motorsport.*



ANWCC

Association of North Western Car Clubs

2021 ... another strange year. Took a while to get going but once under way the ANWCC Championships fared quite well except for the road based rallies, but we hope that will improve now that road rallies in Wales are back on the agenda. Competition has been hot in all disciplines, the awards list has been compiled and the awards are being prepared – all to be engraved with the winning names.

Thanks to all 235 competitors who registered for the championships, about half of them having taken us up on the offer of a free registration due to their not being able to compete in 2020.

We are pleased to see many new names to be added to our Champions Roll of Honour, and representing clubs that are not the usual ones that provide our winners! Hopefully this will encourage more from those clubs to contest the 2021 championships.

Congratulations to our champions – Neil Roskell (Garstang & Preston MC), Siôn Cuniff (Caernarvonshire & Anglesey MC), Rob Hughes (C&AMC and Bolton-le-Moors CC), Tom McKeown (North Wales CC), Liam Whiteley (Manx AS), Richard Hunter (Matlock MC), Andrew Lowe (Mid-Derbyshire MC), Brynli Thomas (Bala & DMC), Caian Williams (Caernarvonshire & Anglesey MC), Philip Wood (Potteries & Newcastle MC), John Youd (Broughton & Bretton MC), Cathy Sewart (BWRDC and Bolton-le-Moors CC), Chloe Thomas (Caernarvonshire & Anglesey), Colin Moreton (Knutsford & DMC), Oliver Mathieson (Under 17 MC NW), Michael Dolby (Cannock & DCC), Rupert North (Airedale & Pennine MC), Matt Bramall (Longton & DMC and Liverpool MC), Chris Bramall (Longton & DMC and Liverpool MC), David Goodlad (Knutsford & DMC and Bolton-le-Moors CC) and Brian Wragg (Liverpool MC)

Full details of the Awards Presentation can be found on our website – it's in the south Manchester area and a new venue for us. The date is Saturday 22nd January 2022 when we hope that we will not be restricted too much by Covid. Tickets will be about the £25 mark, with a choice of menu. Accommodation is also available.

In the Club Challenge things got very close at the end – Bolton-le-Moors CC took the lead during the final weekend of events with just one event result to come in, Knutsford scored on that event and secured another Club Championship win by a narrow margin!

... and so to 2022. Registrations have been open about a week and we are into double figures. Motorsport UK have issued some of the registration permits, we currently await those for the Stage Rallies. The full championship regulations are on our website and the Calendar is almost complete – just awaiting a few clubs to confirm their event details, and they are being chased.

... one innovation for 2022 is that we have combined our Sprint and Hillclimb Championships into a Speed Championship and this is being shared with competitors from the SD34 Group.

... we ask all ANWCC member clubs, that's 127 of you, to promote our championships to your members, whether on your website, facebook, twitter, good old-fashioned magazines or whatever system you use! We concentrate on competition and not regulation, and our regional championships are aimed at club competitors, with scoring systems to suit everyone.

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

e-mail anwcc@talktalk.net

Visit the ANWCC Website and Register for the 2022 Championships

Proposed Regulation Changes

<https://www.motorsportuk.org/the-sport/regulations/proposed-changes-for-consultation/>

New Regulation R1.1.11 says *"Contrary to D11.2 if a Championship round is cancelled, or changes its date, due to reasons of force majeure the Championship Organisers may arrange for an alternative event, or date for an event."*

- OK, they allow for changes - fine.
 - ***"Only one such change in a Championship calendar will be permitted during the duration of that particular Championship ..."***
 - So, an event changes date by a week early in the year, and that change is OK. Later in the year another change crops up - that has to be disallowed and the event not count for championship. Does not seem very fair to me.
 - ***"... and the proposed amendment must be subject to Motorsport UK approval and ..."***
 - So, how do you go about getting such approval. Presumably, you have to inform contenders of the change, then give them a date by which they can object ... then apply to MSUK ... all that means many may have already entered the event hoping for championship points, then MSUK say no. Won't be a quick process.
 - ***"...will only be permitted if less than 15% of the competitors registered for the Championship object to the change in writing."***
 - This shouldn't be a problem for ANWCC - based on having 200 contenders, all are registered for all our championships, then 15% would be 30 ... and I cannot see 30 writing to object!
 - What is not clear to me is whether or not D1.1.11 can be "over-ruled" by the Championship organisers - i.e. us with our regulation 1.6 which says "if a change of date is enforced by instances outside the control of ANWCC then championship status may be retained ..." - and that is what contenders sign up to, not the Blur Book.
 - What I think is now missing from our regulations is that we do not say that an event that is cancelled can be replaced by a totally different event. As things stand now I will bring in another event if there is space, but will not increase the total number of qualifying rounds from that at the start of the year.
 - I note that implementation date is not until the 2023 championships so a re-write of our regulation 1.6 may be necessary for next year!
 - I also note that it only applies to rallies, and not other events!
- Also ...
- In these days when getting enough manpower to run the event is difficult why are they bringing in a requirement for people to count the number of tyres that a competitor uses ... surely that is totally impractical to expect organisers to carry out such checks, even at somewhere like Anglesey or Three Sisters ... not enough marshals to go round counting tyres. At best this would require a couple of people to mark tyres, or check for marks, at the start of each stage and note how many "marks" they have logged against each car. I did see a guy checking tyres on BRC (Junior?) entries on the Cambrian, using a bar code reader, I think it was.

Dave Thomas



Saltire Classic Rally

**Blair Atholl
13th November**

**Geoff and Maggy Bateman : Car 30
West Cumbria MC/ Eden Valley MC/ Saltire RC**

After the forced cancellation of last years event it was good to find ourselves once again heading north with the Pug in tow up the M74 towards Glasgow. The forecast light showers on the Friday morning were interspersed with periods of heavy rain so I guess the weathermen were, at least, partially correct. The weather, which had been forecast to improve in the afternoon, didn't, and by the time we'd passed Stirling and Perth and headed up the A9 towards Blair Atholl there was the added joy of lots of surface water and the associated heavy spray to fire up the enthusiasm for unloading the car when we arrived at the trailer park.

On arrival at 12-15 on the Friday and wondering if the trailer park would be open we found there was already a trailer there and once again had been beaten by Andy Beaumont to get there! One day we will be first, but not that day, he must have set off before daybreak!

The car was quickly unloaded because of the rain, with Maggy sorting out the straps to save a bit of exposure to the inclement elements, whilst I got the Pug off, de-hitched the trailer and parked it up, before both of us departing for the Atholl Arms hotel where we would be based for the next couple of days. We popped in to reception to check it was okay to park to be told our room was already available so we were able to get all our stuff up to our room and have a brew before going out to re-familiarise ourselves with the local roads before the next day's rally.

The wet weather, low cloud and gathering gloom limited the sight seeing opportunities in this lovely part of the country and our picnic lunch had to be consumed in the car at Kinloch Rannoch whilst enjoying watching the rain replenish the Loch, which seemed to have plenty enough water in it already! Schiehallion was shrouded in mist and cloud and most of it was not visible and we hoped that the conditions would improve before the morning.



Photos Courtesy of Kryten Photography

https://www.dropbox.com/sh/gxglvj9xt63r83a/AABckzKqBhq7RS0F9xwaC3Hba?dl=0&fbclid=IwAR1d39HC9FCkxL6pWfoajOVMkyGexWz4AOyIw6zhuY6_g8rrVt8h3YsFZqQ&preview=fb0991.jpg

Continued on Page 10

Saltire Classic Rally : Continued from page 9

We got back to the hotel for another brew before taking the Pug down for scrutineering at Blair Atholl garage, who, once again sponsored the event, and were using a large covered bay for looking over the cars so at least everyone was able to keep dry. Scrutineering done we returned to the hotel for document collection where we were told that the rally had been allocated a private function room so we could all get together for food, liquid refreshments and some good craic with friends we had not seen for a long time before eventually disappearing off to our room to get some sleep.

Maggy never sleeps very well before an event and with the added joy of her pet hate, regularities, a restless night was enjoyed by both before eventually dragging ourselves out of bed for breakfast which the hotel had put on a 7am especially for the rally crews who were staying at the hotel. A fine Scottish breakfast was consumed, I avoided the kippers, one day I'll try them, before we set off to do our measured mile and get the trip set up.

Going outside it was immediately clear that the rain had stopped, the sky had cleared and it looked like there could even be a danger of the big yellow disc appearing in the sky. It was a bit cooler though and the car took ages to demist before we were all done with set up and returned for the usual pre event trips to the toilet etc. before returning to the car and reporting to the garage to await our start time at 9-58, running car 30. One last trip to the toilet and a few minutes later we were off for the short run to test 1 which was to be run as a short (about 0.8 miles) regularity test up the drive of the Lude Estate. It was 0.4 miles at 30 mph before 15 mph to the finish with a secret ITC which we did not need to stop for. All a bit fraught in the cabin with buttons that needed to be pressed and charts which had to be read but which was all over so quickly before we'd really had time to settle in to it. Thankfully test 2 was more like it. A nice blast down the "tradesman's" drive on a combination of sealed and "loose" surfaces with a short 3 cone slalom and a couple of dips to the right then to the left, keeping on the track to avoid arboreal contacts before reaching the finish "stop astride". One small moment when the new Polish/Serbian front tyres locked up but we were much more settled now and headed off to the next challenge, Maggy's nemesis, the first regularity section.

We'd got the details for Reg1 on the pre-plot and took a guess that there would be no ITC before Calvine where we left the road to go for about 6.5 miles down a cycle route as on the first section we had to pass House of Bruar where they were having their annual sale with the possibility of delays with queueing traffic. Fortunately it was pretty clear when we got there and we reached the first speed change point and reset the clock and trip according to plan.

Continued on Page 11



Saltire Classic Rally : Continued from page 10

The first ITC came after about a mile and the 2nd at the end of the cycle track section so then we were clear to the end of the section which was just before we got to Trinafour and the start of test 3. The third test was up a track, conservatively described as “loose” up to the Errochty Dam. On arrival at the start we were warned of “a large hole” about 20 metres before the finish. There was no mention, however, of the many other “large holes” between the start and the “large hole” near the finish. It was rough and it was slippery, she who must be obeyed complained of a pain in the neck at the finish but I just took it that she was referring to me again! An interesting slither across some hummocky ground was then enjoyed before reaching the dam which we had to cross to get to test 4 “Dam Down”. This test was mostly on sealed surface with a couple of excursions to the side to circle cones and a stop box before reaching the finish. All good fun as the handbrake seemed to be working okay on the loose (not much good on the sealed) and we exited test for a nice relaxed run down the B847 to test 5 at “Wullies Shed”. A short test, this one, basically down the track around a couple of cones, around the Shed of Wullie before returning up the track. The surface was described as “loose” and was somewhat reminiscent of the bowel movements my doctor once described in the same fashion, even down to the colour! By now the screen washer had ceased to function, good old Pug, never lets us down, something always seems to pack up or go wrong and we at least had a cloth and water to sort it out.

Turning right out from “Wullies” we headed down to the B846 for a run alongside Dunalastair Water and down to Kinloch Rannoch before turning left on to the Schiehallion road, along the south side of the water, which was looking stunning in the sunshine, before climbing up to Craigh na Dun for test 6 “Findlays”. We’ve done this test in the past and the gravel can be quite slippery when wet so letting discretion play the better part of valour, I took a while to assess our grip level, especially with our unknown quantity tyres which were all we could get as our usual Falkens or Kumho were unavailable due to “supply issues” apparently. We could probably have gone faster but we got round albeit with a cone fault which the back end slid in to, but we were okay with it and turned left and back out on to Schiehallion road once more to head to the start of Reg2. This was about 16.5 miles or so long and, as far as we were concerned, presented the biggest challenge of the day. Things started all right and we made the first speed change at 0.5 miles and the second change at the junction with the B846, as near as we could tell, bang on. Then disaster struck. We headed off at a brisk pace as this was a 30 mph section and waited for the clock to restart at the usual 32 seconds after reset.



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After nearly half a mile the clock was still frozen and we realised that it had not reset. Nothing we could do about it so I eased right back and we just tried to guess things until the ITC which was only about a mile after the junction. A quick check of the clock revealed that the mode was CLOC 1 not CLOC 2 (it had changed itself!) and so it was put right before we set off, once more fairly briskly, to catch up our lost time. The next speed changes and ITC2 seemed to work reasonably well and we eventually reached the end of the section by the entrance to the Clunie Hydroelectric station with great relief.

We now headed off for some petrol in Pitlochry as the Pug fuel gauge was doing its usual erratic dance between empty and half full which means I never quite know how much is actually in it. Four gallons and £30 lighter later we headed through Pitlochry centre avoiding errant pedestrians and cars randomly stopping to try and find parking spaces. Safely out the other side we headed to Garry Bridge where we turned left on to the B8019 for a short run up to test 7 "The Bruce". We got there a little bit late because of petrol stop so Fraser Hughes and Peter MacInness in their MX5 had got in front of us. They cheerfully informed us that it was "Noo slippy, plenty of grip" before laughing as they drove off. The start marshal told a different story as many crews had already slid through the finish line and incurred a penalty! It was a very short run down a muddy track to a free 180 turn and a return to the start, but it's surprising how many grins you can get in such a short time.

We headed out and off further down the B8019 to the next test and lunch stop at "Norrie's Brae" at Ardgualich Farm, scene of our infamous "tree incident" in the 2018 event. This time all was well but it never seems to get any more room and the tree is still there. We got round the test and pulled up at MTC2 before parking up and enjoying the rarest of experiences, sitting in the sun, eating lunch in the afternoon sunshine instead of the usual trying to keep warm without having to sit in the car! It was fantastic, the view over Loch Tummel with the sun on the mountains, the late autumn warmth before the sun dropped down and the great craic with all the other crews and a quick word with Fraser concerning his somewhat inaccurate description of the conditions at "The Bruce".

Lunch over, windscreen cleaned and we queued up for our start from MTC3 at 3-04. Test 9 out of lunch was a modified version of test 8 and got us back up to the B8019. With the bright day there was still plenty of daylight and we headed off to Tummel Bridge to test 10 "Sparky" located at the Tummel Stores of SHE. This was the most "cone intense" test of the day with the added fun of none of the cones being numbered or lettered for identification.

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Saltire Classic Rally : Continued from page 12

However, if you were used to knot tying instructions it was easy enough to get the route around in your head. So a bit of a run round cones finished off by a fun charge up the track to the Tummel River for the start of Reg3.

The third regularity was just over 2 miles in length on gravel tracks with 3 speed changes and 2 ITC's so it was always going to be a bit hectic in the cabin, and it was. Times being taken, buttons being pressed, rapid starts followed by braking to get back on time, suddenly finding the next control in front of us and doing as quick an adjustment as I could to try and get it right is not our idea of fun but we got there in the end and got out and back on the road to test 11 for a nice easy run down the old military road before turning right on to the Schiehallion road to go down for a second run at Findlay's which was now test 11. The sun was getting low in the sky but there was still plenty of daylight and by the time we reached the test we were able to take our caps off as the setting sun was no longer in our eyes. The test was done with a similar amount of discretion as previously and this time we managed to avoid any penalties or incidents although it felt as if we could have slid off at pretty much any time.

Another run along the south side of Dunalastair Water followed to take us back down to Kinloch Rannoch where we turned right to go along the north side of the water before turning left up the B847 to return to "Wullie's Shed" for test 12 which was a re-run of test 8. The surface had not improved, surprisingly, and we were slipping and sliding as our Serbian rubber struggled for grip. Big grins all round though and as Fraser arrived as we were leaving I thought I'd better let him know that it was not at all slippery and there was plenty of grip!

Back on the B847 and a return to Errochty Dam test. It was now getting quite gloomy as the time approached 4-45 and so off came the spot light covers before we got to the start. Apparently the "large hole" was still there and we told the marshal how much we'd enjoyed going through it in the morning so would try our best to do it again, which we managed to do with flair, causing complaints from the left seat once more about pain in the neck.

A slither down to the dam once more and the start of test 14, "Dam Down 2". A glance in the door mirror with 30 seconds to go revealed an amazing sight of the reflections from the Loch which was flat calm, with the oranges and pinks of a beautiful sunset on it, temporarily divorcing us from the task in hand, only to be rudely awakened once more by the start marshal calling out "15". Off down the hill past 2 cones on the right which we then handbraked around to go back round them, then a quick blast up to 3rd before braking sharply to do a 360 round a cone on the left before, once more, pedalling it down to the stop box and down to the finish.



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Saltire Classic Rally : Continued from page 13

Out of test we stopped for a short while to sort ourselves out and make sure the clock was set up correctly before rolling further down the track to the start of the fourth and final regularity. This was only going to be about 6.5 miles but looked as if it would have 2 ITC's on the longest 5.22 mile section so we would need to do maths twice to work out the position of the final speed change before the finish.

Much trepidation in the cabin, but it had to be done. Someone forgot to start the clock at the start and suddenly there was a bit of a moment. Fortunately there was no navigator "melt down" and we worked our time out to the first speed change and added it to the "rally time" figure and then stopped, reset everything and went off as normal. We eventually reached the end of the section about a mile after Calvine so just had a bimbble back through Blair Atholl for a final run up the Lude Estate drive, again run as a regularity with a speed change at 0.4 miles and a total length of about 0.8 miles before the last test of the day, test 16, down the "Lude Tradesman's" lane. This time with the spot lights on the cones were easier to spot as the marshal's hi-vis jackets stand out really well and we had a good run through with one little "rear end" moment.

All done and dusted, all marshals thanked, car still in one piece we returned to the Atholl Arms to MTC4, hand in the damage declaration and head to the bar.

A very pleasant meal followed with the rally having exclusive use of the main restaurant where we were able to catch up with old friends, meet some new friends and generally kick back in the excellent company with a few beers whilst we waited for the important part of the day – the raffle! Unfortunately we managed our usual raffle consistency and came away empty handed but the raffle made £400 for the Scottish Air Ambulance so it was a good result.

Suddenly people started looking at their phones and pointing and talking and it was soon clear that the results were imminent. We couldn't get our phones to work with the results service so could only listen to what others were saying and had no inkling of our performance until, thank goodness, the results were delivered to our table printed on paper. A quick glance saw a brilliant result for Dave Short and Roy Heath in the immaculate "yellow peril" MkII Escort and a fantastic second spot for Fraser and Peter in their MX5! Big congratulations all round. It wasn't until someone else on the table asked what car had we been in that we were told that we had been "best in regularities". Utter disbelief was the order of the day. We had been more than pleased with 12th overall and 2nd in class but "best in regularity" - no way, Maggy was almost shell shocked. Checked it again and again but there it was, 40 seconds total penalties with the next best. Alan and Gary Ross (4th overall) on 54 with the next best being Fraser and Peter (noo, not slippy) with 61.

