

January 2022 spotlight



ANEC
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ANCC

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Caernarvonshire & Anglesey Motor Club

Beespeed

JJ Brown Memorial Rally

4 / 5 December 2021

Dominic McTear / Barry Allman

Photo Courtesy of Rob Jones

www.sd34msg.org.uk

Volume 13 : Issue 1 : January 2022 : Maurice Ellison

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Chairman's Chat January 2022

2022 is hopefully the start of a 3 to 5 years return to events and motorsport in the North West; it may take that amount of time!

Clubs and organisers need to focus on what works for them and their members. Competitors need to help them to make the process for these volunteers that run 'grass root' motorsport events, as easy as possible.

Sadly, not all clubs or events will run in 2022, Covid is still about and we all have to stay safe.

The last 20 months have been difficult for all motor clubs and event organisers. Support is required in all areas.

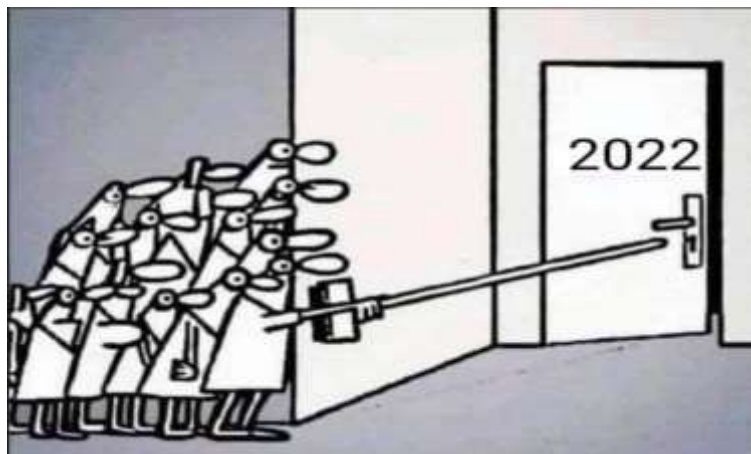
SD34 is a group of clubs working together for grass root motorsport, be it the autoSOLO or stage rally, they are all in our championships.

One club has put the above in it event regulations for 2022. SD34 does need its member clubs to promote the SD34 Championships to their members!

As I said last month, 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 let's hope 2022 is better than the last 2 years.

Steve Johnson



This is what we, who are aged 70 or 80 years plus, can look forward to.

This is something that happened at an assisted living center. The people who lived there had small apartments but they all ate at a central cafeteria. One morning one of the residents didn't show up for breakfast so my wife went upstairs and knocked on his door to see if everything was OK. She could hear him through the door and he said that he was running late and would be down shortly, so she went back to the dining area.



An hour later he still hadn't arrived, so she went back up towards his room but found him on the stairs. He was coming down the stairs but was having a hard time. He had a death grip on the hand rail and seemed to have trouble getting his legs to work right. She told him she was going to call an ambulance but he told her no, he wasn't in any pain and just wanted to have his breakfast. So, she helped him the rest of the way down the stairs and he had his breakfast. When he tried to return to his room, he was completely unable to get up even the first stair step, so they called an ambulance for him.

A couple of hours later she called the hospital to see how he was doing. The receptionist there said he was fine, he just had both of his legs in one side of his boxer shorts.



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Caernarvonshire & Anglesey Motor Club

Beespeed

JJ Brown

Memorial Rally

4 / 5 December 2021

Barry Allman : Clitheroe & DMC

"From Celtic Roots"

**a folk album by Alain Stivell, but
that is another story.**

A work colleague, soon to become a great friend, Barry Musker (yep The Two Barry's) ask me back in 1977 if I'd like to go and watch a rally.

"Y Draig Goch" the Red Dragon CoC was Andy Kay, the first car I saw in action, Bill Gwynne/Terry Thorpe, Hartford Motors Ford Escort Mk2 RS2000. That night I thought we had to have a go.

July 1978 was our first proper event The Midsummer Rally in North Wales (I am sure Mr DVT has all the results ?). We ran last car number 90 in a Ford Anglia 1500cc, alternator failed, so didn't finish.

A member (Ralph Rayner, soon to become another great friend) from our club Mini Se7en in Manchester told us about this guy in Winsford who mended alternators. £5 changed hands and he built us a rubber mounted voltage control unit, sorted.

Fast forward to December 2021 (43 years later) it's 22.00 I am looking at XUR747S) if your old enough remember, otherwise Google it) an iconic Road Rally car so well prepared. My own mental preparation before any major life event is to have a quiet 30 minutes to calm my brain and focus.

As a navigator lots of work goes on before an event, not least trying to assist the driver !! Who by now is in "Chatty Mode" pre Rally nerves ??

I have never driven on a rally and so what goes on inside is a drivers brain is mystery to me ??

The event is The J.J.Brown organised (Superbly) by C&A (Caernarfon and Anglesey) Road Rally 90+ miles of fun. The first ? Road Rally in North Wales for two years. Always a Classic, an old Motoring News RR, which I had attempted a few times and never finished, including Rolling a very tidy Mk2 !! Oooops the bend tightened but we didn't !!

I managed to get an entry with a very well known tarmac champ but the start time was later than his bedtime. Up stepped Dominic McTear from my new club Clitheroe in his MG ZR 1,800cc. Another new driver (Eighth this year), Another new car, Another new map/area, Another new way type of paperwork (Old Style). What could possibly go wrong ??

Saturday morning saw me helping at a Santa's Grotto (not the real Santa, Kids) with Dominic working too, meeting up in Warrington around 17.00 for a quick trip to Caernarfon for Noise, Scrutineering, etc. The lashing rain and high winds which where forecast happened, in fact close to Colwyn it snowed with the A 55 flooded.



Photo Courtesy of Rob Jones



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JJ Brown Memorial Rally Continued from Page 6

We pushed on getting to Noise Test around 19.00 to find it chilly, calm and DRY. Scrutineering was back fully and passed with a few small issues, All tyre checked thoroughly to Welsh Road Rally Rules, we where on Michelin Pilot Sport 3's.