We came away with a big cup, our first ever in a targa so, needless to say, the bar was visited for a few beverages whilst enjoying the company until late in to the evening when we staggered off to bed, only to be rudely awakened by the fire alarm going off a short while later. At least it wasn't our fault this time.

Once more a super event run by the Saltire organising team. It's always a bit of a special atmosphere here with quite a loyal following. Big congratulations to Dave and Roy on a super win and commiserations to Andy Beaumont and Bob Hargreaves who got beached on a rock in regularity 2 whilst avoiding an oncoming (inconsiderate) vehicle. However, great to hear that 2 crews stopped to help and that Duncan Menzies and Jim Clark in the Morris Minor were rewarded for their efforts with the "Spirit of the Rally" award.

Fantastic weekend away, another super breakfast on Sunday before all leaving to go our separate ways. A great big "thank you" and "well done" to all involved in the organising and running of the event and the setting up and clean up crews, the staff of the Atholl Arms who made us so welcome and the Blair Atholl garage for sponsoring the event, See you all again next year.

***Geoff and Maggy Bateman : Car 30
West Cumbria MC/ Eden Valley MC/ Saltire RC***



Legend Fires Tour of Epynt

31st October 2021

Rob Tout and Mark Broadbent A&PMCC

Following a bump on the Roberts Garages Jersey Rally three weeks ago, the decision to pull Dave Longfellow's entry to the Tour of Epynt was a tough one, but a sensible one given the car needed a little more time before a 2022 programme. It did mean however I was available for the rally but without a driver, so a referral on a Facebook page got me in touch with Rob Tout and his Mitsubishi Lancer Evo X

Following a re entry to the event and a quick phone call to organise, I headed down to meet Rob at the scrutineering on Saturday ahead of 60 competition mile event on Sunday

Given the top results previous Rob is learily a quick driver, we started a little rusty on stage one after a two year lay off thanks to COVID-19.

Stage two and three however, we took forty seconds off the stage one time and it brought us to seventh overall after both a Volkswagen and a Darrian went off at the same corner

We had rainfall from every angle throughout that day as the weather teased us with blue skies all day, before tipping down just before stage starts. We managed all five stages, setting quick times on most before finishing seventh overall and first in class. Given the top six were R5, WRC and Darriens we are suitably impressed with a good days rallying

That's it for this year for me - I have an eye on the new for 2022 closed road rally in Beverley, Hull as the next event in February. Until then, looking forward to a short break for Christmas!

Rob Tout and Mark Broadbent A&PMCC



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LANDSAIL TEAM GERIATRIC GOES CLOSE IN LYDDEN HILL FINALE

Wigan racer Tony Lynch was left to wonder what might have been after bringing the curtain down on his Retro Rallycross Championship campaign at Lydden Hill.

Tony and his Landsail Team Geriatric outfit headed for the 'Home of Rallycross' looking to try and overturn an eleven point deficit to the rival Simon Hart in the standings, with Tony's title challenge having taken a hit after a fire in the previous event at Knockhill.

With Tony having also rolled the car during the Scottish meeting, the team was forced to work hard to ensure that he was able to compete in the season finale, with the Toyota MR2 looking almost good as new by the time it was loaded onto the trailer for the long trip to Kent.

Any concerns there may have been about the car were put to one side after the opening heat as Tony secured second spot, and he then went one better in heat two as he beat the rapid Mini of Terry Moore and the Citroen AX of Steve Cozens to victory.

A third place finish behind the pair in heat three meant Tony would qualify in second place for the finale, with title rival Hart starting from fourth at the wheel of his Escort.

Having taken points out of Hart through the heats, Tony headed into the final race knowing the title was on the line but would lose out to Moore and Cozens on the run down to turn one.

From that point on, he had to settle into third spot and despite ending the year with another podium finish, fifth for Hart meant he edged Tony for top spot in the standings.

"We knew that we had a chance of the title but the loss of two cars from the entry before the weekend made things more difficult when it came to taking points off Simon," he said.

"We just focused on the job at hand and the car went well in the heats to qualify second, which is probably more than I was expecting against Terry and Steve as their cars are better suited to Lydden Hill than the Toyota.

"The start was key in the final and I really needed to try and get ahead so I could then work to keep them behind, but they got the jump at turn one and I knew I wouldn't be able to get back ahead. I had to settle for third, and unfortunately that wasn't quite enough to overhaul Simon and take the title.

"It all comes down to what happened at Knockhill and the fire there ultimately proved to be decisive as the points we lost in qualifying were the difference between us winning the title and finishing in second.

"It's frustrating that a mechanical issue that was outside our control has cost us the championship, but at the same time, I'm hugely proud of the team for their efforts as they have turned out a fantastic car for every round and - Knockhill aside - we've been right up there at the front all year.

"I have to say a huge thank you to the sponsors who have backed us this year, and all of those who have given shown their support along the way. It's a shame that we couldn't deliver the title, but we gave it our all."

RETRO RALLYCROSS 2021 CHAMPIONSHIP



Condor MSC, Milltown Stages

Kevin Jeffray

This would be our last event for 2021. With it being my local event I offered help to set up stages in the week prior to the rally.

First day spent taking loads of tyres out to build chicanes and mark out route. Second day to erect Heras fencing to stop crews being blinded by other cars on the night stages.

Scrutineering was at Blitz at Nairn on Saturday afternoon then straight through to Elgin to drop the trailer off ready for a early Sunday morning start.

5 stages, with nearly 60 miles of competition were planned on the old airfield at Milltown which had not seen a rally for many a year. It's a very abrasive concrete surface which would destroy any tyre with some mud and grass thrown in as well

Decided to run Yoko A048 as they offer more bite than a moulded slick and it's a popular tyre which a lot of rally-cross lads use on similar surfaces, but with Tara not having a lsd I didn't expect them to last long.

The start of the first stage was delayed, so it was nearly 10.00 but the time we pulled up to the line. After recent rain the grip varied from good to close your eyes nothing. Loads of lurid slides and liberal use of the handbrake at nearly every junction saw us catch and overtake the Impreza that started 30 seconds in front of us.

Back to service for a brew and a quick check over, we find some div (me) hadn't put oil filler cap back on, which had covered the engine bay in a coat of Millers best. Hasty repair with a pice of plastic sheet and some cable ties and we're ready to do battle again.

Grip levels were no better on SS2 with Tara sitting on the rev limiter looking for traction most of the stage. Caught another couple of cars which included some dodgy overtaking manovers on the grass to get get passed. Coming to the flying finish and there was no way we were going to make the last corner. Big lock up and we head butt a tyre out of the way and then struggle to get off the grass, nearly been caught by one of the cars we had passed earlier. Onto the axle stands in service, and luckily only damage was a broken number plate and a crack in bumper. We also find reason for overshoot. No tread left on front tyres.

Rain showers during the lunch break saw us aquaplane off on the second corner of SS3, through some tyres and back onto the road with little time lost. Visibility on both stage three and four was becoming difficult at times, due to either more rain or muddy spray coming off other competitors as you or they overtook each other.

More front tyres required by the time we got back into service.

With darkness closing in, they made the decision just to do one lap of stage five instead of two for safety reasons. I've never been that good at night time driving but we set a reasonable time over the final 6 miles to see us finish 17th o/a and 1st in class

Big thanks to Condor MSC for putting on a awesome event and to all the marshal's that stood out in atrocious weather conditions.

Thank you to Iain Macleod and the wee man for servicing and Linda for sitting in the other seat

A great end to a great rallying year. 5 events, 5 finishes

Should have been sat in Carlisle now waiting for start of RAC Rally but that will have to wait for another time

Hoping to do BTRDA forest series next year with a few tarmac events thrown in for good measure



Kevin Jeffray



Vintage Sports Car Club Lakeland Trial

and some motoring heroes.

Keith Thomas.

Since the 1960s the Vintage Sports Car Club, or VSCC as it's usually known, have held their Lakeland trial up here in the Northern Lake district where cars mainly from the 1920s or so up to 1940 have tackled rough or muddy sections the idea being to climb as far as possible without stopping or hitting any of the marker posts. These sections were traditionally held in the local forests on unsurfaced tracks or on private land. One iconic section named Drumhouse is a steep rough track that climbs up from Honister slate mine to the top of Fleetwith Pike which is often obscured by cloud. Just climbing Honister pass itself is regarded as an adventure by many drivers of modern cars, in an old prewar car it is a feat in itself. Descending the pair of them is most definitely a buttock clenching experience.

It has to be said VSCC people are definitely a slightly different breed of motoring enthusiasts than most, shall we call them "eccentrics" so as not to have a lawsuit to defend! Let's face it they are far more eccentric than members of most other motor clubs, but this makes them far more interesting in my humble opinion.

Some are very definitely public school, some even from aristocracy and have unlimited funds to indulge in their hobbies, at the other end of the spectrum are impecunious enthusiasts on diminishing incomes but all the VSCC competitors have one thing in common, an affection, in fact an affliction and dedication to "old" cars that often completely overrides other interests.

Who would drive an Austin 7 or an open vintage Bentley or anything in between for that matter sometimes for hundreds of miles just to compete or marshal in an event? In this country it means being prepared to drive in hail, rain or shine then drive home again either after the event or the following day or maybe a few days later? VSCC people were always noted for doing this, it is not a thing of the past either, I met several on the Lakeland Trial who did just that.

Due to Covid, 2020 was a season lost, again this year it wasn't certain until right up to the event itself whether the Lakeland could go ahead but during this time Clerk of Course David Rushton and Andrew Tarring VSCC trials secretary had been diligently beaver away sorting out landowner permissions, general paperwork, permits, insurance etc. Most importantly Dave Nicholson a recent convert to VSCC membership and to old cars re wrote the whole Health and Safety risk assessment documents that officials at Forest Enterprise scrutinised with a fine toothcomb before granting a permit.

These new standards came about because in 2019 what could easily have been a fatality occurred in Setmurthy forest in a trial organised by another very experienced club who ran everything exactly to the book and couldn't be faulted on any aspect of organization in any way, shape, or form. An open Austin 7 Chummy was climbing up a section that had a steep bank on each side, about halfway up the car lost traction and forward motion, it couldn't climb any higher and stopped. Suddenly for whatever reason before the passenger had time to get out the car ran backwards down the hill then slewed up the bank at 90 degrees to the track and completely overturned trapping the two competitors under the car. Fortunately, at that point there were several marshals who quickly lifted the car and rolled it onto its side but one of the occupants had been severely crushed when the car overturned resulting what turned out to be severe internal injuries.

Only the quick thinking and immense skill of a lady who is a regular VSCC competitor in the very next car waiting to start the section who witnessed the accident and crucially was an army paramedic saved the person's life. She realized it was so serious it required an air ambulance and being a member of the Wales ambulance service too she used her ambulance service identity number to immediately call the air ambulance.



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Lake District Trial Continued from Page 18

By initially carrying out skilled battlefield techniques, then using some of the medical equipment I happened to have in my car as a Community First Responder she worked on the patient until the air ambulance doctor arrived, and they administered treatments along with other emergency ambulance paramedics who eventually arrived on the scene in the middle of the forest until the patient was finally made stable enough to be airlifted to hospital.

This incident involved the air ambulance, two emergency ambulances, police and the mountain rescue services so obviously later there were lots of meetings and an inquiry as to the cause of the incident.

The injured person owes his life to Karen Davies and to Simon Price who were in their Model A special, Simon has businesses in Wales where he lives but is also part time fireman in the rural community so is used to dealing traffic accidents and injured people. I was there when the incident happened, Simon was of great assistance to Karen and everyone else on scene played their part, it was a very frightening situation indeed but fortunately had a successful outcome. Karen deserved a medal or some sort of recognition for the superb work she did that day.

This year we weren't allowed to start from the Whinlatter visitor centre as the car park is so busy with day visitors but luckily Dave Nicholson and myself are long standing members of our local sailing club and being only half a mile from Wythop forest we realised it would provide a perfect start venue. With permission from the sailing club committee, we were able to organise ample trailer parking and a one-way system that allowed scrutineering to be carried out easily in order of arrival. It is wonderful when organisations have complimentary skills, great facilities, plus the enthusiasm from members to work together.

Three totally new sections were found this year on the Snittlegarth estate near Ireby, only about five or six miles from the sailing club, these new sections came about because Roddy Green the landowner is great friends with Dave Rushton and Kirk Rylands. Kirk who many of you know was the former owner and racing driver who campaigned his HWM Reg number HWM 1 for over 30 years at events all over Europe as well as this country. He drove vast distances to events shunning the softie ways of trailering it there, although as Kirk remarked, there was so little room for luggage in the HWM my wife had hardly enough room for clean underwear!

At the sailing club I had to abandon my scrutineering duties for a while and be a gate marshal as suddenly an influx of competitors all arrived together then they just seemed to keep on coming one after the other. Directing loaded trailers one way and trial ready competitors' cars the other way we quickly had almost 90 cars in a long line nose to tail right around the sailing club.



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It looked very impressive and to enhance it further the sun rose over the nearby Skiddaw, a wonderful sight captured by many people with their phones and posted on Facebook. Sailing had virtually finished for the season otherwise the club would be far too busy to cope with anything like this.

Dave Swann, the very experienced race scrutineer ably helped by Andrew Smith, coped easily with scrutineering. I rejoined them as soon as I could to help with the remaining cars. Dave had given us some great tips on things to look out for particularly making sure the handbrake was not at the end of its travel. He explained it essential on any trial, but especially so on the Lakeland with massively steep hills like Drumhouse and Honister, to have a handbrake that is properly adjusted and can hold a car on steep hills. All competitors need to be very aware of this important point, trying to rectify any problems at the start of a trial may not be possible, and failing to obtain a scrutineering pass means no trial. Please take note for future events as scrutineers will pay particular attention to this matter.

I spent a lot of time during the trial talking to some of the nicest people it is possible to meet, one such chap was a very clever professional person, a designer of complex industrial buildings with curved roofs and part owner of the company that manufactured the products he designed. I thought to myself here is a chap who arrives at work in a suit and never gets his hands dirty, how wrong I was! To my surprise at home he had a number of cars that he worked on himself but during the last two years he has concentrated on completely rebuilding a vintage Bentley, stripping it down to the last nut and bolt, machining parts in his home workshop on his lathes and milling machines, welding, grinding and rebuilding components, he had just driven this car from the south of England well over 300 miles just to marshal on the Lakeland Trial. After a week's holiday up here, he was to drive it all the way home again.

We discussed the merits of low hydrogen welding rods and specialist steels, also submerged arc welding machines that we used when I was a structural plater at British Steel Company in the 1970s building flasks or "Coffins" we called them for carrying nuclear fuel for Sellafield. These flasks were often seen travelling on the main roads of the country on low loaders at only 15 MPH with armed police escorts. I haven't seen any for many years now, but I'm told they are carried by rail and travel through the night these days. The flasks were constructed from steel plate that was eleven inches thick, that is not a misprint the steel was indeed eleven inches thick.

We also discussed the quirks and problems of his Bugattis, the unsuitability of these cars to go shopping in normal shoes as they are too wide for the narrowly spaced pedals!

He told me he was progressing with building an engine that was two Austin 7 engines arranged in a vee on a specially made crankcase, it had two crankshafts, no normal flywheel but the crankshafts were connected by a chain in turn driving a shaft to a flywheel that was located further towards the rear axle, absolutely mind blowing but that's how you build a 1500cc Austin 7 V8, wow! I really enjoyed chatting to this amazing man, what a talented individual and an inspiration to us all

Another very young guy in the trial was driving what I can only describe as a "contraption," I think that terminology is reasonably accurate as it had an Austin 7 chassis, a horizontally opposed aero or ancient motorbike engine although I think the former. The chassis must have been shortened or the drive train or rear suspension modified greatly as the driver and passenger were sitting right over the rear wheels for added traction, the drivers cap was worn back to front just like the old racing drivers adding to the vintage look.

Later in the day I was at Snittlegarth, many cars didn't manage to get through the first thirty yards of glutinous mud on section one but this car I called the "Contraption" drove right through it and on up the grassy hill to the finish marshal as though it was on the M6 on a sunny afternoon. The driver had been telling me at scrutineering that a few days before it was just a heap of bits on the garage floor. Here was another "eccentric" but a truly amazing guy. If you Google "Goodwood 78th Member's meeting, SF Edge trophy race, there is a video titled "Epic prewar wet car control", you will see in only 1min 57 secs the fantastic car control of Hughie Walker, he was the driver of the "Contraption" I have just mentioned although he was driving a different car at Goodwood. He was amazing, sliding yet another vintage car around Goodwood in pouring rain on skinny tyres, dicing with Duncan Pittaway. Duncan is probably best known as the owner / driver of the "Beast of Turin" although Duncan was also in a different car at the members meeting.

With no roll over cage or safety protection for these guys whatsoever the video highlights the superb car control, astounding skill and bravery from both. Duncan was also competing on the Lakeland trial as he usually does in his GN, it is wonderful hearing the sound of that GN in the forests of Cumbria.

Lake District Trial Continued from Page 20

The finish venue was the Wheatsheaf at Lorton one of the Lake Districts best pubs, it doesn't matter whether it's the food, the beer, or the staff we are talking about, all are absolutely top quality, we are so lucky to have such a wonderful venue and such an accommodating host.

This trial brings many hundreds of people to the Lake district out of the main tourist season when many hotels, B & Bs and eating places are traditionally quiet. This influx of customers pumps in a vast amount of money to the local economy, most people love to see the old cars travelling along roads many of which around Buttermere and Lorton have changed very little since the cars first travelled these parts in days of yore.

When the scorecards were handed in to be checked, there was a chance to meet up again with old friends and have a welcome drink but because of Covid most people took their drinks outside to the car park to lessen the risk of catching this nasty virus.

The event had been a great success, David Rushton has ideas to improve or modify a few things next year, the organisers did a great job but without the real heroes the trial couldn't run, those people being the marshals. I was able to gather quite a lot of marshals using a database I have set up over the last few years of people from various motor clubs that were willing to help the VSCC with the trial to supplement the stalwart marshals that are members of the VSCC. Many travelled from all over the country to marshal and help, some setting off in the middle of the night, some even stayed overnight at their own expense, without these people the trial couldn't go ahead so a big thank you to this vast army of people, your efforts are really appreciated.