Signing on was up the road, inbetween Caernarfon and Bangor at Plas Menai outdoor sports centre, all OK and checked, we got our start pack. Rally Plates, Time Cards (4) plus the usual paper work but NO route info, just a N.A.M. sheet for petrol and the regroup control. Plus the important ticket for the evening meal and breakfast, if we got that far !!

The chicken curry and rice/ chips for Dom went down a treat, I broke one of my golden rules about NOT eating before a RR but I was hungry, it was still 20.00 with out actual start time of 00.37, plenty of time ??

Huge crowds where about, some Top Class cars to look at and lots of old friends to chat too, wow just like in The Past. The route was pre printed to be given out at MC1, we where told where MC1 was at MC0 . so more chatting and brews.

MC 0 was inside the venue, 23.00 plus start number and so at 23.47 I presented our time card got a signature and the location of MC1 at the exit to the centre, still no route info. First car was due at MC1 at 23.50 (00.37 for us) a big crowd gathered around car one to catch a glance at the route, me included.

After my last event, it was back to the car with Dom (finally found him chatting), belts check, my new LED potti check, final car check and we where ready. By now the crowds had gone off to speccy, 00.37 we pick up our enevlope with just two A4 maps in for the first half, Give way, turn left and our rally had started, All my nerves had gone, think Dom's had just started ! The time cards now made sense, with just the time for car 1 printed, all times where plus 47 minutes for us. Route was made up of 11 sections, either competitive or neutrals (no transport sections), lots of Passage Controls (PC's), intermediate Time Controls (TC's), Code Boards, Driving Standard Officals and End time controls.

Six sections before the petrol halt and five after, A three mile run out heading North towards Bangor saw us arrive at SS1 with just three cars ahead of us. Tightening my belts TIGHT, last sip of Lucosade, shake of the hands (Just like Elfyn E and Dan M), 3,2,1 and we where off (first impression was WOW the 1,800cc ZR is much quicker than the 1,340cc ZR, wonder what the brakes are like) 400, Stop Give Way, T left (brakes worked !!) Stop DSO check. I have finally after three Road Rallies got my head around the new system (Thanks to Heidi W, Maurice E, and Chris W from the club) and where to put clipboards, etc in the car. Dip lights, window down, Board out on the right side (two boards to juggle with) with six seperate boxes to fill in and instructions NOT to hurry, we where away. Into some super slippy Welsh lanes, nothing like them up in Lancashire, second, third maybe fourth gear before BIG brakes, awesome, the previous 35 years disappeared in a moment, WOW. At the third bend in was a really tidy NOVA not in the bank but ON the bank !! OK board out, yes we where on The J.J.Brown of old. first PC ahead, all signed (slowly). Then the first open slot left lots of folks, flashes going off another WOW moment. Right Barry, head down focus 110%, lets have a clean run and get to the finish.

SF1 saw us stopping the clock at 1.39 in 49th place out of 75 around our minute men times. That section included 5 PC's , 2 Code Boards, 2 intermediate time controls and 6 DSO's which amazingly went very smoothly and even flowed. SF2 after a brilliant push from Dom on some tight and twisty hilly roads earned us 33rd fastest, we where on it now, the Michelin Pilot Sport 3's working hard. SF3 section was scrubbed when the route became blocked, pity we where going well. We where now to the east of Caernarfon, the whole 90+ mile competitive route was on an eighth of the map amazing with lights everywhere. The crowds out where large with almost people on every bend and junction, with lots at the exciting places. The next section saw us 29th fastest on SF4 as we started to work better/ smoother as a crew, our first outing together, my first time back in the Welsh Lanes in 30 years. Plus Dom had just got back into his car after a layoff and a few events.

TC5 was at the start of a mile and a half of very slippy, narrow, white, square bends, bridges and a ford (very famous we found out after). The first section was slippy with Dom having fun sliding the car around.

The next bit of the white was double cautioned I called square left, Dom did a square left the car didn't, OUCH !! we slid into an earth bank, losing a bit of front bumper but worse puncturing the front right tyre. next bend was a square right which we just about got around. made it through the ford and onto the "tarmac

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JJ Brown Memorial Rally Continued from Page 7

With no where to stop and change the wheel we pushed on as the tyre slowly deflated, costing us 3 minutes !! got to SF5 then onto the "B" road and a layby. Tyre changed in quick time, no other damage done set off to SS6 a few miles away, just dropping one (penalty free minute in the neutral), all the crews stopped to make sure we where OK. Even the police stopped to ask if we needed anything, there was a Police presence on the major roads. One parked in the layby opposite a hard to find slot, Thanks Police Wales.

Quick check of the car before we started SS6, all was ok and so off we went, had a good run but SS6 was missing so that got scrubbed, shame. We didn't need any petrol (after 50 ish miles), called into MC2 to get a time and pick up the second half route map. Popped down to PCS, a holding control, pulled back all out lost time (30 mins OTL Limit), had a few minutes there then left for MC3/SS7, broke out the Jelly Babies and more Lucosade (my next sponsor), ready for the second half. This was the longest section of the night a super route just south of Caernarfon, heading back towards the coast, I think .we actually got into fifth gear once !! before three PC's and Three Code Boards got in the way

Between us we had the code boards (all code boards where manned) off to a "T" getting to the point where we only slowed for them, awesome (at last) We cleaned (it was split into three TC's) the first and third parts, a 20 second mistake from me, nosing up a farm track, slot was 150 metres further down !! Grrr ment we where only 49th quickest, otherwise 31st quickest but that is Rallying, Dom pushing now on dry, grippy lanes. SS8 (a short one) saw us drop 21 secs and 12th quickest, SS9 another short one, which we cleaned, we where both back up to full speed now, it was 4am by now, WAY passed our bedtimes. Time for more jelly babies and lucosade.