You remember I described the membership generally of VSCC members as "eccentric" well marshals you also fall into this category too but it's a great compliment, we are all so glad to be described as such.

Keith Thomas



It is with enormous regret that the organisers of the Hippo Motor Group Grizedale Stages Rally 2021 announce the cancellation of the event due to run this coming weekend, on the grounds of safety.

Storm Arwen has reaped considerable damage to the forests, which the organising team had surveyed over this past weekend and hoped could be cleared in time. However, whilst there is a slim possibility of re-opening most of the forest tracks in time, there remains an unacceptable and significant danger posed by the truncated ends of trees protruding, and semi-fallen trees mean that the spectator areas remain fundamentally unsafe. The forests are currently closed to all users.

To the organising team, this is a hammer blow for all our hundreds of hours spent working on preparing the rally, as well as the considerable costs incurred so far. We acknowledge competitors, marshals and officials will also have laid out a lot of money and will be as disappointed as we are to be in this situation. Clearly it is beyond anyones control. To put it in perspective, the villages of Coniston and Ambleside have been without power since Friday night.

A further statement will be issued on the future of the rally, whether we can just postpone or whether this is complete cancellation. We will commit to refunding competitors their entry fees (less the admin charge – sorry) and everyone who bought car park tickets will get an automatic refund.

We thank everyone who entered, who volunteered, who supplied and helped us. Guttled doesn't begin to cover it.

The GSR2021 Organising Team



That Was The Month That Was...

Bruce 'Chonka' Lindsay : Pendle & DMC

Well we did it 3 weekends 3 rallies, and 3 good finishes.

Hats off to Jan for a sterling month of September driving length of the UK to compete on some amazing stages

Week 1 was the Galloway Hills Rally, one of our fave events saw Jan score his best class result to date in the subaru taking 2nd in class and a respectable 31st overall.

Week 2. Greystoke Stages Rally, we set off with the best of intentions only to develop a misfire due to losing a vacuum hose off the inlet manifold. After this was spotted by Geoff we then went on to secure another finish for the 2nd week in a row and a credible 20th oa.

Week 3. Trackrod Rally Yorkshire Forest Stages, so this was it week 3 of 3 running 4th from last in the whole event meaning we had the roughest of the rough on the Stages but us being us we thought Fu*k it and off we went and again we finished and finished well with a very happy 29oa from 86 starters.

What a month, what a set of rallies and what a great team effort. We'll done Jan, Massive thanks to our service team through Sept. Geoff, Ant, Sam, Rhyssssss & Jane it's all about the team on a busy month like this.

A quick shout out to Craig who's notes we have adapted to brilliantly.

That's about it really adrenaline fuelled few weeks and I'm knackered now.

Next up for Chonka Rallying is Rnd 1 of the MSN Circuit Championship 21/22 #fezbomb

Thanks to all for following us more to come.

ADIOS AMIGOSS



Photo courtesy of Graham Clark



Bruce 'Chonka' Lindsay : Pendle & DMC

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MEM

Malton Forest Rally

7th November

Cat Lund : Beverley & DMC

I think it is safe to say that the Malton Forest Rally proved to be quite a challenge for us.

The Saab kept deciding it wanted to stop, which was cured by changing the plugs at every opportunity. We got very fast at changing them, luckily there were only three!

Anyway we lost a load of time when the car died on the road section after SS2..... we continued, but after starting SS3 in the middle of the Top 4wd boys we thought we had better go and see rally HQ to explore how we could get back into the 2wd running order.

All agreed we could leave service early with no penalties in order to catch up, unfortunately it seems no one told Matthew at Rallies info, so the results are now final with a penalty for 10 mins early. No co-driver likes to see a penalty for early on their results!

We were just leaving last service when the car would not start and the plugs had to be changed again, so we dropped a minute leaving service.

Then we were most of the way through the last stage - Langdale (my nemesis?) when the car died coming out of a hairpin left. Yet again we had to change the plugs! I must say, I thought rallying with Adrian Drury was eventful, but I have never had to change a set of plugs mid stage before!!!

Thanks, I think, Sam Spencer for subbing me into the seat, it was certainly an experience!

Thanks to my driver Steve Higgins for the craic, and the Saab boys for supplying spark plugs.

Finally, thanks to all the marshals who were out in the fabulous Yorkshire forests so we could have a skid about.

Cat Lund : Beverley & DMC



Photo Courtesy of GF Rally Images

MEM

Malton Forest Rally

7th November

Bruce Lindsway with Jan int th'owd Scooby

Wow, for once, this may well be me speechless ...

It was a rally of calamities lol , these started on Wednesday when I got a call from Jan to say he'd misplaced some docs those docs being MSA passport , MOT , insurance and obviously his licence... " not a problem was my reply , not a bloody problem". So this problem was subsequently resolved, yes Jan found the missing documents in the exact place they had been left, problem solved (cheers to Chrissie for stepping up and also taking the bullet for this unfortunate turn of events, but Jane , Geoff & I know the true culprit). Any road let's forget about that (it never happened Jan)

Continued on Page 24



Malton Forest Rally Continued from Page 23

Let's have a natter 'bout rallying more t' point the Malton Forest Stages 2021. Firstly can I just say what a great event as always this has been , cheers to the marshals , rescue , officials and of course our team for making this weekend bloody CRACKIN' .

So off to scrutiny and all was going well having a natter and crack with the one I call " The Bearded One" lol having a natter how good it was to be back to some sense of normality etc etc, until uncle Adolf turned up and proceeded to well mess about with things already sorted... whilst 1 scrut was putting paperwork away after checking turbo seal against the msa passport uncle Adolf then grabbed the paperwork folder and the proceeded to remove the old msa logbook asking if the turbo seal had been checked (we then had to nicely explain it had been checked and checked against the current up to date passport so please could you put the paperwork back .Then uncle Adolf decided to re check Jan's helmet (maybe since it was inspected some 30 secs ago it been involved in a massive impact who knows) after he dragged it out of the bag and finding it hadn't aged in the previous now 45 secs he was happy and thus handed the bag and helmet back to Jan unbeknownst to us he had dropped the intercom lead on the floor and luckily this was handed into rally HQ, me thinks the previous 12 months had given some delegates an inferiority complex and left them feeling unloved.

So all that done we looked forward to a spiffing days rallying. Sunday 7.30 am and it was drivers briefing time hosted by what resembled Friar Tuck doing karaoke well actually it was Chris Woodcock (sorry pal). With that out of the way we sauntered of to SS1, had a good clean run setting a top 30 time catching the car in front at the finish , then on to SS2 again a good run and again catching the car in front by the end of stage. Off to 1st service of the day seeing us sitting 29th out of 95 starters and 14th out of 26 starters so to say we was happy chappies was an understatement.

After a quick splash of fuel for us and the car back out to SS3 we went And this is where it sort of went to shit on the road section Jan lost the clutch pedal with it just staying on the floor , after pumping it a few times it came back and on we went , unfortunately it happened again on the bloody start line this caused us a bit of trouble through the stage with us stalling on the tightest junction on the stage and it also stuck in gear so we sat there trying to restart with what seemed like an eternity ticking away , eventually after much pumping and a very weak battery the bloody thing sparked into life losing us around 30 secs... of we limped back to service with no clutch pedal at all at this point. After inspection found the clutch slave cylinder pipe had burst and we had no spare FFS was this game over ????? No it was NOT my never say die attitude kicked in and I managed to cobble together a Subaru Impreza clutch pipe from a spare #fezbomb goodridge front brake flexible I had in the Team Chonka rally van , a few shakes of Chonkas wand and a few goodridge brake pipe fittings it was on and bled up AND IT ONLY BLOODY WORKED

Bruce 'Chonka' Lindsay : Pendle & DMC



Photos Courtesy of Graham Clark



MEM

Malton Forest Rally 7th November

John Gribbins / Colin Blunt : Clitheroe & DMC

What an awesome weekend up in the Yorkshire forests at The Malton Forest Rally with our very own Clitheroe and District Motor Club joining forces to put on a fantastic rally.

This is now our third outing in the escort that John and I have built and apart from bolt checks after each event it's been trouble free (so far)

So onto the rally we decided a change in tack as far as tyres go and we went with Cooper S1 gravel tyres from Mr Tyre Motorsport and the grip was so much better than the mediums.

SS1 Gale Rigg we decided we were going to be on it right from the word go, all went well but I noticed that John could leave his braking much later than he was doing, with this in mind off we went to SS2 Cropton and after a small delay off we go John was absolutely flying compared to the weekend before and our braking points were much better. A late call from me over a crest into a square right really tested John's ability to throw the car in and scrub the speed off, as I watched the banking coming closer and closer through my side window yes we were round.

Into service a quick check over and off we go to SS3 Langdale quite a long stage with something to get your teeth into, we came out here all well and off to service and the 2nd loop of the three stages.

SS4 went even better and we were 6 seconds faster SS5 and again faster by 7 seconds we had one more stage to go but the question was did we put lamps on at the last service we decided we would and off we went (we didn't need them) after a little issue on route we dropped a couple of minutes going into the control and we dropped in behind another mk2 ready for the start.

I gave John a pep talk and we were on a mission we were through stage unscathed on what I call an exiting stage....

John though it was untidy but I knew it was quicker and when got our finish time we were a full 10 seconds quicker. When we got back to the finish our hard work and team effort paid off with our best result of 27th O/A and 3rd in a very strong 2 litre class.

We would like to say a massive thanks to Ashleigh Blunt, Adam Crawshaw, Mitchell Gribbins Now for helping at service and both Malton Club, Clitheroe Club and all the Marshall's who put the Rally on



Photos Courtesy of Graham Clark

John Gribbins / Colin Blunt : Clitheroe & DMC

HISTORIC SPORTS CAR CLUB MALLORY PARK

SEPTEMBER 2021

PAUL COMMONS

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

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

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

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

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

Exceptional work by the Mallory support staff would ensure the first Historic F3 race would commence with little delay and it would be Ian Bankhurst aboard his Alexis Mk8 who lead the early stages before polesitter Sam Wilson would eventually find a way back past.

Both would soon be concerned by the rapid progress of Jeremy Timms from a lowly 8th place starting position however; The Chevron B15 pilot carving his way through the field to take the lead by half distance and claim an excellent victory by over 2 seconds. With Wilson forced into retirement after a spin, Bankhurst would find himself on the second step of the podium whilst Steve Seaman (Brabham BT21) would set fastest lap of the race on his way to third. Timms would later complete a victory double after again falling behind Bankhurst at the start! Bankhurst meanwhile just managed to stave off challenges from Wilson and Mike Walker to again claim the runner up spot whilst Walker, aboard his Brabham BT21, would this time round out the podium positions after Wilson's late retirement



Continued on Page 27

Mallory Park **Continued from Page 26**

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



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

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

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

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

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

Report & Images : Paul Commons

Paul Commons Motorsport Photography

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

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

Product

- JPEGs, prints, press releases and reports.
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Bolton-le-Moors CC Neil Howard Stages Rally

Oulton Park
Saturday 6th November 2021

Bird Rockets To Oulton Park Victory

Just two weeks after conquering the fast roads of the Otterburn military ranges, Cumbrian rally driver Frank Bird was back in rally action this weekend where he rocketed to another comprehensive victory on the Neil Howard Memorial Stages Rally, sponsored by Graham Coffey & Co. Solicitors, at Oulton Park in Cheshire.

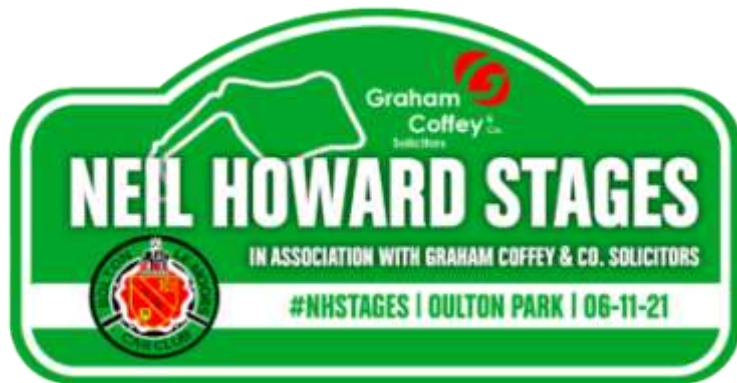
The 22 year old caused fireworks of his own making by sweeping aside the opposition on the opening round of the Motorsport News Circuit Rally Championship with MSVR with ease to take maximum points in his quest for the title.

Frank, from Penrith, along with Lake District-based co-driver Jack Morton were having only their second outing in the Dom Buckley Motorsport-prepared and Frank Bird Poultry-backed Ford Fiesta Rally2 with assistance from Hager, Fuchs Titan Oils, Aico and Yuasa, as the pair took on the established stars of the series whilst leading from start to finish once again.

Quickest on the opening stage by six seconds, the pair steadily built their lead throughout the eight stages to emerge victorious by over a minute at the finish after setting fastest time on all 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 only the second time competing in an asphalt rally since May, whereby he has won both of them.

Frank Bird: "We had a good run with no problems to report at all. I was using the Michelin tyres as stipulated by the championship for the first time, so they were new to me, but the car ran faultlessly, and Jack as ever did a great job on the notes. I can't do all the rounds of the series so it's important to get maximum points in the ones we do so this is a great start. Thanks to the team, our sponsors and of course my dad for these opportunities."



Photos Courtesy of Russ Otway Photography

1	Frank Bird/Jack Morton	(Ford Fiesta Rally2)	50 mins 47 secs
2	Joe Cunningham/Josh Beer	(Ford Fiesta)	+1:06
3	Neil Roskell/Shawn Layland	(Ford Fiesta R5)	+1:40
4	Barry Morris/Marc Fowler	(Darrian T90 GTR)	+2:45
5	Darrell Taylor/Dylan Thomas	(Ford Fiesta Rally2)	+3:08
6	Graham Coffey/Matt Daniels	(Ford Fiesta S2000T)	+3:12

NORTH WEST RACERS

With Dave Williams

THE END OF ANOTHER FANTASTIC SEASON

This month we cover the deciding rounds of the 2021 CNC Heads Sports/Saloon Championship and the ETSL ST-XR Challenge. Both closed out their seasons with Double Headers at the parkland circuits of Oulton and Donington respectively.

CNC HEADS SPORTS/SALOON CHAMPIONSHIP **Oulton Park, 23rd October**

Ahead of this Double Header season closing title decider the leaders of Classes A, B and E (Paul Rose, Jon Woolfitt and Jamie Cryer respectively) all had a chance of claiming the overall title with Cryer being the man to beat.

The day couldn't have begun any worse for Paul Rose. The Sakar driver only completed a single flying lap in qualifying as his car refused to change gear. He had to return to the paddock to fix the problem and managed to get out again right at the end of the session to confirm that the issue had been resolved. This put him fourth on the grid for the first race of the day but, with no second quickest time to his name, he would start plum last on the grid for the final round of the season.

The track was damp for qualifying and Rose's Sakar team mate, Steve Harris, used wets when almost everyone else was struggling on slicks to ensure that he would start the opening encounter from pole with Paul Woolfitt's Lotus Exige alongside him. These positions would be reversed on the second grid of the day.

When the red lights went out to get race 1 underway the 2 cars on the front row were passed before they reached Old Hall by the pair of drivers who started behind them – Jon Woolfitt (Spire) and Rose. The latter had an unusually good start and took the lead from Jon Woolfitt at Island Bend.

Rose then disappeared into the distance which meant he missed out on all the fun as there was an almighty battle for second.

After his slow start, Paul Woolfitt crossed the line in fourth but he was on fire! He was up to second at the end of lap 2 and it looked like he had such speed that he was going to catch the all-conquering Rose but it was not to be as the Lotus developed a problem with its exhaust which brought his race to an end in the pits.

Another driver who had great pace was Luke Armiger who was also in the thick of the fight for the runner-up position. At one point he had too much pace when his Vauxhall Tigra took a trip down the escape road at Hislops.

Harris established himself in second but he tripped over a backmarker going up Clay Hill. The resulting crash brought the red flags. As Harris was classified as a non-finisher, Armiger stepped up to the runner-up position as Jon Woolfitt completed the podium. The latter was hampered by the loss of sixth gear.

So both Rose and Jon Woolfitt won their Class as did Cryer who had a lonely run to seventh overall in his Ginetta G20 to keep himself narrowly ahead in the Championship points standings. The other class winners were Ric Walker (Class D Mini John Cooper Works) and Graeme Smith (Class F Mazda MX5)



***Paul Rose won race 2
from the back of the grid
Photo: Peter Scherer***



***Paul Woolfitt had great pace in race 1
Photo: Peter Scherer***

Continued on Page 30

North West Racers **Continued from Page 29**

Harris and Paul Woolfitt were unable to start race 2 while Armiger was to retire from this contest with a broken half shaft therefore it was a question of whether Rose could come through from last on the grid to prevent Jon Woolfitt taking the overall win.

When the Safety Car appeared on lap 2, Rose was already up to fifth and the full course yellow negated the advantage that Jon Woolfitt had quickly built up.

After the Safety Car pulled-in, Rose immediately gained a place but then at Cascades there was no way through as Paul Dobson (Locost) and Andy Bicknell (Ginetta G50) were side by side. It turned out that Dobson's car was losing power and he immediately retired to avoid inflicting serious harm to his engine.

Jon Woolfitt was able to establish a 10 length advantage while all this was going on but Rose was still able to catch him. Coming over Hill Top on lap 6 Rose drew alongside but Woolfitt had the inside line and was able to keep ahead when they reached Hislops. However, it was only a temporary reprieve as Rose blasted into the lead up Clay Hill to set up victory number 2 of the day with Woolfitt second overall and Bicknell third. Once again, the 1 – 2 finishers won Class A and B respectively – so the question was, did Cryer win his class too?

At the time Rose took the lead, Cryer was running a remarkable fourth overall in his little Ginetta although in the closing stages he was passed by Mark Primett and Ric Wood. Cryer didn't care as he was still the first car to cross the line in Class E which meant he retained the CNC Heads Sports/Saloon Championship crown.

Primett was having his first outing for a few years in his "Banks" Lotus Europa clone while Wood won Class D in his Nissan RB26 having retired from race 1 with fuel pressure problems. Once again Graeme Smith took the honours in Class F.

ETSL ST-XR CHALLENGE **Donington Park, 6th November**

Prior to this final meeting of the season, Michael Blackburn had been quickest in 4 out of the previous 5 qualifying sessions but this time, although he felt he got the maximum amount of speed out of his Fiesta ST, an understeer problem meant he was beaten to the top of the timesheets by Chris Grimes.

However, a poor getaway by Grimes at the start of race 1 allowed Blackburn to seize the initiative and take the lead. Grimes wasn't too concerned as he knew, due to the speed he had in qualifying, that he had the pace to get into the lead.

Grimes had great confidence in his brakes and was able to dive down the inside of Blackburn at Redgate after a couple of laps. He then held a tight line on the exit to defend from any cut-back manoeuvres his adversary may have attempted however Blackburn made a conscious decision not to battle too hard as he didn't want to delay the pair of them and allow the rest of the pack to catch up.

This contest had begun a short time after qualifying denying Blackburn the time to rectify his handling issues so he continued to lack front end grip which meant Grimes was able to cruise away to take a comfortable victory.



Jamie Cryer retained his CNC Title
Photo: Peter Scherer



Chris Grimes won race 1 - Photo: PS Images



Alex Causer had a win in the XR Class
Photo: PS Images

Continued on Page 31

Blackburn fell back into the clutches of Chris Jones. He resolutely defended the runner-up position but on lap 8, the understeer trait of his car reared its head exiting Coppice and allowed Jones to move ahead down Starkey's Straight. However, Blackburn wasn't giving up the place that easily and nipped back in front exiting Redgate. Their place swapping allowed the battle for fourth to close in so now we had Blackburn, Jones, Lee Bowron, Sam Beckett and Michael Heath all in contention for the runner-up position. Before the end of the lap, Blackburn ran wide coming out of McLean's allowing Jones to get back into second before they reached Coppice. Things got even worse for Blackburn as Lee Bowron pushed him down to fourth heading down to the chicane.

Exiting the final corner, Beckett tried to demote Blackburn further but his advances were repelled. Then, in a flash, Heath had passed Beckett.

At the start of the last lap, Beckett took fifth from Heath into Redgate having got a superb run out of the chicane while down the Craner Curves and into the Old Hairpin, Blackburn was taking third from Bowron.

As he was on the outside line at the Old Hairpin, Bowron lost momentum through Starkey's Bridge and by the time they reached Schwantz Curve he had Heath to his left and Beckett on his right. Three into one wouldn't fit. Beckett's left rear made contact with Lee Bowron's right front turning him across the front of Bowron and into Heath.

Despite being the filling of the sandwich, Bowron came off best and finished in fourth. Beckett headed off into the McLean's gravel trap, where he stayed. The same fate almost befell Heath but he kept the power on as he drifted through the kitty litter and had enough momentum to get back onto the tarmac. The incident caused a fair amount of damage to his car and exiting the chicane Heath was out-dragged by Ryan Bowron (Lee's son) who claimed fifth.

The XR Class was a straight fight between Simon Robinson and Alex Causer. The former had a clear points advantage and decided on a careful approach to preserve his car in a bid to ensure he finished both races. This meant Causer was fastest in qualifying and finished first in this category at the end of the opening encounter.

Robinson, meanwhile, got tangled up with some of the slower ST runners and, after being forced into a spin at the chicane, he trundled round at the back of the field to ensure he made it to the line.

Causer was relieved that Robinson disappeared from his rear view mirror as his engine began making unhealthy noises and he too had to take things easy in the closing stages.

For race 2, when the XR cars started at the front of the field, Robinson decided to reverse his approach and go all out for the win. Causer took the lead away from the line having changed his cam' followers to resolve the engine issues that appeared earlier in the day.

Before the opening lap had been completed, the Safety Car boards appeared because a car was stuck in the gravel at the Old Hairpin. At the restart, Causer was very eager to make a break and put his foot down as soon as the Safety Car accelerated away. However, when it slowed to negotiate the chicane and peel off into the pitlane, Causer had to dramatically reduce his speed to avoid running into the back of it. This gave the rest of the field the run on him and allowed Robinson to pass him to seal the Class A (XR2) race win and Championship.

Causer was then delayed when he ran side by side through the Old Hairpin with one of the ST cars but reeled Robinson back in and even drew alongside on a couple of occasions but just wasn't brave enough to complete the pass.

The only other XR competitor entered was Jason Hennefer in a Class B Escort XR3i – he secured the title in that category.

In Class D for the more recent Fiesta ST model, there were three drivers still in with a chance of winning the title at this final round. Their points haul so far also meant that whoever came out on top would take the overall Championship.



**Chris Jones sealed the ST Championship
as dusk descended on Donington Park
Photo: PS Images**

North West Racers : Continued from Page 31

The contenders were Chris Jones, Michael Blackburn and Lee Bowron. Having tested at the venue prior to the event, the latter was curious as to why he couldn't quite get on the pace of the front runners while Blackburn had the already-mentioned understeer problem that he couldn't resolve although he had made some tweaks for the final encounter to try to find more front end grip.

Things couldn't have been better aligned for Jones, he made a great getaway to head the other STs into the first corner and then took the overall lead as the XR runners battled amongst themselves when the Safety Car pulled in.

Chris Grimes in the second ST was delayed at this point as Robinson and Causer ran side by side through Redgate. Given there was drizzle making the track greasy, he then decided that he would be more than happy to bring his car home in the runner-up position thus Jones had a fairly unchallenged championship clinching victory.

The podium was completed by Blackburn with Bowron finishing fourth. Both were overtaken at the first corner by Mark Blunt who found that there was more grip than anyone else realised despite the drizzle falling but he was pushed down to fifth as the race unfolded.

Sam Beckett and Michael Heath who both featured in race 1 failed to finish this time around due to engine and gearbox problems respectively.

Dave Williams

Please Note

**PS Images are a new venture by
Phil Rainford and Shirley Woodall**

**Longton & DMC
Awards Night
Saturday 15th January 2022
Barton Manor Hotel
18:30 – 01:00**



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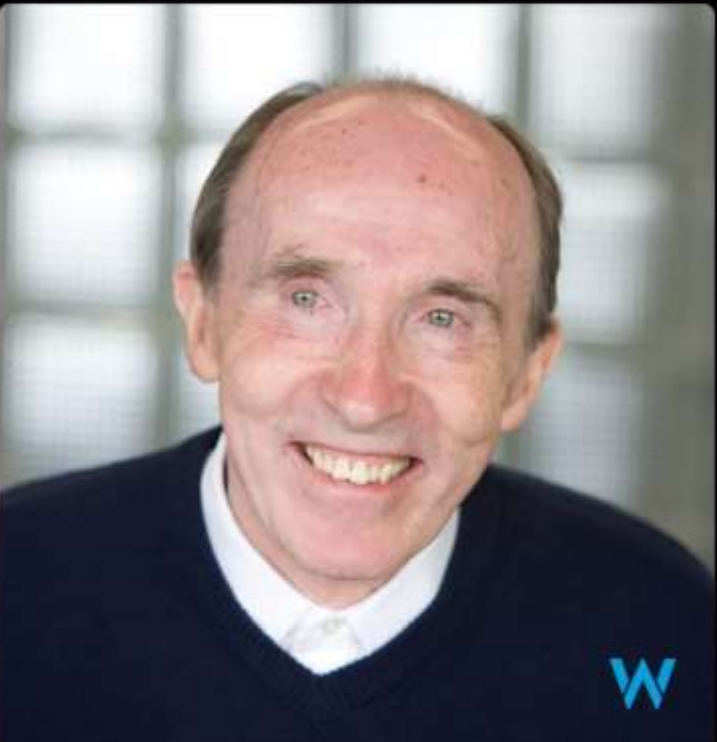




Williams Racing

@WilliamsRacing

It is with great sadness that on behalf of the Williams family, the team can confirm the death of Sir Frank Williams CBE, Founder and Former Team Principal of Williams Racing, at the age of 79.



williamsf1.com
A statement on behalf of the Williams family

**I can remember some really bad winters
But Mike and Bernie were probably the worst**

Radio Mutterings

October 2021

Cambrian Rally

Saturday 30th October 2021.

Ian Davies : Gemini 23

With Bill, Gemini 1 still in the USA, I'm tasked to join Chris and Heidi in Rally Control for the 66th running of this iconic North Wales forest, a round of the British Rally Championship. Rally Control is planned to be located in the Coleg Llandrillo Cymru at Rhos-on-Sea, where service is located. Unfortunately, with less than 24 hours to go it's realised that the Wi-Fi on site won't support the necessary connections and Control is hastily relocated into Llandudno itself and the Venue Cymru (home of the familiar Rally GB Rally Control).

It's an early start as I leave Liverpool about half five in the pouring rain for the 90 odd minute drive to Llandudno where I arrive just before seven and find my way into the rearranged control overlooking for now a very dark and wet promenade. As familiar faces begin to arrive I'm soon allocated a desk and computer and by 07:30 I'm operational for my two venues for the day ahead, Gwydir SS1 & 4 and Penmachno SS2 & 5 and settle down for what will prove a challenging and very long day.

I'm soon in the thick of it as the multiple and necessary safety cars begin to enter Gwydir and then onto Penmachno, running the stage radio checks and reporting back to the Clerks for the National A Alyn Edwards and for the Inter-club Wenna Roberts, supported by Deputy Clerk Andrew Kellitt. Heidi provides essential cover on the management frequency for me, to keep 81 free as the event safety radio on Channel 1. At 08:43 the first of the 1400s Car 225 is into SS1 Gwydir and the real business of the day begins. The 27 1400s make good and safe progress through Gwydir and are soon safely through the stage and off to Penmachno. By 09:20 I've then got Car 1 into Gwydir followed only three minutes later by the first of the 1400s into Penmachno and the action really takes off as the airwaves come alive with report it seems after report as cars are called in as stopped or off in both stages.

Car 3 is the first to be reported off in SS1 at Junction 10+, almost immediately followed by another 'safety' shout on SS2 for Car 221 off between Junction 3-4 and then Car 218 briefly stops with Gemini 17 also at Junction 4 on SS2. I must at this point pay a big thank you to Robin and Vera, Gemini 17 at this post as during the event they are kept almost permanently engaged either calling cars in or knocking down and rebuilding the box junction at this post to allow competitors and/or safety vehicles to leave or enter the stage !. With Car 221 in a less than ideal safe location, Mark Wilkinson Commander 2 is called upon to issue a verbal warning to competitors on the Start Line.

Barely have I put the mike down and Register 17 on Junction 3 SS1 is calling in Car 29 who briefly stops with them and then Gemini 17 has another brief visitor in the shape of Car 202 with a puncture and rapid wheel change. Next to hit trouble is Car 33 on SS 1, who is reported off in a ditch around Junction 10 with Silk 6 and then yet another wheel change with Gemini 17 this time in the form of Car 5. Punctures seem oddly to be the order of the day and Mercury 11 at Junction 3 SS2 calls in Car 19 changing yet another wheel.

A more serious 'safety' then comes in from Mewla 17 at the Stop Line of SS2, as Car 204 is reported as rolled just before the Flying Finish. After an anxious few minutes the call comes in that the crew are thankfully safe, but the car will require a 'substantial recovery' later in the day, on it's roof. As I'm dealing with this, I get a call from Silk 3 at the Start Line of SS1 that Car 43 appears to be missing in stage, almost immediately Buccaneer 7 at Junction 3b calls in that the car is stopped at their location with a terminal loss of power, another one for the growing recovery log.



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More seriously another call from Mewla 17, alerts me to another missing car in SS2, this time Car 6. After isolating where the car might be, with the help of marshals and Gemini 64 and Tenby 7, the car is located about 200m prior to Junction 10b with the crew OK and the car "well off". Due to the location of the car, Mark is directed to issue another verbal warning to crews on the start of SS2.

Next to hit trouble on SS2 is Car 17 who are another one reported as "well off" around Junction 2/3 in SS2 but OK. This is followed minutes later by Car 22 off at the same location (as indicated by the helpful vehicle tracking system), again with the crew out and OK. Pausing only to update Alyn and Wenna, I'm next alerted by the ever vigilant Register 17 that Car 84 is also off and OK at Junction 3 in SS1. Continuing the action in SS1, Maverick 10 at Junction 10b calls in that Car 103 is off into the Welsh scenery at their location, crew out and OK.

The next call starts out quite worrying as Glossop 1 at Junction 12 on SS2 reports that they have Car 66 stopped with them with a "very sick" crew member. As we contemplate the nature of the issue, with the CMO listening to the radio, Glossop report that individual is out of the car and drinking some water. So a bad case of nausea seems to be the issue and after a few minutes they are both back in the car and resume their progress through the stage. As the first run through Gwydir comes to a conclusion, I have 108 cars in the main field into the stage and eventually a total of 103 out of the stage.

Meanwhile the action shows no signs of letting up in Penmachno and Gemini 17 has another customer in the shape of Car 101 who has a problem with their transmission, although they will later drive themselves out of the stage non-competitively. Barely has Robin put the microphone down before Car 79 gets stuck with him at the hairpin, although marshals and spectators eventually manage to get the car back onto the stage and mobile again. Of the 25 1400s that enter SS2, 23 make it more or less in one or more pieces to the Stop Line. The main field is less fortunate and of the 99 starters only 94 struggle on to the Stop Line by just after 12 o'clock.

No sooner have I got all of the closing details and it's onto the mammoth task of organising the multiple recoveries and in some case self-recoveries across the two stages in the limited time available before we start it all over again with stages SS4 & 5. Thankfully I have multiple recovery units at my disposal in the shape of Maverick Recovery on SS1 and Rabbit Recovery and Bulldog Recovery on SS2, to be later joined by reinforcements from Katseye Recovery. Inevitably with six recoveries in SS1 (although eventually three self-recover) and seven in Penmachno (only one initial self-recovery) not all cars can be recovered in the time available. To be honest no matter how many recovery units I might have had, we would not have moved them all. Car 204 who you will recall was off prior to FF on SS2, unfortunately in particular has to remain as requiring a lengthy recovery, although the car is in a safe location off the racing line.

By just after one o'clock the action starts again in Gwydir as we get the first of the 1400s, Car 223 into SS4 and the recoveries that we can complete in Penmachno continue. As the action resumes in SS4, Register 17 calls in Car 207 who has what is described as "a slow roll" at Junction 3 and retires with them at that location. With the various safety vehicles now progressing through Penmachno, there is concern expressed that Car 6 who we didn't recover earlier, must be moved, a position that is reinforced by the MSUK Safety Delegate when they get to the location. After discussing with the Clerk the best course of action, Bulldog Recovery is dispatched to the scene to try and move Car 6 to a safe location whilst the stage is held. Unfortunately, this proves much more difficult than anyone could anticipate and it takes 45 minutes or so before the car is recovered and eventually slowly moved to a safe location at Junction 13.

While all of this is going on in Penmachno I have a 'live' Gwydir stage to still look after and Acorn 6 at Junction 8 is soon calling in that Car 57 is stopped at their location in SS4 with "a blown turbo". As we all try and get the situation resolved in Penmachno there is a 'safety' shout from Jupiter 14 at Junction 2 SS4 that he has reports from stopped competitors at his radio point that Car 69 is off prior to his location and that a crew member is injured. The stage is immediately stopped at 14:38 and Staffs Rescue and Maverick Recovery plus Gwydir Safety are dispatched from the start the short distance to the incident, arriving a couple of minutes later. After a tense few minutes the reports come back that the injuries are not life threatening although the casualty will need to be taken to hospital. The CMO opposite me makes the necessary 999 call to the Welsh Ambulance Service and requests a 'county' ambulance to the stage RVP to meet Staffs Rescue. In the end the decision is taken to stand down the Welsh Ambulance and in the interests of getting the casualty to hospital in a timely manner, Staffs Rescue transport the casualty themselves.

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The incident in SS4 is unfortunately one of those things that happens in motorsport and with 57 cars into the stage before the stoppage and the lost time, it's eventually decided that the remaining cars will need to pass through the stage non-competitively and onto SS5 Penmachno. Meanwhile in Penmachno we get the situation with Car 6 finally resolved and the safety vehicles through the stage so that we can start the first of the 1400s, Car 223 at a much delayed start time of 15:10. As we get Penmachno up and running I continue the process of organising the various recoveries and begin shepherding the recovery units and Wenna organises calls to service crews for trailers and locations where cars can be dropped safely for collection.

Back with the action, Glossop 1 is back on the radio that Car 206 is stopped with them at Junction 12, as "the gear stick has come off in their hands". At this point several 'comics' in Control suggest where the stick might be relocated but in the end the car ends its progress with Glossop 1. After several calls for punctures and missing vehicles that thankfully aren't, fate plays another card. This time Gemini 17 calls in a 'safety', a member of the media reports to him that there is 'somebody injured' prior to his location ?. After some quick questioning it appears that we have a car off and the Penmachno stage is stopped and Cam Rescue is immediately dispatched from the Stage Start. Three tense minutes or so later they are on scene approximately ¼ mile before Junction 4 with Car 89. The initial report is that one of the crew of the car is out and walking but that the other is still inside the car. All we can do in Control is ask for 'safety and above' radio calls only and let the crew of Cam Rescue and their Paramedic do their job. Eventually to our relief the driver is reported as out of the car and walking into the ambulance for assessment, with no serious injuries found. With the car off in a safe location and the OK Board and triangle displayed, Cam Rescue return back to the Start Line with their casualty and with further stage medical cover available from the Paramedic accompanying Katseye Rescue the Clerks decide to press on.

At 17:06 we restart SS5 with Car 106 and thankfully Cam Rescue report that the driver of Car 89 is in fact OK and will be reunited with their car and service crew at the end of the stage. The final drama of the stage is more or less left to Car 115 who decide to explore the outer limits of the forest and gravity at Junction 15+, although only their wallets take a big hit. After a stage that seems to have given more than it's fair share of challenges to competitors, a total of 18 out of 19 1400s make it out and 76 of 78 of the main field.

With all of the competitors now through Penmachno by just after half past five, we set about completing the Gwydir recoveries and clearing that stage as well as what prove to be the much more difficult challenges in SS5. In Penmachno I'm eventually left with three winch recoveries that need to be completed, with rescue / medical cover from Cam Rescue and the Katseye Paramedic. Unfortunately the Katseye Rescue unit itself is stranded at Junction 14 with an immobilised unit !. Rabbit Recovery is allocated to Car 204, who you may recall rolled on SS2 much earlier in the day; Katseye Recovery is allocated to Car 89; and finally Bulldog Recovery is dispatched to Car 115 at Junction 15+.