SS10 was medium length with lots of PC's with some very slow writers (due to the chilly conditions ??), happy to be near the finish line and not to be overtaken all night. Also very close on times to the crews seeded around us, the real quick crews where, real quick. we dropped 52 seconds and where 45th quickest. Onto the last section SS11, The coast road back to Caernarfon on the other side of the Castle, Best navigational call of the night, Caution Dom "Sea Weed" only as a joke, but thinking (even at 4am ish), road right by the beach gales and wind possible seaweed on the road. Second square right in, it was covered in it and we so nearly spun into the sea !! So near the finish too, Dom did the magic and held it together. The last Square left and right negotiated and we got to SS11 and cleaned the section too, A Happy Nights Fun.

Shook hands (like Elfyn E and Dan M would), didn't do the standing on th car or Champagne, did (you have guessed it by now) more Jelly Babies and Lucosade #IAm65YouKnow A couple of miles back to Plas Menia Centre for MC4, Damage Declaration and BREAKFAST yummy, please to report the Curry and Rice I had for my tea stayed down. We started car 47 and finished 34th o/a and 9th in class dropped 11.39, Happy With the finish and the result, New Crew and New Area. Rally Rant now . IF only we hadn't punctured then 8.39 25th o/a and 7th in class.

My Thoughts.

Road rallying is the most challenging and the Best with Driver, Car and Navigator put to the test. With the Welsh lanes hard to beat. The J. J. Brown is a superb event by C&A, brilliant compact route, never far from Caernarfon. Well Marshalled, Thanks Stephen Frost for being our Marshall. Nice venue with nice food.

A special mention must go out to The Folks who came out to watch in Numbers, Thanks, You all took me back to 1978, 43 years ago. Amazing. As a oldie I can honestly say it is enjoyable now as it was back in the 70's and 80's the Lanes are just the same and so is the challenge only "The Lanes in the Dark" can provide.

Big Thanks to my Driver Dominic Mctear for piloting me around, in his MG ZR a quick car, Well prepared and a comfy seat, Quite a haul from Clitheroe after breakfast and coffee's a look over the results and YES finally for me NO fails (I just had one fail on my last event, administration error) . perfect result.

We set off back home in the van, the nights adrenaline wore off and we had a rest, waking up 2 hours later freezing but happy, was it a dream ?? NO . More Coffee's and a bacon butty saw us right as rain.

With a name like Barry John I have always felt part Celt . The Welsh Lanes where kind to us . Thanks . I must be " From Celtic Roots "

Barry John Allman #BarryTheRallyTart (Clitheroe & DMC)

Grass Roots Motorsport at National Level Production Car Trials

Rupert North : Airedale & Pennine MCC

I actually got asked by not one but two separate people if I could write this!! I guess people like?? rambling event reports. I am aware they are written from a more personal point of view rather than a reiteration of the results sheets, if for some reason you want to study the result sheets these are available in the car trials section on BTRDA.com website.

So where to start.....after the best part of 23 years trialling a "proper" Mini I began to feel it was becoming more and more uncompetitive as the years went on. By the end of the 2020 season I had kind of got to the point that I was making up the numbers in the middle of the class. To make the move to trialling class 1, I would need a car made after August 1998. The 2 cars that have moved to the front of that class over the years have both been smaller cars, yet larger engined models of a Corsa B (1.6 sport) and a Saxo (VTS or something... the 1.6 8 valve model)....but both of these are pretty heavy as far as small cars go. I thought I would try a different approach similar to the Mini's concept of being small and light.

The Alto idea had been kicking around my head for a while and one Friday morning the 25th of September 2020 I had a little look on Ebay and found just what I was looking for, what turns out to be a pretty rare 3 door model with a 4 cylinder 993 engine 16V engine. Not the more common 1.1 5 door model, which has a tiny bit more torque and power but weighs a whole 80 kg more at the backend.

Now we've all been faced with this moment.....shut the PC down and get on with our day or go for it and see if you can buy it, which is exactly what I did, after a couple of phone calls myself and a friend set off the 240 miles from Bradford to South London to buy it. It was a tidy little thing with normal age related marks and problems but for £625 it seemed worth a punt.

It made the return journey under its own steam as well, which was a good sign. After a good few service jobs and some other repairs it was more or less ready to go. One of the hardest jobs was to fit underbody protection and a sump guard to it, now, I'm an engineer by trade but if I'm honest it took a few trial fits and about 6 hours of looking to come up with something that did the job without compromising the ground clearance of the car. Added some jolly stickers to stop it looking like an old ladies shopping car, modify the trailer so it fits on and away we go ready, for the 2021 season!!

The first event of the year was the Ivinghoe spring trial held in April on a lovely dry day, and lucky me... I was first on the sections on the first event of the year in a car I had only done a handful of miles in yet alone driven on a trial before. A fond memory of this event is hill 1, in front of a crowd of thirty plus people, some filming, the section went OK as it turned out but was a baptism of fire really. The little car felt very unfamiliar but was going OK. In my head I had 2021 as a practice year...getting used to the new car...maybe even being competitive towards the end of the season would be nice. Turned into leading the class by lunch and being able to extend the lead by the end of the day to finish first in Class 1. Almost a dream start to the season.



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Production Car Trials

Continued from Page 9

I think this caught a few people ,including me, by surprise, the car has some super soft suspension which rides the bumps really well, the engine is willing enough for a 1.0 litre, there's no power steering and to combat this Suzuki fitted it with the slowest lock to lock rack I've ever come across!! Which means you have very busy hands in the sections.

The next events took us to sunny Somerset for the doubleheader weekend with Windwhistle MC event Saturday and Woolbridge MC event Sunday, again we were met by glorious weather for both days.

Saturday's Windwhistle event went well, thankfully I wasn't first on, as that poor chap had to flatten the knee high grass that covered the sections which really ruins your score card. managed to pull out a narrow lead from the start and hang on to it for the rest of the event to finish first in class 1 again. Nearly didn't finish, backing out of a section the car went plop and fell into a sinkhole which went 3/4 of the way up the front wheel, the car was stuck fast and had to be snatched out by a proper Land Rover, things were not in good shape, the wheel didn't even turn for a while the whole area was full of mud and broken stones made worse by trying to drive it. After about 15 minutes of fighting with it, I managed to get it going again to finish first in class again. A very worrying moment a long way from home!