With the light almost if not completely gone, this is going to be a long session. As Chris and Heidi get on with the remaining stages I liaise with the two Stage Commanders Jon and Mark to ensure everyone is safely out of the stages and monitor the continuing recoveries. Just when you think the stage has thrown everything at you, Bulldog report that Car 115 is in danger of slipping off the stage and they need the assistance of a second recovery unit and by the way their clutch seems to have given up the ghost !. After some careful planning it's decided which ever of Rabbit and Katseye Recovery become free first, they win the initial prize of then going back into the stage to backup and assist Bulldog with Car 115. Rabbit become free first and are dispatched back into the stage, followed a short while later by Katseye Recovery who we talk through the darkened stage. Cam Rescue as the only rescue unit immediately available agree to remain and provide cover for the recovery and we stand down the Katseye Paramedic.

As night properly falls the recovery crews battle on and eventually at about a quarter to seven the message comes through from Cam that Rabbit are about to hook up the recovered Car 115 that is back on terra firma and the convoy will leave the stage rally direction. Bulldog manage to move under their own steam, accompanied by Cam and Rabbit with Katseye Recovery finally bringing up the rear, as the convoy makes its way out of the stage. With everyone safe and clear I can stand down the Stage Commander and the final call of the day of the day is to check on the welfare of Katseye Rescue. Lee reports that the RAC are now with them and that they hope to be mobile home shortly so at about 19:10 I finally close Channel 1 and the Gwydir and Penmachno Stages.

Before I close, I must pay thanks to the Gemini Team of Tony, Ian and Stewart who have been out in the field, all day so to speak, making sure things worked and when they didn't stepping in to resolve issues, including in Tony's case providing a backup radio control when the technology dropped out on occasion thereby maintaining safety radio cover. As I depart Llandudno, Chris and Heidi are just coming to the end of their final stages in Alwen and Twin Lakes, so for them the day isn't quite over yet

Radio Mutterings

Neil Howard

Stages Rally

Oulton Park

Saturday 6th November 2021.

Ian Davies : Gemini 23

It's back to Oulton Park for the second run in effect of this rally, following our visit earlier in the year for the round of the BRC. With Gemini 1 still 'marooned' in Florida it falls upon myself and Ian Winterburn to run Rally Control for this popular Bolton-le-Moors Car Club event. Ian sets up the main radio equipment on Friday afternoon, so for me it's an early Saturday morning trip across the Mersey Gateway Bridge to the circuit and we declare Gemini Control operational about 07:15 and complete the final radio check just after eight.

After last minute set up changes the Safety Car enters the stage at 08:23 and is clear just after half eight. With the permission of Clerk of Course Mark Hothersall, Gemini 3 on the start fires the first car into SS1 at 08:32. From the very start this stage proves a challenge and the first shout comes in from Gemini 17 (who will have a busy day ahead) at Junction 5 when Car 10 stops with a puncture at the Shell Hairpin. Car 17 then briefly stops out at Junction 3 with Gemini 56 but re-starts and then there is a 'safety' call from Gemini 56 as Car 28 hits the metal gate post at Lodge and is out. Another puncture and Car 24 stops with who else but Gemini 17 and we then have Car 49 stopped with Gemini 38 at Junction 14. For me memories of the previous weeks Cambrian flood back, as the calls just keep on coming into Control !.

The magnetic barriers at Oulton Park continue to attract customers as Cars 52 and 47 are reported as clouting the barriers but continuing. Less fortunate is Car 64 who is out with Silk 24 out at Junction 17 in the Rally School complex. Next to fall foul of SS1 is Car 97 who stops with Conwy 8 at Junction 19 with reports of 'lost drive', another one for the growing recovery list. The final loss in stage, or so we thought is Car 108 who as last car in stops out at Junction 8+ with Caron 3. With 87 cars in and six on my list the numbers seem to add up or do they ?. While we set about starting the next stage the Results team pop into Control chasing the whereabouts of two cars who they don't have as passing through the Flying Finish. There follows much head scratching and checking with radio crews but nobody seems to have any awareness of the two missing cars, as the log clearly shows 87 in and 81 out ?.

As we continue to explore the mystery of the two missing cars, SS2 starts with Car 2 at 09:43 and the on stage action resumes. Ian and I continue to quiz colleagues and in the end a Sector Marshal locates the two cars, both thankfully OK but parked off in the woods complex around Junction 19/20 out of sight. Offline Ian reviews what happened, but with numbers from the stop line and start matching once the known stopped cars are taken into account we conclude with the Clerk that we acted correctly, but human error out in the stage seems to be the root cause.



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Back on stage things seem to have calmed down after the chaos of the first stage, although some of the crews seem to think this is a round of the BTCC as cars 'robustly' jostle for track position and an advantage over those around them !. The Clerk and his Deputy are kept busy policing some of this behaviour along with the almost inevitable madness of crews thinking that 'wrong direction' on a live stage is acceptable. The game of barrier pinball continues with Cars 59, 67 and 71 all reported as testing the outer track limits. Silk 24 has a short lived queue of cars as one of the Mazdas briefly hit the barrier and blocks a couple of cars before restarting. In the end we only lose Car 105 who suffers apparent engine failure at Junction 2, leaving 79 cars in and 78 out of this second stage. With nine cars stopped over the first pair of stages, it's now down to organising the multiple recoveries across the three musketeers of Gemini, Catseye and Bulldog Recovery, although a couple of self-recoveries help considerably.

As the change around crews do their stuff, the recovery teams are shuttling cars into the paddock and by 11:05 the action resumes with SS3 and Car 2. A more unusual task then lands in our lap as we liaise with the circuit manager who needs to get the van carrying the explosives for the evening fireworks across the stage. After discussions with the Clerk we arrange to sort this at the end of the stage. Meanwhile Car 1 is off on three wheels with Eagle 9 at Junction 10 and is partially blocking the stage. With marshals slowing cars down and a verbal warning at the stage start the action continues for now. Another puncture befalls Car 68 who stops but where else but with Gemini 17 to change a wheel and its finally 77 in and 76 out of this run.

As we get the van carrying explosives safely into the stage and clear we get more reports from Eagle 9 that Car 1 is not in the best of places, but the stage is passable.

SS4 starts at 12:02 and the Safety Officer quizzes the first couple of cars with regards to Car 1 and with reports of the tyres surrounding the car now being hit from Eagle 9, the Clerk decides to stop the stage. At 12:11 I instruct Gemini 3 to halt sending in any more cars into the stage and once the last car of the group of 15 starters is clear we send Gemini Recovery into the stage to move Car 1. John does a brilliant job and soon has the car clear off the stage and after a brief nine minute stop the go ahead is given to resume the action with Car 27 at 12:20. The brief stoppage does nothing to dampen the crews enthusiasm for the event and cars are soon flying it seems in all directions around the circuit. In the end we only see the demise of two, Car 87 at Junction 2 with a driveshaft gone, another job for Catseye and then Car 98 around Junction 9 close to Bulldog Recovery. Once the last car is clear at 12:56, recoveries can commence and the set up crews set about their tasks.

For the second half of the event the infamous watersplash is brought into play and as I'm in Control this year, Gemini 56 has the pleasure of looking after Cascades and the entry off the main circuit towards the water. Unfortunately it's not the watersplash itself that causes the initial problems but the inflatable Michellin arch over the stage entry into the watersplash which is reported as drooping ?. Looking at the Control Room CCTV we can indeed see an arch that is not 'standing tall' and the banner team are rapidly deployed to take the arch down before it falls across the stage !. Eventually at 13:44 we start SS5 with Car 2 into the stage. The change of stage layout challenges quite a few crews and various calls come in questioning the numbers of laps and whereabouts of several cars. The curse of Junction 5 or is it Gemini 17 strikes again, with Car 38 stopped with another popped drive shaft, the only car out of the 72 starters not to safely make it to the finish.

Barely has the last car cleared the Stop Line and we have permission from Mark to start SS6 with Car 2 at 14:33. Despite the familiarity of SS5 several cars appear to get lost with that difficult choice of laps and splits. A rather unusual incident then occurs when Gemini 17 alpha calls in Car 42 stopped just after Junction 5 with a puncture. Nothing odd there you might say, the problem is that the car cannot proceed as they are not carrying a spare wheel and therefore can't drive on the stage. This initially then calls for a suspended tow, with the associated potential risks to the recovery crew and time involved in a lift recovery. The crew suggest that their service crew should be given permission to enter the stage to effect their own repairs, something we can't agree to. In the end we give the crew the remaining time before the stage finishes to either get a spare wheel to Catseye Recovery on the start, or we have to action a suspended recovery. With minutes to spare the wheel is pressed into Paul's hands and after the last car 'Catseye Delivery' complete their mission. On a more serious note this does seem a ridiculous state of affairs and I do wonder that all cars should be made to carry at least one spare wheel on a stage. SS6 also sees the demise of Car 76 who slips off the stage backwards in the wooded section across from Control and with no reverse gear they can't get back onto the stage, With cars at 30 second intervals or less its not safe for the marshals to push the car back onto the stage so they are forced to wait until after the last car and once pushed out of the mud they make their own way home back into the paddock. SS6 finishes at 15:14.

With the number of cars stopped to date across the earlier stages and the prompt recoveries and turnarounds we are in danger of apparently finishing too early for the fireworks display to start. As ever there is a balance to be struck between the event, the circuit owners and their desire for a 'public' show. A plan is agreed and revised timings for the last two stages actioned. Gemini 17 asks what overtime we are all going to be paid and my reply is simple, 100% of the current amount !! To be serious for a moment, perhaps a clear briefing for all marshals and crews about the necessary timing for the bonfire and fireworks would have helped defuse some of the obvious frustration as the event headed perhaps to an early trip home.

The final pair of stages eventually starts with Car 2 at 16:14 and as darkness falls the cars show no signs of slowing up. What frightens me was the number of cars out on the circuit with absolutely no lights, a real hazard at the split and merges to other competitors and in particular to the marshals trying to rebuild junctions and chicanes, with in some cases no lights to warn them of an approaching car. Continuing a very busy day for Gemini 17, they next have Car 42 stopped with them, apparently claiming that they have been hit by another car, although I don't believe that Robin actually witnessed the incident. In the end after quite a delay Car 42 restarts and Oak 8 confirms that they are clear of the finish, meaning all 68 in are for the first time safely out of the stage.

With a gap between the final two stages agreed, we alert the Clerk and the Safety Car makes a final run through the stage and we pass the message to all radio crews and sector marshals that the final stage will be run. SS8 finally starts at 17:23 as the earlier light rain begins to turn to something heavier. Out on the circuit all Ian and I can see is blazing lights heading in all directions and we rely upon radio crews to spot any incidents, as car numbers become impossible and with Gemini 3 and Oak 8 we keep a check on the progress in and out of the stage. Car 54 is the final casualty of the event when they stop at Junction 5, now renamed 'Robin's Rest Halt', with an apparent puncture. The crew are reluctant to change the wheel in the pitch darkness and after the final car of 68 starters gets to the Stop Line at 18:05 we dispatch Catseye Recovery with Stoke Rescue to assess the car and either help to change the wheel or lift the car back to the paddock. In a haze of white, orange and blue lights they set to work and in 'Kwik Fit' time the wheel is back on and in convoy the car is escorted by a Rescue Unit and three recovery units back into paddock, perhaps a little overkill !!

It's next time to help Ian derig the radio systems and mast, in what is now a rather wet and cold evening, but the 'Somme' like fireworks provide some distraction accompanied by a chorus of car alarms as one or more of the louder bangs send shockwaves across the car parks. Once packed up it's time to head the short distance home and take a week off from rallying before the Glyn Memorial Stages at Anglesey on the weekend of the 20th and 21st November.

Ian Davies : Gemini 23 / Motorsport UK Radio Controller

CAERNARVONSHIRE & ANGLESEY MC



GLYN MEMORIAL STAGES

20TH / 21ST NOVEMBER 2021

Day One Report

Ian Davies Gemini 23

It's a fine Autumn morning as I leave Liverpool for the two hourish drive over to Anglesey and for me just day one of the weekends C&A MC event. Unfortunately work commitments in the NHS mean I can only free up Saturday to volunteer as a stage radio. The drive over is free of any major obstacles, apart from the A55 roadworks which seem to be taking an absolute age to complete. I arrive at the circuit in plenty of time and pick up the inevitable and much needed bacon buttie before making my way directly to Junction 10 at one of the fierce looking tyre chicanes in line of sight from the radio control tower. Control is back in the hands of expat Gemini 1, ably assisted by Ian W and Tony Jones. Bill admits he is a little rusty in Control, but it's good to have him back at the helm of the Gemini team.



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Radio Mutterings **Glyn Memorial Stages** **Continued from Page 38**

As the stage set up vehicles, Clerk and Stewards make their final preparations, Bill completes the radio check around the circuit about 10:20 as we head towards a scheduled 11am start for this extended run of a planned eight stages into the evening darkness. As radio crews welcome Bill back he comes out with the memorable response, "It's good to hear English voices", in the heart of Welsh speaking country he is a braver man than me and lucky not to be deported back to the States !!.

On the stroke of 11am the action starts with two runs of the main field to then be followed by two runs of the Junior field. Car 1 launches into the stage as Gemini 55 on the start confirms that the action is underway. At least for now the sun is shining although there is a bitterly cold wind and the marshals around me sensibly wrap up against the on-shore cold breeze. For the first twenty or so cars nothing much happens and then Car 24 is monitored touring slowly on hazards and then Car 34 whacks the chicane in front of me but seems to get away with little damage and continues.

The first stage flies by and the last car is clear of the stage at 11:37 and with all 61 cars safely through, the Clerk gives permission for the start of SS2. After their first 'sighting' run, the actions certainly appears to step up a gear for this second run. First to hit trouble is Car 20 who manages to demolish a line of cones at Junction 9, but continues and then Car 22 briefly stops at Junction 20 with our Editor, Gemini 59 before continuing. Our Paddock Runner Cambrian 12 is kept busy and reports that Car 25 has retired after "dropping a valve" on the first stage. We only know this because Dave knows the driver as the car is already tucked up in it's clamshell trailer and wouldn't have been found by anyone else !. Our final drama of the second run involves Car 54 who is pushed clear of the stage at Junction 9, although we will see more of them later in the day. In the end SS2 sees 60 starters and 59 safely through the Stop Line.

My 'office' view for the day.

With the main field clear the Juniors start their competitive day with the first Car 101 into SS1J at 12:15. These guys are really trying and it's a real pleasure to watch their total commitment into the Chicane, they all seem to show no fear whatsoever. With the last of the ten runners into the stage all seems to be running OK until Car 109 stops in plumes of smoke just beneath the Control Tower. The crew are OK and the car is pushed off the stage but not before some rather too enthusiastic (I assume race bred marshals) start waving flags out of the marshals box at the end of the pit lane to competing cars. In rallying we only have one flag and it's red for when a stage is stopped to allow emergency services to be deployed, but I guess our race colleagues rather enjoy waving the washing on events !. In the end nine of the junior field get to the Stop Line. A short while later the message is received that the crew of Car 109 have lost their engine but hope to source a replacement and re-join the Sunday action, good luck to them.



Radio Mutterings : Glyn Memorial Stages

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For their second run the enthusiasm shown doesn't dim and these little car fly around the circuit, all showing a commitment to be proud of. Perhaps a little too much commitment at the last runner Car 110 really hits the chicane at my post quite hard but continues and safely makes it along with the other nine car to the end of the stage by 12:33.



Photo Courtesy of Duncan Littler

After a very slick set of changes to the stage layout the main field starts SS3 at 12:50 and the action resumes. Dave Thomas reports another retirement between stages as Car 56 calls it a day with "engine problems". Car 54 who you will remember we lost in stage 2 re-joins the action but only briefly at least on this stage as they are reported stopped under the Control Tower and are pushed into the Paddock by marshals. So it's 59 in and 58 out of this third run of the day.

The fourth run for the main field kicks off at 13:27 and to be honest nothing of any note really happened, although it did drizzle !. Unlike my previous recent couple of events where cars were throwing themselves off it seems on every stage and bend, here the cars just get about their business. My only rationale is perhaps with a two day event, maybe crews were being a little cautious to get to the end of the first day, although you wouldn't really agree with this as you watched the action. SS4 is over by 14:00 and it's time once again for the Juniors to come out and play for their second pair of stages.

Similar to the main field the radio channel was eerily quiet with very little of note being reported on either SS3J or SS4J and by 14:20 both stages are completed with nine runners still in the mix.

We now have a near 60 minute as the stage direction is reversed, time for a late lunch and the inevitable comfort breaks as the set up crews get about their business. By 3pm we are all ready and a rather lonely Car 8 heads the action into SS5 at 15:17. There is then a short break as we await the others cars to get through Arrival and onto the Start ?. We are back up to 59 starters as Car 54 bounces back again and re-joins the stage action, with all of the main field safely through this first of four reverse runs.

By the start of SS6 the rain has returned with a vengeance and with the failing light the stage offers crews a new challenge as visibility plummets. SS6 is another drama free event and all 58 crews are quickly in and out of the stage by 16:31 and it's time for the Juniors to explore the Anglesey darkness. Darkness is a somewhat relative term when you have cars with light arrays, particularly of the led lightbar variety that I swear lit up the Snowdonia Mountains across the water !!. The remaining nine juniors all complete SS5 and are straight into SS6 at 16:45. This time around it's the turn of Car 107 to lock up midway through the chicane and hit the tyres hard, but they bounce back onto the stage and continue to the Stop Line.

For the final pair of stages of the day, it's fully dark and to be honest the best I can do is monitor the cars through the stage and count the number passing my location, spotting car numbers becomes impossible. SS7 starts at just after five pm and this is now proper 'night' rallying, a new test of the crews skills and for some it seems the chance for the co-drivers to shout 'left' or 'right' at the opportune moment as they scream around the inky blackness of Trac Mon. Gemini 59 attracts attention again at Junction 19/20 as Car 59 pulls off the stage and stops. With no nearby marshals John from Gemini Recovery walks across and reports back that the car is about a metre off the stage, with hazards flashing and triangle deployed. John sensibly reports that he has escorted the crew back to sit in his Land Rover out of the driving rain and also safely away from the stage in one of the dead legs. So this time it's 59 in (the addition of a returning Car 50) and 58 out of the penultimate stage. SS8 for the main field starts at 17:44 and this time the drama is at the Start Line where Gemini 55 reports Car 19 as having stalled / stopped a short distance from the start line. In the end this is the only drama of this final run for the main field until the action resumes in the morning.