Sunday's Woolbridge event , voted the best trial of the year 2021, was a tough event. They have a large, very steep venue which to be honest I've yet to do well at. And this event was not going to break that cycle. The hills are well laid out, steep and long. This showed the chink in the Altos armour, it may be small light and spongy but the tiny engine can't maintain a slow speed along a steep climb. It simply doesn't have the power/ torque to keep going. I did all I could think of with included taking some bizarre lines to avoid the longest steepest parts. Most hills were ending in the same way...lots of shuddering from the car and dashboard as it coughed on to its stall point. It's hard to get a car that's good at everything and here were its limitations. Wasn't a complete disaster and managed to hang onto second in class.

The 6 plus hour drive home was "the" disaster, got about 150 miles from home and the van broke down.....no worries give Greenflag a ring!!.....only to be told that the policy hasn't been renewed...crap. Not too bad I've personal RAC cover....gave up after an hour on hold and have never managed to speak to them since the fact they took over 5 weeks to respond to an email question amazes me. So started the long drag home a 1.6 diesel van in limp mode pulling a ton isn't going anywhere quickly. Got home at 1.30 in the morning.

Now it takes a while to sort out a new van so the Alto is pressed into daily use, work and back, fetching and moving the kids about and so on. But this also meant I would be driving to the next event Kidderminster's MC Wyre Forest trial, about 160 miles from home. So off I go early one Sunday morning in June, playing fuel bingo for the first time in years, where you try to arrive at the event with as little fuel in the tank as possible. Put 3 gallons in the Alto's near empty tank and watched it take tiny sips all the way there meaning I now have to do the event with over a quarter of a tank of fuel!...whoops. It took the motorway miles well 60 is about as fast as it felt happy going. The event went well by the finish. The beginning and the middle were a bit of a struggle. After the first round I was third in class and by lunch and the end of round 2 I was still 3rd but having slightly narrowed the gap by 6 marks. Somehow by the end of round 3 I had dragged my way into second in class and by the end of round 4 I had managed to tie first in class. Somehow this became my first overall win in the Alto from a tie to win by the number of "cleans" on the sections something like 10 to 8. A win, but a lucky one in my book. Made the three and a half slow drive home more bearable.

The poor driveshafts were not at all happy with me, which came as a surprise for a car with 36,000 miles on the clock, and sourcing new ones was proving a challenge, Suzuki haven't failed to get us a part yet but they know how to charge, there is a great local motor factors who managed to source us some which were promptly fitted in time for the next event. According to how many left website it looks like there are 46 of these left on the road which means parts are hard to get, the car is massively popular in India though which means parts are available but can be 8 weeks away!!

The Wyre Valley car trial is the next event for me, 200 slow miles each way most of which is boring motorway, the journey was split in two with an overnight camping trip with fellow trialer's and some drinks. Another dry sunny event which didn't start all that well, ending up 10 marks off the front of the class by the end of round 1. Another event where I spent the entire day catching up to find myself in another tie break for 1st in class...which somehow I came out in front of again, by a single clean. I do think luck is playing its part here.

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Production Car Trials

Continued from Page 10

Managed to get a nearly new van and towbar sorted out so ready to chew up some motorway miles....not exactly how it went, the next 2 events in late July form part of the first "Yorkshire Weekend". With clerk of the course duties for me on Saturday among lots of other jobs to get the event running. Long day setting up Friday, and not often will I say this, Yorkshire had been cursed with weeks of dry weather!! The big bank in the field was bone dry normally you could get 2 to 3 sections in that area. This left me digging around the other edges of the field for the steepest and more extreme place to put the poles. The sections ended up being too tight for my liking in places but apart from 8 easy cleans that tends to be all you can do with it. Overnight camping was an entertaining evening even if it was just the locals.

Sunday's event was about 4 miles down the road, another red hot day in Yorkshire....the event, I thought, ran as well as it could have done in the dry conditions, I've been going to the venue for over 20 years and used parts of it and hills which I had never seen before. Started out leading by the end of the first round, made a big loss on round 2 and spent the next two rounds right upto the last hill catching up again. Again what I would call a lucky first in class, once again someone else's misfortune playing into my hands.

The car suffered a broken electric fan motor over the course of the weekend, Suzuki wanted 340 pound for one!!!! Got one secondhand for a tenner. A note could be made that on Wednesday the 28th of July I did a local evening car trial....the first wet event in the new car. It has been a very dry year so far.

Early August saw us all heading to North Wales for another doubleheader weekend, Saturday's North Wales motor club event was wet...very wet. I think we had a couple of hours break from the driving rain all day..type of day when you thank the poor marshals every hill and the rain pounds down.

Round 1 and 2 were really tight at the front of the class trading the odd mark here and there, in 1st in class was tied at lunch. I don't know what the factor was on round 3 and 4 but I did what I normally do but with very surprising results, we often trade a handful of marks between us at the front of the class but my scores were half or three times better than the next guys. I was surprised, if I had to try to attribute a factor to it I would say the weight of the car, we all run the same tyres and we are all more than capable drivers who don't tend to make too many mistakes but for some reason I was flying, others were struggling. As the field conceded to being 100% waterlogged maybe the extra weight which in some cases was getting upto 250 kg with the car and the crew in it was just sliding them off the hills or halting their climbs. If anyone knows what it was I'd like to use it on every event!!! But the upshot was 1st overall with marks dropped even lower than the RWD class.

A lovely evening meal with trialling friends was a great way to spend the evening and the rain continued.

Sunday's Derwydd trail was set to be wet all day..the rain was relentless. It is a huge credit to the organizing clubs that they run the events in conditions like this let alone be as upbeat and jolly about it as they are. Competing in it isn't that bad you can hide away in your cars but standing out marshalling or clerking is pretty bleak. 8 hills and four rounds was the order of the day the poor field took a hammering turning to slurry in places making transiting between section tricky. Managed to pull out an early lead thinking "was this little car unstoppable in the wet?" Turns out no it isn't, had a modest lead at lunch but had to work hard to keep hold of it losing a bit every round to hang on to first in class. Glad it wasn't 5 rounds!!

The cleaning effort after such a dirty weekend in Wales is fairly significant if you don't want your car to turn to rust....mud gets everywhere, 15 minutes at the local Jet Wash gets the very worst off, I tend to jack mine up and go round the 4 corners taking the wheels off and even the plastic arch liners out to get the rest out. I like to look at the big pile of mud I collect, the neighbours walk by looking puzzled and probably wonder what I have been upto.

The Gaby Mohr trial in early September turned out to be the last event of the season with the rescheduled North Wales trail falling short on entries. A nice dry day greeted us after the rain of Wales. The first round went well, 2 of us got an equal score at the head of the class...then an odd thing happened, I made a mistake...picking up a juicy 9 on a hill which is a fairly easy clean if not a 1 or a 2 if you were unlucky. Now I don't remember driving 4 wheels out on a line which we knew the marshall was looking at, but that's how it was scored...I put it down to a brain fart or something...thankfully it doesn't happen often. But that really hurt my score card and at lunch I was a long way back. round 3 was better managed a blinding climb on one section to pull myself back level at the front of the class only to lose it all over again on round 4 on the same hill!!! Motorsport can be full of highs and lows.2

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Production Car Trials Continued from Page 11

Wouldn't say it was all bad, second in class is a decent enough result and I often said it's more the fun of the competition than simply winning everything. If no one was pushing you, taking win after win would just get boring I would imagine, not the chance to put it to the test!!

With that score added to the existing scores on the board it meant that I had won the 2021 national MSUK trials championship...Not bad for a practice year.

Looking back over the year I feel it's been "lucky", there've been a few occasions where a mark the other way would have meant one less point and a harder road to the championship win. The car has been well behaved, it's been thrashed, beaten and battered all year but put it with it well for a small shopping car that's lived twice as long as a car of that type normally does.

One thing I think it goes to show is that car trialling is a sport where you don't need a big wallet to buy a win, all in all it's a £625 pound car in a good state of service, that's it, no expensive suspension mod's or fancy engine work. Can't think of another branch of motorsport where there isn't a minimum amount of money you would need to spend to get to the front.

The last event for me of the year was BTRDA grand final held in North Wales in early November, the other national championship and the one thing I have never really done well in! Took me years to win the bronze award and move into the silver, then somehow I jumped into gold after winning the MSA national championship back in 2017. So I haven't ever actually won the gold star. But this year I was feeling quite good about it, an odd side step into class 2 to make sure a good "index" was possible (you need at least 5 in a class to get a good average score) but with a few of the class 2 front runners missing I felt it could be my year. Plus the venue was the same as my last overall victory and it was going to be wet because it's November. But like a lot of things in motorsport, they don't to plan, one of the 8 eight sections laid out was a long steady climb and in the wet you needed the ability to be able to chug the last 8 or 10 foot as the momentum picked up from the start line ran out, not my cars strong point which lead to two costly fails at a larger number than I would of liked. Pulled a few back with one hand to give them away again with the other...wouldn't say it was a bad day as such 3rd overall and first in class...but a little disappointed to have missed out on the gold star...again!!

Still...something to aim for in 2022 along with the Motorsport UK title. Sat here writing this on a dark cold winter's evening it seems a long time before the first event of 2022 which will probably be late March or early April in hopefully some spring sunshine....something to look forward to.

A big thank you to all the people who make the championship and the events possible, from the adim's to the clerks who give up many hours of their day to stick poles in the ground for us and the ever cheerful marshals who stand out in all weathers



Bird Crushes Opposition To Win Dukeries Rally

December 5th 2021

Cumbrian driver Frank Bird was in scintillating form once again as he romped to his third outright rally win in as many months by dominating the MAXUS Dukeries Rally at Donington Park.

The event formed the third qualifying round of the Motor-sport News Circuit Rally Championship with MSVR and following his victory on the opening round at Oulton Park last month, 22-year-old Frank, from Penrith, along with Lake District-based co-driver Jack Morton decimated the opposition to win by over two and a half minutes.

In the Dom Buckley Motorsport-prepared and Frank Bird Poultry-backed Ford Fiesta Rally2 with assistance from Hager, Fuchs Titan Oils, Aico and Yuasa, the pair led from the start and comfortably won all six stages around various roads of the Leicestershire racetrack in changeable conditions.

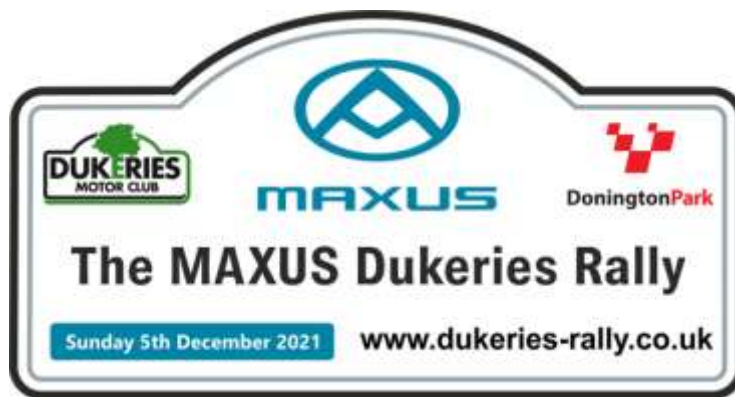
In doing so, Bird retained his Dukeries Rally title which he won in 2019 on his rally debut with Hexham-born Morton and in between, the pair have taken thirteen outright victories and currently hold second place in the series, despite missing the previous round at Cadwell Park when they were on World Rally Championship duty in Italy.

Frank Bird: "Apart from it being quite slippery, we had no problems. The car ran like a dream and once we set the marker down on the opening stage, it was just a case of controlling things. The car was faultless so thanks as ever to the team, Jack on the notes, and my dad and our loyal sponsors for making it happen. It's good to have won two rounds of the series but I'm not sure what other rounds I can do due to my racing commitments, so we'll have to wait and see."