We just have the small but important matter of the final two runs of the Juniors through SS7 and 8. For the first run all nine Juniors are in and out in a blur, it's only on the final stage that we have some last minute drama as Car 107 struggles through the stage, perhaps the result of their hit previously on the chicane but they are determined to finish the day and finally make it clear just before 18:45. For me that's the end of the weekend action and I head home leaving the second days action to others. My next outing will be the mighty Grizedale Stages, but more of that next month.

Gemini Communications

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- Can't hear other radios?
- Control is "back of box"?
or just in a poor location

Masts and antenna's always in stock
Ask Bill for details

RADIO

O/A	Call Sign	Operator	Score
1	G 59	Maurice Ellison	128 points
2	G 55	Steve Broadbent	98 points
3	G 37	Jermaine Jackson	94 points
=4	G 23	Ian Davies	89 points
..	G 56	Tony Jones	89 points
6	G 64	Brian Wragg	70 points
=7	G 13	Stuart Dickenson	69 points
..	G 04	Ian Winterburn	69 points
9	G 25	Chris Woodcock	68 points
=10	G 38	Sean Robertson	59 Point
..	G 01	Bill Wilmer	59 points
=12	G 50	David Peaker	50 points
..	G 41	Jerry Lucas	50 points
..	G 16	Bill & Robbie O'Brien	50 points
=15	G 33	John Ellis	49 points
..	G 26	Mark Dickenson	49 points
=17	G 09	Keith Lamb	39 points
..	G 11	Mark Wilkinson	39 points
..	G 03	Les Fragle	39 points
..	G 17	Robin Mortiboys	39 points
=21	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 70	David Mainprice	30 points
..	G 32	Bryan Flint	30 points
=27	G 21	Derek Bedson	29 points
..	G 61	David Bell	29 points
..	G 65	Brian Eaton	29 points
..	G 52	Steve Lewis	29 points
=31	G 06	David Crosby	20 points
..	G 42	Roger Whittaker	20 points
..	G 24	Paul Henry	20 points
34	G 51	Gerry Morris	15 points
=35	G 12	Ricard WM Jones	10 points
..	G 14	Adrian Lloyd	10 points
..	G 58	Geoff Ingram	10 points
38	G 27	Roger Schofield	9 points
	G 05	Steve Coombes	0 points
	G 10	Barry Kennedy	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 66	Martin Rowe	0 points
	G 99	Tim Foster	0 points

November started with Clitheroe & DMCs AGM. Earlier in the year I gave notice that I would be resigning from the Committee at the AGM. When it came to the bit about Committee Members up for Election or Resignations etc my previous statement of intent was ignored.

First Marshalling task of November was the MEM Malton Forest Rally. As Always on the Malton Tony Vart is in charge of accommodation for CDMCs entourage. This year we are all booked in to the Premier Inn. We spend Saturday helping set-up Cropton and then its back to the Service Area and off go the designated Team to set-up Re-Group and service in and out. When all is done we meet up back at the Premier Inn before heading into Pickering for something to eat. I have previously vowed not to have any spicy food the night before a rally - so the group all choose to go to an Indian Restaurant !!!!!!!!! Bang goes the no spicy food embargo. Tony Vart celebrated his 65th Birthday (Dominic McTear told everyone who would listen that it was Tony's 95th but then organized a Birthday Cake for Tony at the Indian Restaurant). Cracking night out in Pickering the 'Piss Taking' was exceptionally good.

Back to reality on Monday the 8th and lots of little bits to get done before the Primrose on the coming weekend. I have lost count of the number of times that I have said 'Stuff this - I am going to pull the plug on the Primrose' but then Paul Buckel has talked me out of it. Without the help of Paul Buckel, Steve Butler and Katie Woodcock the Primrose would not have happened. These three have been more than brilliant with their words of advise and encouragement when all I could see was a deep dark pit in front of me. We have had a fair few re-routes to deal with. The usual causes - Road Closures in the main, plus one very flooded road (still 3 foot under water) and a farmer that had a 12car past his farm in 2015 with cars doing handbrake turns in his farmyard - not a happy bunny - the PR crew got a right earful. The same PR Crew also had to PR a house on the PR Sensitive list, It turns out to be her next door neighbor and suddenly its not now a problem.

So - on the night we went through Lancashire and North Yorkshire with no issues. After petrol we headed into Cumbria for all of 10 minutes and we had our first issue and it turned out to be a big one. The Rally finished there. The Rally Plate on the right is for those that know.

ANCC have got a new all singing and dancing Website. Had a brief glance at it and it is an enormous improvement on the old one.

The week following the Primrose I am marshalling on the Glyn Memorial Stages at Ty-Croes on Anglesey. A two day event with the last two stages on the Saturday run in the dark. A very enjoyable event to Marshal on. I thought I had drawn a boring bit of the circuit to Marshal on - WRONG - Three competitors were trying a little too hard and failed to make the 90°R and hit the Armco at some pace. Lots of others just spun out.

Continued on Page 42

Grumpy Old Git

**Still Wittering On & On & On
& On & On & On, for now !!!!**



**Clitheroe
& District
Motor Club**



JLT 2019 Club of the Year

**The Trevor Roberts
PRIMROSE TROPHY
RALLY**

13/14 November 2021

999

Qbex Exhibitions



**ANCC
.CO.UK**

Grumpy Old Git : Continued from Page 41

All in all it was a very pleasant weekend marshalling on Anglesey. Lots of action on both days to stop me getting bored. Next up was the Roger Albert Clerk Rally. Stephen Broadbent, Steve Lewis and I teamed up for three days of Marshalling together doing 81 Radio and tracking. The first day we are in Kershope at a Spectator Point. 99.9% of the Spectators are as good as gold and know where to stand safely without any input from us, however there is always the one that knows best and they do try your patience. The two Steves are fine but I get a bit ratty - not called Grumpy for nothing - and they have to calm me down. Nothing spectacular on the first day. Our Stage on Day two is Bewshaugh (run twice) that us parked up prior to the first run Cold but clear sky's. All that nice weather was soon to disappear (Stuart Dickenson running the 81 control was telling us of the conditions at his location - he was trapped overnight there) The first run of the stage had one or two offs but nothing of consequence. The second running was a different barrel of fish. Storm Arwen started to show its colours. The snow was horizontal. The power of the wind was huge and the snow kept coming. There were lots cars off or missing on stage and on the 81 system it was difficult to get a call in (poor Stuart was inundated). The positive tracking on High Band was also overwhelmed not helped by some operators having to relay messages to other tracking crews because they couldn't hear control. Marshals were being dispatched to search for missing crews and in the conditions that was a hazardous adventure. With trees falling all over the forest the stage was stopped and we abandoned the stage to make our way back to our digs at Longtown. Our route was blocked by a fallen tree at Newcasleton and we turned around to find anther way. In the end we finished up (260 miles & 7 hrs later) with multiple diversions at Longtown (3am) and we were due at Ae early on Saturday. Check Sportify and there would be an announcement at 8am Saturday so it was off to bed but before that I needed the Loo. I missed a step in the digs and tumbled into the lounge Breaking two ribs along the way. The Saturday stages were cancelled and I was off to hospital to have X-Rays and get checked over and that the reason this edition of Spotlight is late.

The following week I was supposed to be marshalling on the Grizedale Stages but that was cancelled because of Storm Arwen too although I had called in Sick and wouldn't be there



CAERNARVONSHIRE & ANGLESEY MC



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GLYN MEMORIAL STAGES

20TH / 21ST NOVEMBER 2021



**ROGER ALBERT
CLARK RALLY**



Inside the Industry

December 2021

with Paul Gilligan

New Vehicle Sales Remain Depressed

October new car sales in the UK were almost 25% below last October. Not due to lack of demand of course, all because of lack of supply caused by component shortages. Sales of diesel cars were 66% below last year, pure electrics 73% up. Sales to private customers were only 3% down, sales to fleet and business customers over 40% down as manufacturers put those big discount buyers firmly to the back of the queue (see more below).

For the year to date total sales are in fact almost 3% up on last year, which sounds encouraging until you remember that both factories and showrooms were closed for several months. So no great achievement to beat that performance.

Ford had another torrid month nearly 50% down on last October but worst hit were Jaguar Land Rover down by 66%. As previously those who are better at sourcing microchips are selling much better, Hyundai + 34%, Kia + 22% and MG + 24% in particular. All from the Far East you note, which is where they make the microchips. And some people are being very inventive in trying to limit the damage caused by component shortages. Suzuki GB were offered an extra 4000 cars by the Japanese factory. Only catch was they were built without infotainment systems (Navigation & Sound). The importer grasped them anyway and then “jumped through hoops” to source the required components. Before the end of this year those 4000 cars will be complete, with dealers and most likely with customers.

Van sales are also being hit now. Although 24% up on last year for the year to date October was almost 5% down on the same month last year. Here Ford are doing much better and their Transit Custom continues to be the best selling motor vehicle in the UK.

How Long Will The Chip Shortage Last?

Fact is nobody really knows. However there seems to be a consensus that it will be late 2022 at the earliest before “normality” returns. So as a bare minimum new vehicle supply will be limited for almost all of next year. However then there will be an enormous amount of pent up demand to cope with. Many thousands of leases and other finance agreements have been extended so those need to be replaced with new as well as the normal replacements. Around 2.4 million cars were sold in 2019, on a typical 3 year cycle most of these will fall due to be replaced next year. This year UK sales are unlikely to be less than 1.7 million and if next year is similar it's clear that shortage of new vehicles will be with us for all of next year and probably beyond.

New Car Delays Change Customer Behaviour

It seems customers aren't willing to wait 6-12 months for a new car. A recent survey of 2,500 customers currently in market to buy a new car showed 41% required the car to be delivered within 3 months. 33% said they would buy a used car if the couldn't get the new one of their choice in time. Most interesting of all almost 50% said they would go for a different make/model to get a faster delivery date. Brand loyalty seems to have gone out of the window. So manufacturers like Kia and Hyundai have a great opportunity. The others face a monumental task in somehow keeping the customers being made to wait happy and loyal. Certainly this fits with our own current experience. It's no longer “Can you get me an XYZ quickly?”, its “What can you get me quickly that's similar to an XYZ?”.

Will New Vehicle Over Supply Ever Come Back?

For about 40 years now the European market has had too many cars chasing too few customers. This has resulted in heavy discounting particularly to large fleet customers, pre registered cars and vans sold off cheaply and so on. Of course if a car factory is capable of making 1000 cars a day the true cost of car 1001 is simply the cost of the raw materials. All the research and development costs, all of the manufacturer's staff and other overheads have already been paid. That's why the temptation to crank up the production volumes and then find a way of selling them has been too strong for car makers to resist.

Continued on Page 45

Now because firstly of factory closures then of component shortages we have under supply for the first time for very many years. And the result? Both manufacturers and new car dealers are making much more money than previously even though they are selling far fewer vehicles. Simply because they are giving much less away in the form of discounts. All manufacturers have reduced fleet discounts and in some cases withdrawn from the highest discount areas of the market. This week Ford announced that they would not be supplying any commercial vehicles to the rental industry in the UK next year. Mercedes and VW had already done the same. The effects are enormous. A big van with a retail price of £40000 would in the past have gone to one of the big rental companies for maybe £22000. It can now be sold to a retail customer for at least £10000 more than that!

Almost all manufacturers have been reporting vastly increased profits to their shareholders. Ford's share price in the US has doubled this year as a result. Dealers are doing well too. When UK September new car sales were announced they were termed "disastrous". Yet a leading automotive consultancy has just reported that the average UK new car dealer made a profit of £168000 this September against £58000 last September. Only 190% up! Reasons being much increased margins on both new and used vehicles with discounts greatly reduced.

So it's clear that neither manufacturers or dealers want to go back to over supply. But again the temptation to make that car 1001 will be strong and it only takes one manufacturer to break ranks, then the others will be forced to follow. However for the moment at least both manufacturers and dealers can continue to enjoy the benefits of being short of vehicles.

Bad News For Component Suppliers

Having just looked at how well the manufacturers and dealers are doing this doesn't apply to everyone in the industry. I'm told that Jaguar Land Rover have just informed their lead tyre supplier that they will require 400,000 less tyres next year than previously agreed. Because due to component shortages they expect to make 100,000 cars less next year than they had planned. And of course it's not just tyres. All the companies who supply the thousands of components the manufacturers don't make themselves will be similarly hit. Glass, seats, wheels, exhausts, air conditioning units, lights, the list is endless.

What's Happening To Used Car & Van Prices?

This year has as reported previously seen unprecedented increase in used vehicle prices. The actual increase is almost 30% over the last 12 months and most of that has taken place over the last 7 or 8 months since the last lockdown was eased. All caused by simple supply and demand. New car buyers being quoted a long wait and full retail price are looking at used. Less new cars sold means less part exchanges so we have the perfect storm of increased demand and reduced supply. In fact used car transactions in the third quarter of this year were 6.2% down on the same period last year simply because of lack of supply. And the decline increased through the period. July was 4.9% down, August 5.9%, and September 7.9%.

However it now seems these price increases are slowing if not stopping entirely. Customers are becoming unwilling to pay the prices being asked choosing to keep their current car instead. And the big dealers are worried about being caught with lots of very expensive cars if prices start to drop back to more normal level. In the first week of November at least 6 of the big dealer groups told their used vehicle buying departments to stop buying anything for 3-4 weeks. At least 6. In the same week? Now of course I'm not suggesting this was a planned and concerted action. I think one stopped and the others thought "What a good idea".

One interesting point is that the biggest increase in values is in diesel cars. In the new car market diesel is now only 10% of sales, a few years ago it was almost 50%. Demand for used diesels is very weak in the big cities but very strong in rural areas. So again supply and demand ensures used prices rise.

Looking further ahead I can only see used prices staying strong in the long term, again because of supply and demand. Once the market has absorbed the high new car sales volumes of 2019 pre Covid which will probably largely be changed for new in 2022 and early 23 then in 2023 the 3 year old cars which were new in 2020, sales much reduced by the first year of Covid, factories and showrooms closed etc. The in 2024 the cars new this year become 3 years old, again a low number.

So although you will be paying more for your new car due to lower discounts etc your used one will continue to hold its value well. Cost to change is the only number that matters in the end.

Used van prices remain CRAZY. 'Nuf said.

Lots Happening With Hydrogen

First JCB whose interest in hydrogen I've discussed before announced a deal to import green hydrogen into the UK. As JCB pointed out what is called blue hydrogen is produced from natural gas and therefore the production creates more pollution than the use of hydrogen as a fuel saves. Green hydrogen is produced using only energy from renewable sources. JCB expect it to be first used by trucks and buses as well as to power industrial machinery. Then BP made public their plans to create a network of hydrogen refuelling stations to serve trucks. Again only green hydrogen will be used and they intend to have at least 25 locations operational by 2025. And BP have signed an agreement with Mercedes Trucks who say they will be delivering hydrogen powered trucks to British customers also by 2025. Shell have signed similar agreements with Mercedes Trucks to develop hydrogen refuelling stations in Germany and Holland.

Finally engineering group Johnson Matthey have secured £12 Million of government funding to build a \$50 million factory to produce hydrogen fuel cells for heavy vehicles. At the same time the company stated it was pulling out of a project to develop new battery materials for electric cars. It's clear where they see the future.

Apple Still Looking To Produce Cars

Although Apple are always very secretive about new projects it is now generally believed that they intend to launch a car in 2025 AND that it will have full self driving capability. Apple have moved the person who previously was responsible for their smartwatch over to head up the car project. Rumours that Hyundai are involved in both the design, development, and possible manufacture of the Apple car persist. One statement from Hyundai practically confirmed this then another denied it. Perhaps Apple reminded Hyundai how secret they like to keep things?

Is the Tesla/Hertz Deal On Or Off

A few weeks ago Tesla shares rocketed when Hertz announced they had ordered 100,000 of the electric cars for world wide use. Tesla then announced that although the deal had been discussed it hadn't actually been signed. They also reassured investors worried about the effect this would have on their profit margins that if Hertz did buy 100,000 of their cars the rental giant would pay the same price as anyone else, i.e. full retail. Since then all has gone quiet? I imagine they're still haggling.



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Beatson's Building Supplies

Mull Rally

13th-16th October 2022

Island Community Consultation



Hello and welcome to the consultation of island community, residents and island stakeholders, for the **2022 Beatson's Building Supplies Mull Rally**

Background to consultation

Since 2020, under the new closed-road motorsport legislation for Scotland laid down by the Scottish Parliament, and as part of our approvals process with Argyll & Bute Council and Motorsport UK, adequate arrangements are to have been made to:

- (a) allow the views of the local community to be taken into account,
- (b) involve local residents, the police and other emergency services in the planning and implementation of the event

Summary of proposals

Having run largely the same route in 2015-2021, the organising team propose a slight refresh of the event

I refuse to put on winter tyres because :-

- It's my car, my choice, my freedom.
- The effectiveness of winter tyres is not proven, except by studies carried out by the manufacturers (you amaze me).
- My neighbor Robert had an accident after putting on his winter tyres.
- Some are already on their 3rd set of tyres, which proves their Ineffectiveness.
- We don't know what they are made of.
- The tyre giants scare us with winter, just to enrich themselves.
- In fact, the tyre giants invented snow and spread it at night when you sleep.
- If I have winter tyres, the government can track me in the snow.
- Educate yourself, open your eyes, stop being a sheep!
- This year, I say no to winter tyres!