Results

The MAXUS Dukeries Rally, Donington Park

1 Frank Bird/Jack Morton (Ford Fiesta Rally2)	53 mi 55 s
2 Neil Roskell/Andrew Roughead (Ford Fiesta R5)	+2:37
3 Barry Morris/Tom Hutchings (Darrian T90 GTR)	+2:39
4 Ollie O'Donovan/Ashleigh Morris (Hyundai R5)	+2.49
5 Alistair Inglis/Colin Inglis (Ford Fiesta R5)	+2.54



Photos courtesy of Kevin Money Photography.



1931, British India. During a tea break between an informal test match between British officers and the local Indian team, the umpire - an English gentleman, invites the son of the Indian captain to sit on his lap.

The child being shy, refuses.

So, the umpire turns to the Indian captain: "Why is your son so scared of me?".

The Indian captain replies: "The son never sits on the British umpire."

Chelmsford & DMC The 'PRESTON' Rally

11/12 December 2021

Barry Allman : Clitheroe & DMC

A conversation with Geoff Bateman just after our first event together, the Blue Streak Targa rally in August, which went well. ment we went in pursuit of an entry on The PRESTON Rally, a road rally in East Anglia (straight forward, I imagined).It would be my 21st event of the year and so nicely up to speed in The Hot Seat, the weekend before was a ClassicRoad Rally The J. J. Brown and so I was looking forward to that.

I started to ask around and looking on facebook to find out it was the 43rd running of "The PRESTON" another Classic Road Rally. It has a reputation of being muddy and tough !! with a route of over 200 miles, with approximate 150 competitive miles. Made up of farm tracks, ploughed fields, an army base and lots of forest tracks !!

After a 250 mile road trip I ended up at Snetterton Race Circuit (on map 144), Geoff amd Maggy B had a 300 mile trip down from Cockermouth. The very clean Peugeot 205 GTI 1.9 of Geoff's (hope there will be a picture), sailed through noise test and scrutineering. As it is always a well prepared car with different rims and some new tyres especially for this event.

All that had been done and over the first coffee we had a look at The Road book, 45 pages of maps of the road sections 1:50,000 scale, with the sections 1:25,000 scale. Same as a previous event and so i knew the distances would be a lot different to usual, which I was ready for now. All the sections would be arrowed, almost stage like with lots of additional instructions as too where the " Slippery" bits where !!

A second coffee (black with sugar) as we would be out for 8 hours plus !! and break out my highlighter pens to enhance the markings. Favourite instruction, linked to the Army Base section was ... " If you get into difficulty, STAY IN YOUR CAR, phone the special number and the army will recover you" If it looks like a bullet, hand grenade, shell ... it is !!

Pleased to say it all looked , navigational wise, straight forward with the road timings quite relaxed, time to get comfy in the car an organise my office space for the night. Feeling excited we headed off to MC1 within the circuit it helped that it was Geoff's old homeground, in fact going passed his village. A couple of miles run out got us to TC1 where there was quite a queue, in fact dropping 13 minutes of our lateness (penalty free)

It was named " The Racecourse" !! somebody was having a joke. The startline had to moved due to a DEEP puddle on the original line. 3,2,1 and we where finally away, well we got into third gear before the car moved the field was so muddy and slippery with 90 degree bends as we slid around. The route was well arrowed, with lights everywhere going very slowly The PRESTON had started ...

We managed to get to two PC's 9 passage control's where the marshall's showed you the code board to write down. The after a mile disaster struck, a bang and a huge cloud of smoke, ment that " Huston, we have a problem". I let Geoff get muddy and he discovered the radiator end cap had split and so no coolant !!

After all the cars had gone through we where towed out onto the link road, with Snetterton quite a few miles away and the car not drivable. One of the course opening cars had a issue too, so we jumped in that with it's heater on to keep warm, Thanks Tony Hewlett. He/we got recovered to the circuit and then retrieved the 205.

Geoff and Maggy went off to their hotel and I went to speccy on the last third . WOW the sections didn't get any easier !!A Rally definately to do and I can't wait for next year

Tonight, Thursday after the Saturday, I am out again with Geoff on a local event to him in a car, NOT the 205 !! So 500 plus road miles for a mile !! but WOW what a mile ... didn't even get time to break out my Jelly Babies ..



Barry Allman : Clitheroe & DMC

Chelmsford & DMC The 'PRESTON' Rally

11/12 December 2021

Dan (Seddy) Sedgwick : Clitheroe & DMC

Seems that everyone who does the 'One and Only' Preston Rally has to do a little write up so here's mine p.s I'm not that good at writing!!

So when someone said to me "you want to do the Preston it's a right laugh" I don't know what they had been smoking but it needs removing from the streets!!

So quite a long trip down for us at about 4.5 hour. Which obviously lead to thinking time and plenty of quotes "how bad can it be???" Or "there's no hills around here".

So all signed on scrutined etc leaving time to look at the field.... Where's all the escorts???? Doesn't seem like our usual competition!! But they do look quite "jacked up".

Anyway the time came to jump in and see what it's all about the first Marshall said " this looks low for a Preston car" what had we signed up to!!!!

So arrived at the first stage couldn't see a great deal over the hedge but I remember saying " why is everyone going slow" We soon found out when we tried to set off we must of got to 4th gear before we had done 10yds!!! We carried on in what I can only describe as a potato field????!!!! We came out thinking well it's not that bad just slow.....if only it was that easy

The next few stages revealed what this Preston job is my preferred word is MENTAL. Soon getting the hint that this is every man for them selves!!! I remember coming to what looked like a man made jump so giving it some gas to get over revealed some idiot planted a tree at the other side. We made contact with the tree a bent wing which was nothing on what was left to come.....

The next few sections were also full of surprises coming through a opening to see that many hazard lights I thought I was on a Land Rover forecourt!! Sending down tracks that I can only describe as being on a piece of corrugated tin!!! A section that we genuinely thought was a mountain bike track and we had gone the wrong way!!!

Anyway this was quite easy until about the half way point then every thing went downhill. First of all the electrics decided they wanted to get out!!! Wipers, washers, indicators, horn all just stopped!! Then a massive heavy landing decided it would chew up my gearbox internals, so second gear was missing. Where it went is unknown??? If found please return.

At this point moral had dropped slightly, any one that knows me knows I don't really care about my car and I don't really do car prep but this event made me realise I do care about my car



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Preston Rally **Continued from Page 15**

Anyway after a few rollies and a can of red bull we said if it dies it dies!! So we set off with no f*#ks given the sound of metal getting chewed inside the box was not a nice sound!!! With limited gears just on the limiter from start to finish was the only way colliding with a blue pole thing along the way (left a nasty reminder in the side of the car) thankful to get to the end of rack section which seemed to never end!!!

So we finally got to the end many other parts tried to go on vacation during the event mirrors , windows etc what a relief to get on to smooth tarmac at the end!!!!

So basically to rap it up we came 16th...everything you ever heard is true if not worse.

I know have to look at my car like I sent it into battle with no weapons!!!

Would I do it again?? YES but I'd take my neighbours car or something.

Was the navigation hard?? If you can read a children's book you will be fine. If I'm honest when it comes to navigator take the lightest person possible or the strongest person you know!!!

So a big thank you to the organisers (even if you were pissed when you came up with this event) thanks to all Marshall's even the 2 I brought with me and finally all recovery crews even know you love it #onelifeliveit

Thanks guys

Car 49 wrecked 106 : 16th O/A

Forgot to mention my navigator great crack as always Sam Ambler

Dan Sedgwick / Sam Ambler : Clitheroe & DMC

All of our systems are FIA Homologated so 2022 ready.



Are yours?

Time to check your systems!

Check life dating and service intervals and are they a homologated recognised system. New 2022 yearbook regulation so do not get caught out on your next event. Call for help and advice 01254 954954

2021



THE DAY WAS FRAUGHT AND CAME TO NOUGHT

Ed Graham : Hexham & DMC

The logistics of running a rally, particularly a four day event running the entire length of the country, are always likely to be fraught with difficulty and, no matter how much time and effort the organisers put into planning their event, there are always factors outside their control which can render months of careful organisation null and void. Such was the fate that befell the opening regularity on day four of this year's Le Jog Reliability Trial.

Le Jog is an event that is eagerly anticipated by rally enthusiasts everywhere, not least in Northumberland where there is normally an overnight halt, either at Slaley Hall or, as this year, in Newcastle. The county boasts miles and miles of glorious traffic free roads which are ideal for classic rally participants to enjoy, with the added bonus of some wonderful scenery. I have been involved with Le Jog since its inception when John Brown "Invited" me to organise marshals for some controls situated in the high Pennines, over 20 years later I'm still doing it! For many years now I have also carried out the PR work for that portion of the route which runs through Northumberland and Durham and on occasion, Cumbria also. This year's area covered some three regularities, one straddling the iconic Hadrian's Wall and another two running almost the entire length of the county which, on inspection, looked likely to provide a demanding opening to what was likely to be an equally demanding 36 hours.

Public relations work is, essentially, a long slog of handing out leaflets, putting up posters and liaising with the local community whose roads the rally passes through. One meets an awful lot of farmers, an always unpredictable breed whose demeanour can change as rapidly as the weather and it requires great tact and diplomacy to keep them on board, it's a task which cannot be rushed and one has to be extremely patient while the expound on the problems of farming life, the poor prices at the mart, the never ending regulations from DEFRA, one can almost be moved to tears!

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Le Jog 2021 **Continued from Page 17**

The demography of rural Northumberland has changed considerably over the last 20 years with many “Incomers” moving into the area, former urban dwellers seduced by the lure of cheaper property prices and the tranquillity of the countryside, sadly, a lot of them seem to morph into “Nimbys” and they need to be handled with great care as they are extremely prone to complaining about the cars coming along “Their” road, fortunately, years of practice have ensured that we can always manage to placate them. In the end, this year’s PR exercise, covering the three regularities, took up four very long days, it’s a job that seems to get more involved year on year.

Having been allocated the long day four opening regularity, the next job was to recruit a squad of marshals, never a problem for Le Jog, and in no time we had all the timing points covered plus two groups to look after a couple of gates which the landowner, a breeder of pedigree Aberdeen Angus cattle, required manning.

As it was the days opening regularity an early start was required so a 6:00am start saw me driving through the gloom and heading off, hoping not to encounter any early commuter traffic. Arriving at the regularity start, or at least, somewhere in the vicinity of it, the first task was to find the exact starting point. Normally the organisers paint a white line on the road, this year the clue was a dab of yellow paint on a telegraph pole. Now finding the correct pole in the darkness of a December morning on a rural road complete devoid of any illumination isn’t the easiest job and this year it was made even harder by the amount of trees that had been pushed over in the previous weeks Storm Arwen. Eventually I decided just to park up and await the arrival of the opening course car, they presumably would know where it was.

Having established the correct location of the starting point and set up the control, there was time for a quick coffee while we awaited the arrival of the competitors. Right on schedule they appeared and so, as if on cue, did the rain, a torrential downpour which was to lash down unrelentingly for the duration that the control was open. Undaunted, we set about sending the competitors on their way, they were all keen to get going with a long, hard route ahead of them.

It was all going like clockwork, with the cars setting off regularly at their minute intervals until, with about half of the field still to get going, a frantic call came through from one of my Timing Point marshals informing me that the route was blocked. Evidently a workforce from the county council had appeared with a road closing order and were blocking off part of the route while they removed trees damaged in the previous weeks storm, the trees weren’t actually blocking the route but the plant and equipment would be and there was no way through for the rally.



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Le Jog 2021 Continued from Page 18

This, understandably, created a major problem for, not only would the competitors have to be re-routed but the marshals at the ongoing timing points would need to be informed, as would the rally organisers. The situation was further compounded by the almost total lack of a phone signal and, although the organisers were eventually contacted, albeit a very sporadic and broken conversation, the marshals on the ongoing portion of the regularity couldn't be raised and informed of the problem although they must have been aware there was a disruption somewhere when only a handful of cars appeared.