The Definitive Guide to Rally-Speak

- **All-the-right-bits:** technical description to precisely describe the mechanical components required to produce a Well-Sorted car.
- **Average Speed:** method of disguising excessively high speeds using a mathematical formula. Average Speed is defined as distance covered divided by time, all multiplied by the variable, k. When talking to the MSA, local residents and the police, k is assumed to equal 1. However, during the course of a Road Rally, k has been known to increase alarmingly.
- **BBC Timing:** an accurate method of synchronising rally timing so that all clocks read 21:00:00 exactly, at some point during the nine o'clock news.
- **Bent:** technical description of a car, often used to describe a car involved in Moment. See also BBC Timing.
- **Blackspot:** area where local inhabitants have irrational objections to Road Rallies.
- **Competitive Section:** high speed section of an event requiring significant Competitive Skill to enable drivers to meet the required Average Speed.
- **Competitive Skill:** dangerous driving.
- **Dizzy:** Slang term used to describe a distributor. It is unfortunate that most rally cars require a Dizzy, as it is quiet often the first component to get f****d.
- **f****d:** technical description, normally used to describe the exact status of mechanical components that have become non-functional.
- **Good Thrash:** event with Straight-forward Navigation, especially one that uses a large number of Whites.
- **Major Shunt:** Any incident more serious than a Moment.
- **Moment:** universal term to describe an incident which ranges from flat-spotting a tyre to vaporising 95% of the vehicle in a high-speed accident. The only requirement of a moment is that the driver is able to get to the next control point in order to report that he "had a bit of a moment back there".
- **Nadgery:** a section of route, frequently Not-as-map, where Competitive Skill should be moderated to avoid a Moment.
- **Navigational Permit:** curious concept where insurance companies seriously believe that the chances of a major accident are drastically reduced by allowing cars to have an unlimited number of turbo-chargers.
- **Navigator:** A person sitting in a rally car whose sole purpose is to accept the blame for the driver's mistakes. See also Not-as-map.
- **Non-competitive Section:** high speed section of an event requiring significant Competitive Skill to enable drivers to meet the required Average Speed.
- **Not-as-map:** result of agreement between the Ordnance Survey and rally photographers.
- **Pukka:** excessively used term among Rally Boys, normally used to describe a vehicle that has all-the-right-bits or a driver that demonstrates Competitive Skill.
- **Rally Boy:** socio-environmental hooligan. It is now widely believed that Rally Boys are surgically sealed within their rally jackets. Many people believe that anybody who's favourite topic of conversation is "gear ratios" must be terminally sad and it is certainly true that most Rally Boys are sexually inadequate; this is typified by the fact they find Louise Aitken-Walker more attractive than Michelle Pfeiffer. Although rallying has existed since the invention of the motor car, it is thought the Rally Boy did not come into existence until the 1970's, when Stuart Turner mated a train-spotter with an RS2000.
- **Regularity Section:** high speed section of an event requiring significant Competitive Skill to enable drivers to meet the required Average Speed.
- **Road Rally:** quasi-legal road race which justifies its existence with judicious use of Average Speed.
- **Road Section:** see Non-competitive Section.
- **Special Stage:** similar to a Competitive Section, although a Special Stage demands much greater Competitive Skill. See also Frontal Lobotomy.
- **Straight-forward Navigation:** a format that places greater emphasis on the driver's Competitive Skill.
- **Sump Guard:** Thin sheet of aluminium fitted by drivers to their cars in the mistaken belief that it will stop the engine getting f****d during Competitive Sections along Whites.
- **Twelve Car Rally:** A notion inspired by the MSA based on the premise that if an event has only twelve cars competing, it will be over before the police have time to respond to residents' complaints.
- **Well Sorted:** attribute of a motor vehicle which has All-the-right-bits so that it can be driven with considerable Competitive Skill.
- **White:** unsurfaced track, bridleway, public footpath, sheep track or contour line which the navigation defines as a road. The name originates from the usual colour of the navigator's face following Competitive Sections on Whites. Events which use a large number of whites are likely to use BBC Timing and offer Straight-forward Navigation.

Courtesy of Suzanne Barker



Rally of The Tests 4th - 7th November

Photos Courtesy of Tony North



Cambrian

I was Mandatory Radio car on Post 10 and the 2300 Club provided the marshals for this Post. After getting lost, as usual in the forest, I eventually found my way to my location and immediately set about getting my radio up and running only to be disturbed by a convoy of cars who suddenly arrived. Their arrival required a rapid reshuffle of my car so that I could be in "Line of sight" of the junction.

I was self contained as far as refreshments were concerned but the 2300 Club were far more organised than I could ever hope to achieve.

Whilst I started to organise my "in car" paperwork the club set about organising their own, highly efficient, and very well organised feeding station. There were 11 marshals in total and all needed to be fed and watered during the course of the day.

On the odd occasion when I managed to get out of the car and away from the radio I was greeted with smiles and offers of tea and food.

Neil took the part of Sector Chief and he got the stage set up as per the book and I parked a little too close to the track, just so my old eyes could see the numbers. I only had a few tenths of seconds to register them before they were gone from sight. Having been in this situation before, I made a point of carrying 2 Boafeng transceivers and Neil agreed that he would call out the numbers as each car passed in order for me to note them down. It worked a treat. When two marshals were sent down track to find a lost car they were able to carry the radio and report back to me what the situation was so that I could inform control with the minimum of delay.

The day passed relatively quietly, and other than car 6 who got stuck in a ditch, it was uneventful. The sun shone for nearly all the day and a slight shower in the afternoon could not put a damper on the high spirits of the team. There was a longish delay while car 6 was recovered, it was in a dangerous position and was hit by passing cars twice. I really enjoyed working with the 2300 club members who are a great bunch of people from the Blackburn area and are true Lancastrians' to boot.

Brian L Wragg : Liverpool MC : Gemini 64



Neil Howard Stages

**Oulton Park
6th November**

I was originally down as a reserve radio and I fully expected to stand around all day waiting for some action. Due to last minute cancellations, I was co-opted to be radio at Lodge, however when I arrived on post the changes had not filtered through and Carron 3 moved to Knickerbrook.

Now I was expecting to have a rather busy time because the gate posts at Lodge are very strong and substantial, this was proven by one of the first cars, nearly, through who decided to test them. The car came off worst with a broken trackrod end and was forced to retire from the day's events. Apart from one or two minor scrapes against the packing all the other cars successfully negotiated the hazard for the rest of the day.

The marshals were kept busy running after the blue drums and putting the protective packages back in place nearly all day. At one time it was almost like car football.

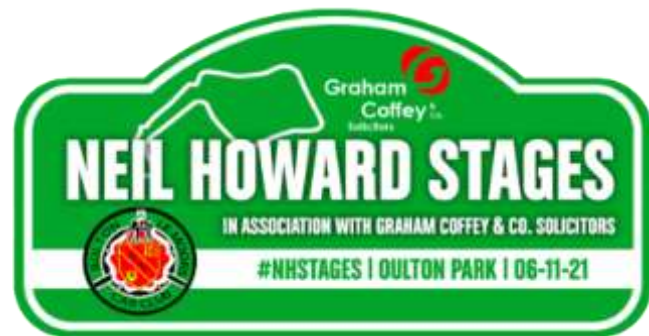
I was kept busy in stages 1 to 2 then again on 5 to 6. On stage 1 there was a split and my eyes were like swivels trying to keep up with cars as they came in threes and fours seemingly from all directions. They certainly kept me busy.

There is no point in complaining if you volunteer to do something but I was glad that it was Carron 3 that moved to Knickerbrook but he and Gemini 17 at Shell were inundated with cars breaking down, having punctures and generally just not having a good day of it. Of the 101 cars that were due to start, and most did, only 61 managed to complete the day with running engines and 4 wheels. Gemini and Bulldog recovery were in almost constant attendance on the circuit as was Staffs.

Again, Gemini control was inundated with calls on two separate channels but managed to rise to the occasion and dealt with all comers with great aplomb and humour.

All in all, I would say the Bolton Le Moors put on a grand Stage Rally for the second time in the same year and very successful it was.

Brian L Wragg : Liverpool MC : Gemini 64





Andrew Crighton

You may not be aware that Circuit Manager and motorsport consultant Andrew Crighton will shortly be moving away from Anglesey Circuit. Andrew has been a long-time supporter since the early days of T-Cars but over the past five years has worked tirelessly to boost the reputation, enhance the facilities and develop complimentary activities for the circuit. His is the friendly greeting and tireless effort to ensure all visitors leave having had a good day and feeling valued.

Single seater trackdays, rally trackdays, the motocross track, progressing so far with the World Trials GP negotiations are all down to him. Track and paddock resurfacing, extra rally stages, new toilets and showers: Andrew. (We're not going into detail about the motorcycle funeral ...)

His knowledge and experience across many aspects of motorsport and insights gained through on-track loss adjusting have been willingly shared to mentor those around him with the aim of developing an enthusiasm for and understanding of motorsport. He has been generous with his time, tools and cars. Andrew's team approach has seen him put us in single seaters and go karts to experience what happens on track; our Christmases have ranged from car treasure hunt to an alternative Xmas with beach volley ball and cocktails in a garage and despite having the highest standards for our customers, he's not been afraid to join in the fun and look foolish. One of my best memories is watching Andrew ride the new MX track firstly on his bicycle and then his scooter properly kitted out in PPE ... his tie. Andrew will continue to support the circuit as occasional Duty Manager, senior ARDS instructor, project manager and customer. No doubt he will continue to be our best ambassador but we shall miss his regular presence and the circuit will be the poorer for it.

We all wish him well for the future.

2021-22 CHAMPIONSHIP REGULATIONS

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www.msnrallychamp.co.uk

Pendle District with Garstang and Preston MC's
ND Civils Lee Holland Stages
29th & 30th January 2022
Regs available shortly



2022 SD34MSG Challenge Registration Form

Please register me for the SD34 Challenges 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.

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), 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. 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	1	2	3	4	5
Non Race Rally	Driver	A	B	C	D	E	

2022 SD34MSG Under 18 Challenge 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 Challenge 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 Challenge 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 Challenge Compiler:- Alan Shaw 31 Appleby Drive, Barrowford, NELSON, Lancashire, BB9 6EX. Tel No 01282 602195 e-mail address shawalan555@gmail.com

SD34MSG

Challenge Classes for 2022

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

Categories will be as per Motorsport UK Regulations S11-S15, but most events will run classes as agreed for the "2022 North & Midland Speed Classes".

Category S - Standard Cars complying with S11

Category 1 – Road Cars (series production) complying with S12

Category 2 - Road Cars (specialist production) complying with S12

Category 3 - Modified Cars – series and specialist production complying with S13

Category 4 - Sports Libre Cars complying with S14

Category 5 - Racing Cars complying with S15

Stage Rally

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

Road Rally

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

SD34MSG 2021 Calendar

Date	Discipline	League	Club	Title	Venue - Notes	Champ
4-Dec	PCA	Yes	Under 17 MC NW	U17MC PCA 7	CANCELLED	
4-Dec	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 7		
12-Dec	PCA	Yes	Ai&PMCC	A&PMCC PCA 10	Rock & Heifer,	Non R/R
12-Dec	PCA	Yes	Warrington	Gravel PCA Wern Ddu	Wern Ddu	Non RR

Sprint & Hillclimb

Stage Rallies

Road Rallies

Non Race/Rally

Others

SD34MSG 2022 Draft Calendar Will appear soon



GRAVEL PCA WINTER SERIES

Wern Ddu Quarry, Gwyddelwern,
Cowen LL21 9SD

December 12th

25 places + reserves



5 December 2021

Donington Park

15 January 2022

Brands Hatch

29 January / 30 January 2022

Anglesey Circuit / Trac Môn

19 February 2022

Snetterton

13 March 2022

Donington Park

3 April 2022

Cadwell Park

Full details at

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



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
6	Phil Clegg	E	70.82	Accrington
3	John Jones	B	70.48	Accrington
4	Steve Johnson	E	69.88	Boundless
6	Lauren Crook	C	68.78	U17MC
7	Scott MacMahon	A	61.10	U17MC
8	Chris MacMahon	A	59.53	U17MC
9	Garry Sherriff	B	59.44	Bolton
14	Stephen Holmes	A	51.48	Clitheroe
10	Andrew Robinson	A	49.16	U17MC
15	Steve Price	E	48.55	Wallasey
11	James Robinson	A	46.66	U17MC
12	Alec Tunbridge	E	44.43	Bolton
13	Shaun Mundy	B	43.20	Knutsford
16	David Goodlad	A	38.07	Bolton
17	David Graves	B	27.15	Bolton
17	Jess Crawley	A	21.14	Warrington
18	Chris Livesey	A	20.10	U17MC

Only showing those that have qualified

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	Neil Roskell	D	142	G&PMC	Y
2	Pauk Murro	D	138	G&PMC	Y
3	Greg Williams	D	137	Warrington	Y
4	Andrew Potts	B	78	Clitheroe	Y
	Steve Kenyon	D	28	G&PMC	N
	James Swallow	D	27	Bolton	N
	Matthew Harwood	D	27	G&PMC	N
	Richard Cookson	D	26	G&PMC	N
	Craig Kennedy	D	26	Warrington	N
O/A	Co-Driver	Class	Pts	Club	Q
1	Callum Cross	D	141	Blackpool	Y
2	Richard Edwards	D	137	Warrington	Y
4	Jonathon Cragg	D	108	G&PMC	Y
3	Barry Allman	C/D	82	Clitheroe	Y
5	Jonathon Kennedy	C	81	Warrington	Y
5	Victoria Swallow	C	79	Bolton	Y
7	Dave Wilkinson	B	78	Clitheroe	Y
	Terry Martin	D	29	Clitheroe	N
	Paul Redford	D	26	Clitheroe	N
	Gav Irvine	D	26	G&PMC	N
	David Terry	A	26	U17MC	N



2021 SD34MSG Championship Tables

U18 Championship

O/A	Competitor	pts	Club
1	Daniel Millwood-Jackson	90	U17MC
2	Monty Alcock	27	Knutsford
3	Elliott Shaw	0	Clitheroe

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
= 11	Rod Brereton	50	Pendle	Y
= 14	Phil Howarth	40	Liverpool	Y
= 14	Steve Johnson	40	U17MC	Y
= 14	Mark Johnson	40	Clitheroe	Y
= 14	Victoria Swallow	40	Bolton	Y
= 14	Alan Shaw	40	Pendle	Y
= 14	Mike Van Gordon	40	Liverpool	Y
= 20	Ian Swallow	30	Bolton	Y
= 20	Jon Chamberlain	30	Wallasey	Y
= 20	Tam Doefor-Hill	30	Wallasey	Y
= 20	Shaun Flint	30	Wallasey	Y
= 20	Gary Marriott	30	Wallasey	Y
= 20	Jack Mather	30	Bolton	Y
= 20	Les Fragle	30	G&PMC	Y
= 20	Stuart Ellis	30	Pendle	Y
= 2/8	Kevin Charnock	20	Wallasey	Y
= 28	Neil Cousins	20	Wallasey	Y
= 28	Peter Highton	20	Wallasey	Y
= 28	Andy Marchbank	20	Wallasey	Y
= 28	Pat Marchbank	20	Wallasey	Y
= 28	Steve Noble	20	Wallasey	Y
= 28	Steve Price	20	Wallasey	Y
= 28	Graham Williams	20	Wallasey	Y

Only Showing those Marshals that have Qualified
36 Marshals have Qualified

Continued on Page 85

2021 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	881	1	1
Bolton-le-Moors CC	802.5	2	2
Liverpool MC	742	3	3
U17MC-NW	641	4	4
Longton & DMC	537	5	5
Garstang & Preston MC	424.5	6	6
Warrington & DMC	340.5	7	7
Knutsford & DMC	277	8	10
Division B		Position	
Club	Points	Div	O/A
Wallasey MC	338.5	1	8
Airedale & Pennine MCC	388	2	9
Accrington MSC	265	3	11
Wigan & DMC	260	4	12
Blackpool South Shore MC	150	5	13
Stockport 061 MC	120	6	14
Preston MC	73	7	18
Pendle & DMC	37	8	21
Division C		Position	
Club	Points	Div	O/A
Mull CC	109	1	15
CSMA (NW)	84	2	16
Manx AS	77.5	3	17
Knowl Dale CC	43	4	19
Hexham & DMC	41.5	5	20
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 December 2021			

2021 SD34MSG Championship Tables
Continued from Page 57

Road Rally Championship

O/A	Driver	Class	Pts	Club	Rds
1	John Gornall	S/E	38	G&PMC	5
2	Dan Sedgwick	E	34	Clitheroe	4
= 3	David Pedley	E	32	Clitheroe	4
= 3	Paul Redford	E	32	Clitheroe	6
5	Mark Johnson	E	28	Clitheroe	4
= 6	James Taylor	E	11	Clitheroe	2
= 6	Louis Baines	E	11	Preston	1
7	Mark Standen	E	16	G&PMC	1
8	Ian Swallow	E	14	Bolton	2

O/A	Navigator	Class	Pts	Club	Rds
1	Martin Gornall	S/E	38	G&PMC	3
2	Grace Pedley	E	33	Clitheroe	3
3	Steve Butler	E	31	Clitheroe	3
4	Sam Ambler	E	26	Clitheroe	3
5	James Swallow	S/E	18	Bolton	2
6	Barry Allman	N	11	Clitheroe	2

7 Drivers & 6 Navigators failed to compete on the minimum number of rounds to qualify

Championship Results Provision
24 /11 / 2021

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
Gary Sherriff	37	N	Blackpool
Andrew Robinson	35	N	U17MC
Greg Williams	34	N	Warrington

Championship Standings

In Brief : Updated 24/11/2021

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

Road Rally :

O/A	Driver	Club	Points
1	Richard Hunter	Matlock	200
2	Chris Farrell	Rhyl	190
3	John Gornall	GPMC	190
4	Danny Cowell	Morecambe	177
5	Mark Jones	A&P	142

O/A	Navigator	Club	Points
1	Andy Lowe	Mid Derbys	190
2	Martin Gornall	KLMC	190
3	Paul Holmberg	Clwyd Vale	177
4	James Swallow	Bolton	146
5	Corey Powell-Jones	A&P	142

Stage Rally :

O/A	Driver	Club	Points
1	Neil Roskell	G&PMC	837
2	Rob Hughes	C&A	663
3	Paul Gorge	Liverpool	635
4	John Stone	BSSMC	529
5	Keith Anglesea	B&B	480

O/A	Co-Driver	Club	Points
1	Sion Cunliff	C&A	757
2	Dan Hurst	WCMSC	566
3	Cloe Thomas	C&A	555
4	Dylan Thomas	C&A	515
5	Christine Pearson	B & B	480

Stage Rally (Forest) :

O/A	Driver	Club	Points
1	Tom McKeown	NWCC	118
2	Mark Lennox	NWCC	78
3	Steve Ormond-Smith	Manx AS	40
4	Tony Simpson	BTRDA	40
5	Jonathon Lee-Jones	NWCC	37

O/A	Co-Driver	Club	Points
= 1	Liam Whitely	Manx AS	119
= 1	Ian Jones	NWCC	115
3	Neil Thomas	NWCC	108
4	Ian Bevan	BTRDA	76
5	Dan Hurst	WCMSC	75

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	209
2	Milo Unwin	U17MC	138
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	234
2	Neil Jones	BALA	226
3	Steve Dolby	Cannock	213
4	Alec Tonbridge	Bolton	191
5	Phil Clegg	Accrington	190

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 24/11/2021

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

North Wales Stage Rally Challenge

O/A	Driver	Club	Points
1	Rob Hughes	C&A	197
2	Trevor Groves	Clwyd	146
3	Keith Anglesey	B & B	134
4	Paul Gorge	Liverpool	120
5	Chris Johnson	Warrington	119

O/A	Navigator	Club	Points
1	Sion Cunliffe	C&A	197
2	Chloe Thomas	C&A	164
3	Ifan Devine	C&A	156
4	Christine Pearson	C&A	128
5	Lauren Groves	Clwyd Vale	128

Targa Championship - Cancelled

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	352
2	Bolton-le-Moors CC	346
3	Liverpool MC	256
4	U17MC	239
5	Longton & DMC	224
6	Caernovonshire & Anglesey MC	193
7	Clitheroe & DMC	191
8	Bala & DMC	162
9	Garstang & Preston MC	140
10	North Wales CC	139

Marshals Championship

O/A	Marshal	Club	Points
1	Brian Wragg	Liverpool MC	155
2	Maurice Ellison	Clitheroe	70
3	Jim Livesey	U17MC	62
4	Stephen Johnson	U17MC	53
5	David Mitchell	Liverpool	50
= 6	Tracey Smith	Accrington	37
= 6	Rob Jos	Bala	37
= 8	Bill O'Brien	Gemini	34
= 8	Bill O'Brien	Gemini	34
10	Paul Cross	C&A	32



NESCRO



Historic Motorsport In
The North Of England & Scotland

2021 NESCRO Challenge Final Placings

13th November saw Saltire Rally Club organise the Saltire Classic. Based in Blair Athol near Pitlochry, they achieved an entry of 38 starters (12 Historic/26 Targa). Only one Targa crew failed to finish.

David Short/Roy Heath in their 2 litre MK2 Escort claimed first place from the Targa classed MX5 of Frazer Hughes/Peter Macinness, 28 seconds in arrears. Third, a further 30 seconds behind were another Targa crew Michael Cruickshank/Richard Crozier in a Suzuki Ignis Sport.

This has now concluded the 2021 NESCRO Historic and Targa Challenges with the overall placings

Bob Hargreaves

Historic Driver's Challenge

Pos	Driver	pts
1	Alex Willan	341.0
2	John Haygarth	288.3
3	David Alexander	230.6
4	David Marsden	225.9
5	David Short	199.2
6	Tom Hall	190.0
7	Stephen Byrne	184.6
8	Brian Bradley	180.8
9	John Slone	179.2
10	Andrew Johnson	167.6

Targa Driver's Challenge

Pos	Driver	pts
1	Chris Dodds	552.3
2	Simon Jennings	521.5
3	Neil Raven	441.2
4	Daniel Place	348.4
5	Geoff Bateman	328.0
6	David O'Conner	281.8
7	Phil Hodgson	268.8
8	David Pedley	222.8
9	Jack Morton	222.5
10	Andy Davies	214.9

Historic Navigators Challenge

Pos	Navigator	pts
1	Bob Hargreaves	373.3
2	Glen Fothergill	341.0
3	Michael Garstang	230.9
4	Marc Humphries	220.6
5	Roy Heath	199.2
6	David Byrne	184.6
7	Michael Marsland	180.8
8	David Boyes	167.6
9	Ross Blyth	162.1
10	Marc Crack	151.4

Targa Navigators Challenge

Pos	Navigator	pts
1	Colin Fish	521.5
2	Claire Raven	441.2
3	Lynsey Proctor	391.2
4	Ryan Parker	348.4
5	Stuart Davies	281.8
6	Martyn Petry	270.6
7	Lewis Hodgson	268.8
8	Phil Savage	263.9
9	Pete Gibson	255.3
10	Maggie Bateman	248.0





Pendle District Motor Club

CHARITY MOTORSPORT EVENING 04th February 2022

OLD STONE TROUGH, COLNE ROAD, KELBROOK, BB18 6XY
01282 844844. WWW.OLDSTONETROUGH.CO.UK

GUEST LIST

ALEX STONE - ANWCC CHAMPION CO-DRIVER

JOHN STONE - ALEX's DRIVER. WINNER OF MANY EVENTS INCLUDING THE LEE HOLLAND SEVERAL TIMES

NEIL ROSKELL - 1st OVERALL "TOUR OF EPYNT" 2021, 3rd OVERALL PROTYRE ASPHALT CHAMPIONSHIP 2021

MARK KELLY - MOTORING NEWS 2021 CHAMPIONSHIP DRIVER, 1st OVERALL LEE HOLLAND 2021

NEIL COLMAN - MARK KELLY'S CHAMPIONSHIP WINNING CO-DRIVER

DANIEL HARPER - MINISPORT WRC. THE 1st ENGLISHMAN TO WIN MULL TWICE IN THE LAST 19 YEARS

GORDON BIRTWISTLE - HAS PROBABLY SAT WITH MORE WORLD CHAMPION RALLY DRIVERS THAN MOST OF US CAN REMEMBER

IAN GRINDROD. ANY MOTORSPORT EVENING WOULD NOT BE COMPLETE WITHOUT IAN.

BRITISH RALLY CHAMPION CO-DRIVER WITH JIMMY McCRAE.

CO-DRIVER FOR HENRY TOIVENEN, ROGER CLARK & TONY POND

ADMISSION BY TICKET ONLY AT £20 PER TICKET LIMITED TO 70 PEOPLE

ALL PROCEEDS GOING TO CHARITIES OF THE GUESTS

SIT DOWN SUPPER

CHOICE OF LANCASHIRE HOTPOT or FISH, CHIPS & PEAS WITH CURRY SAUCE, BREAD AND BUTTER.

(PLEASE INDICATE WHICH YOU WANT WHEN ORDERING TICKETS)

RAFFLE PRIZES, MOTORSPORT AUCTION

07:30pm FOR 08:00 pm PROMPT !!!

DISCOUNT ON VENUE ROOMS FOR OVERNIGHT STAY IF REQUIRED. PLEASE
RING THE HOTEL RECEPTION DIRECT AND MENTION "PENDLES MOTORSPORT EVENING"

CONTACT – ROD BRERETON FOR TICKETS

pdmc@clara.co.uk

Tel – 07952 377880

NORTH OF ENGLAND TARMACADAM RALLY CHAMPIONSHIP

AS PERFORMANCE.COM

2022 Champlonship

More rounds, more excitement a must enter championship In 2022

Championship Rounds (TBC)

Feb – East Riding Stages – Closed Road
Mar – Northwest Stages – Closed Road
Mar – DCC Stages – Ingleston Single Venue
April – Warcop Stages - Ranges
May – Coast2Coast – Closed Road
May – Jim Clark Rally - Closed Road
May – Jim Clark Reivers Rally - Closed Road
June – Crail Stages – Single Venue
June – Argyll Rally – Closed Road
Aug – Tyneside Stages – Ranges
Aug – Pendragon Stages - Ranges
September – Condor Stages – Single Venue
Oct – Cheviot Stages - Ranges

Date to be Confirmed and Approved by Motorsport UK

AS Performance

1st Overall Driver & Navigator

Lochwinnoch Heavy Haulage

2nd Overall Driver & Navigator

Complete Group (Midlands)

3rd Overall Driver & Navigator

Classes supported by

Mr. Cook Construction
Lean Mean Clean Machine
PD Extinguishers
John Nicholson Fine Art
Boomerang Health Care
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Other Awards

Scottish Gritting
Holdsworth MOT Service Centre
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North East Industrial Fork Trucks Ltd

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CHRISTMAS!

Merry
Christmas
from
the team at
Three Sisters
Circuit

22nd

Legendfires 2022

NORTH WEST STAGES

18th/19th MARCH • www.NorthWestStages.co.uk • GARSTANG

Warning to Potential 2022 Competitors

Organisers of the Legend Fires North West Stages work extremely hard to establish and maintain good relations with the local community and as a result receive tremendous support from the local authorities, farmers and residents. Although we have not published the 2022 stage routes, we are conscious that many competitors will have some route knowledge from previous years.

This is a warning that we will not tolerate any form of 'route familiarisation' in the coming weeks and months. Residents and farmers are fully on board with our proposals and through the regular contact we have with them we will be told if they see anything that looks suspiciously like reconnaissance. Some of the residents on the route have security cameras and we will not hesitate to use their footage to identify vehicles. In turn we also work closely with Lancashire Constabulary, who can easily check vehicle registration numbers if they deem it necessary.

For the sake of the long-term future of the Legend Fires North West Stages, and other rallying in the region, we are making it clear that if we hear of any potential competitor driving on the stage routes (without a valid reason) and/or in a manner that could be deemed to bring the sport into disrepute, then their entry will not be accepted for the 2022 event.

PLEASE NOTE - THIS IS A STATEMENT FROM THE ORGANISERS AND DOES NOT REQUIRE ANY ADDITIONAL COMMENTS. WE REALISE THIS IS A SENSITIVE SUBJECT AND WE THANK YOU FOR UNDERSTANDING.



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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

Pro-Rally.co.uk

1



Motorsports Photography and Journalism

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

Phil James

Motorsports Photographer & Journalist

07771 76 86 57 | 01772 69 00 34

phil@pro-rally.co.uk

@ProRallyPhoto

Pro-Rally.co.uk

1

www.pro-rally.co.uk



A&PMCC Christmas Party at the Rock and Heifer BD13 3RH December 10th

To make it worthwhile for our hosts we need a good number of members to turn up to the £10 per person buffet. Please let me know if you can come so we don't block up a date that someone else could book. You can rely on several high profile F1 drivers not attending due to not being invited but YOU are.

Let John Rhodes

(rhodesj3@sky.com)

know ASAP please.

rally

AT

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trackdays

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FOR THE DAY**

PRICE PER TEAM OF DRIVER AND CO-DRIVER

Anglesey Circuit's Rally Trackday events operate in a similar manner to a regular track day, featuring all-asphalt stages for drivers and co-drivers to run as a team. Featuring multiple, specially designed stages suitable for all cars and driver abilities, from novice to experienced rally teams.

UPCOMING EVENTS

FEB 17th SUNDAY	MAR 15th FRIDAY	APR 13th SATURDAY	JUN 29th SATURDAY
--------------------------------------	--------------------------------------	--	--

BOOK ONLINE AT RALLYTRACKDAYS.COM

OR CALL THE CIRCUIT OFFICE ON 01407 811400



FOR SALE

1959 Sunbeam Rapier

£10,000

- 60,314 miles,
- MOT until 16th December '21.
- Tuned 1900 cc Holbay engine
- Twin 40 Webers,
- Aldon competition distributor,t
- win ignition coils,
- uprated radiator,
- oil cooler,
- high output alternator,
- twin electric fans with thermostatic control and over ride switch, electric power
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- twin electric fuel pumps,
- firewall,
- laminated windscreen,
- internal and external battery cut off switches,
- heavy duty battery,
- twin spares in the boot,
- vertical hydraulic handbrake with separate
- original handbrake,
- in line brake bias adjuster,
- FIA/MSA spec welded h/d steel roll cage,
- alloy sump guard,
- selection of 13" and 14" wheels including 2 minilites with forest tyres, plus various spare gearboxes and engines.



Ring Stuart Oliver on 016974 76539

FOR SALE

Motorsport Car Trailer

- PRG Supersport 16 ft x 6 ft 6 bed
- 2000kg gross (650kg trailer weight I think)
- Built in 2007. Fully braked and low miles
- Fully galvanised and everything works as it should.
- Has a mix of standard lights (rear clusters) and LEDs (extremity markers)
- Tyre rack & manual two speed winch
- Bradley hitch with barrel security lock
- Drop down mudguards so you can open the car door when it's loaded
- Spare wheel and steel ramps

£2,600

Located near Low Lorton (Cockermouth).

Damon (01900 85255)



**Last
Car Track Day
of 2021
6th December**

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three sisters
CIRCUIT





Forestry England

Forestry England give Motorsport the green light following test events

Following the successful running of Trackrod Rally Yorkshire and Round 5 of the Britpart British Cross Country Championship in Kielder at the end of September, motorsport events have resumed on the Forestry England estate. No additional restrictions or guidelines have been imposed and event organisers should continue to work with their Forestry Liaison Officers and local Forestry England Districts to ensure they follow current Motorsport UK and government COVID-19 guidance when planning and running events.

Trackrod Rally Yorkshire saw record spectator numbers attend the event in Cropton and Dalby forests.

In further good news, Forestry England and Motorsport UK have now agreed a temporary extension to the Master Agreement for 2022, with work continuing on a new Master Agreement, which will come into effect from 2023 onwards.



This lunchtime it opened with rally calls from the Prime Minister,

Some Good News At Last

IT'S THE LAW OF
COMMON SENSE



IF TOO MANY PEOPLE ENJOY
THE FREE RIDE... AND NOT
ENOUGH PEOPLE HELP PULL,
THE WAGON ISN'T GOING
ANYWHERE!

Riponian Stages February 6th 2022

I have been asked, on behalf of Trackrod Motor Club, to run the Wass Moor stage on this year's Riponian Stages, to be run on February 6th.

Since you were kind enough to marshal for us on previous events I would like to ask for your assistance again this year.

The stage is extended further for this year's event, now incorporating Pry Rigg as well as Wass and College Moor, giving a stage of approximately 6.5 miles - so I will need more marshals! It is being run twice, once in each direction.

If you can help or know of anyone else who would like to assist please contact Richard who will forward further details when available.

Kind Regards

Andy Turnbull

Stage Commander Wass Moor

Contact : lookoutmarshal@virginmedia.com

2022 CALENDAR

- | | |
|-------|--|
| RND 1 | LEGEND FIRES NORTH WEST STAGES |
| RND 2 | BEATSONS BUILDING SUPPLIES JIM CLARK RALLY |
| RND 3 | DUNOON PRESENTS ARGYLL RALLY |
| RND 4 | CARRYDUFF FORKLIFT DOWN RALLY |
| RND 5 | THE GET CONNECTED RALI BAE CEREIGION |
| RND 6 | HILLS FORD 3 SHIRES STAGES |
| RND 7 | OULTON PARK |
| RES | CHEVIOT RALLY |

19 MARCH
27/28 MAY
25 JUNE
23 JULY
3/4 SEPT
17/18 SEPT
5 NOV



Applications are now open for the 2022 Formula 1 British Grand Prix!

Please read the information below carefully, before making an application.

To be eligible to apply, marshals must:-

- be a member of a recognised Motorsport UK club. A summary of your application will be sent to the indicated primary club for verification. Overseas applicants should provide approval from their National Governing Body.
- have held the correct grade for the role being applied for, as of 31st December 2020; marshals who had Registered Marshal status (formerly Trainee) at that date will not be considered.

NB If you were lucky enough to attain an upgrade in 2021 AND attended the minimum number of events AFTER your upgrade - your application would be considered.

- renew your Motorsport UK Registration for 2022.
- submit an application no later than 30th November 2021.
- have marshalled a minimum of 12 (TWELVE) days, during the 2021 season. You should include ALL circuit race event days that you have marshalled in ANY capacity.

Application Form Notes

- Please note that marshalling for the minimum number of 12 days is not a guarantee of selection.
- Only Motorsport UK or FIA licenced CIRCUIT RACE event days are eligible to be counted (training days, track days, kart and motorcycle events are excluded).
- Only submit ONE form. If you need to make any updates, please send the information through to bgp@motorsportuk.org. Please do not submit a second form unless advised to do so.

Priority will be given to officials who are available to attend all 3 event days (1/2/3 July) and are available to sign-on and attend additional training sessions/briefings on Thursday 30th June, where required.

If you have individual circumstances that prevent you from meeting the criteria above, please complete the form and send a covering e-mail to bgp@motorsportuk.org for consideration.

The following roles can be applied for via this application method:-

- Post Chief
- Incident Officer
- Flag Marshal
- Track (Incident) Marshal
- Paddock Marshal
- Pit/Grid Marshal
- Fire Tender driver
- JCB Snatch
- Driver Recovery/Marshals' Minibus
- Race Communications
- Race Phones
- Rescue (Silverstone unit personnel)
- Breakdown (Silverstone unit personnel)
- Marshals' Welfare Team

Chiefs, deputies and assistants of roles are appointed once the application process is complete. An application form should be completed, as above.

The following roles are appointed outside of this application process:-

- Clerk of the Course
- Stewards
- Medical Team
- Scrutineers
- Sweeper personnel
- Independent Rescue Unit personnel
- Independent Breakdown personnel

Any queries regarding the application process should be directed to the Events Team at bgp@motorsportuk.org.

The application form can be found at. <https://docs.google.com/forms/d/e/1FAIpQLSfbdFuR960I3NJJNM74y86BT7tdcOAheGKVHnKdS3tbh8bOKw/viewform>

Thank you for reading the requirements carefully and we look forward to any application you may wish to make in respect of the 2022 event.

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)
Ian Harwood (KMC)	Geoff & Maggy Bateman
Paul Gilligan	Andy & Jess Crawley

Phil James of Pro-Rally, Geoff Bengough
Bill Wilmer & The Gemini Communications Team
Keith Lamb (Gemini 9) Ian Davies (Gemini 23)
Peter Langtree (Gemini 48) Tony Jones (Gemini 56)
Les Fragle (Gemini 3) Steve Coombes (Gemini 5)
Adrian Spencer (Adgespeed) Phil Andrews
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

**8:00pm Wednesday 17th
January 2022 By Zoom**



ANCC



AGM

Monday 1st March

www.ancc.co.uk



Next Meeting,

Tues February 8th '22

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

ANECCC



Tyneside Group

Tuesday 7th 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 ANECCC, ANWCC, ANCC & SD34MSG Delegates for them to forward to their Club Members as they wish.

Deadline for copy

**For the February '22 Edition is
Saturday the 29th of January '22
which is due out on**

Monday the 31st of January '22

**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