It was eventually decided to divert the cars to the fuel halt which followed the regularity and this plan was put into operation with two of the marshals painstakingly explaining the diverted route to the competitors, as a high proportion of the field were foreign entrants there must have been some extremely interesting conversations as neither of the marshals, to the best of my knowledge, speak anything other than Northumbrian!. The regularity was of course declared null and void and didn't figure in the results, it was a very disappointing time for all involved, competitors, organisers, marshals and, of course, the surprisingly large number of spectators who had come along to see the cars. It just goes to prove that this sport of rallying is full of uncertainties and, no matter how meticulous the planning, how detailed the organisation and how thorough the public relations exercise, there is always the possibility of the unexpected cropping up to throw a spanner in the works. Despite this setback, one thing that can be absolutely guaranteed is that, come next year's Le Jog, we will all be out there doing it again.

Ed Graham : Hexham & DMC



Photos Courtesy of Tony North



2021



Amy Henchoz

As most of these things do, the concept of LEJoG started off late one evening after one too many margaritas and the ill-fated words "What about LEJoG?". So with no car to do it in, no idea who would drive and no real desire to find out if our relationship could withstand such an experience we went off to bed, hoping that no one would ever mention it again. But of course, that was not to be and not long after dad's old London to Cape Town 144 came up for sale and the words "That would be a great LEJoG car!" came bounding from someones lips with far too much enthusiasm. This didn't seem like it was going to go away. In went our entry and so it all began, with us eventually ending up in dad's 142 rather than the 144 initially suggested.

Having not a lot else to do than chat and worry about what you've gotten yourself in for, it would have been a relief to get started except for the fact that the start meant immediately into a test and that was an even more daunting prospect. So Saturday rolled around and those nerves certainly don't decrease. The aim of the morning was definitely "Neat, tidy, don't prang the car!" Thankfully this was successful in both the test and the proceeding reg which I got round with my heart in my mouth for no apparent reason but Niall seemed to cope with in a calm, collected manor which I simply couldn't muster.

The first Leg saw us traversing the roads of Devon and the South West and I have to say the roads were absolutely exceptional! A common theme in our car was "This is actually a yellow on the map." and my ensuing disbelief, if you'd asked me I'd have said every other road was a white. Incredible, narrow, concrete, grass centered, single track roads covered in potholes and going through a vast number of fords meant you never knew when a control was going to be, any place in the last 5 miles would have been an excellent control position and it always ended up being a surprise when we rounded a bend and there it was. But then again, that is the driver saying that, Niall probably knew full well a control was about to appear!

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Photo Courtesy of Mike Griffin



Photo Courtesy of Mike Griffin

Le Jog 2021 **Continued from Page 20**

The rest of the Leg continued and allowed us to get away relatively unscathed, although unfortunately many crews dropped a standard due to a hunt: LEJoG luck picking out its first victims, but by the end of the rally we and anyone else that escaped that event would have our own fair share of it to even the field.

Coffee halt arrived and so began my routine at every halt from then onward: lift bonnet, check oil. More oil required. Again. She does like a good drink does our Volvo. Next, check washer fluid level. A frustratingly small container unfortunately, fine in the summer but on the damp roads in December, not so good. Spot light covers removed and we were ready to head on and into the darkness, a couple more road regs and then into Epynt for what would be sure to claim a few more gold standards from its victims. What can I say here other than **fantastic!** We'd sat down on the Friday looking at the maps showing RS2/2 at the entrance to the ranges and the jogularity notes that could not be plotted. Andy Ballantyne just looked up, grinned and announced "I've plotted it!". A challenge to all the other navigators, of course, who ensued upon an hour long endeavor to plot the un-plotable, only for Andy to tell them they were wrong. Fair enough, he knew exactly where we were going and probably didn't need the jog notes or the map but we, on the other hand, did. Thankfully with Niall on the trip shouting at me to turn when I wasn't we thrashed the Volvo

around, just staying within our minute at controls, with only one nose down a wrong slot to the depressing view of a NO board. Opps! They couldn't have thrown much more of a test of navigator and driver skill at those regs, loads of longest way round triangles on the trip, confusing anyone that wasn't bang on the money, and to add to it clever little tricks that would put you down wrong slots just before controls. An absolutely full on hours of regularity that puts shame to anyone that thinks regularity is boring for a driver! Brilliant!

A couple of hours to calm the heart rate again and then it was off into the Welsh TC section, renowned for claiming many medal ambitions and destroying any dreams of reaching Scotland with a fully intact car. Arriving at the start control I was sure my parents had said they were marshaling that one so I played a little tune on the horn only to discover when we pulled up that it most certainly wasn't another Volvo parked by the marshals and proceeded to apologies profusely for appearing rude. Thankfully a head popped in the window along with a bag of sweets and Paul Dyas telling us to keep the energy up; the sweets definitely helped with that once we got into Scotland. He set us off at our minute and so it began. Two hours of TC section ahead of us on some amazingly narrow, slippery roads. Tight hairpins, tricky slots and other cars wrong slotting in front of you to make you question every decision you made. A few controls in we did come across my parents but on the tightly timed section, coming in a 45s into our minute it was a frantic in, time, out affair, thankfully though there was enough time for dad to open Nialls door, chuck in a couple of cans of engine oil, chip us and shut the door as we were already pulling away, efficiency that any pits crew would be proud of I think. The rest of the section happened in such a blur I remember very little of it other than snippets here and there: catching and passing Owen Turner was an epic moment (although it later transpired that he had no brakes at the time and had to stop not long after to bleed them, nutters!). The other moment I remember with painful clarity was coming down a steep hill into a 90L with slick mud on the ground, we were almost round it when the back end started sliding and into the verge it dropped.



Photo Courtesy of Mike Griffin

Continued on Page 22

Le Jog 2021 Continued from Page 21

The *clack, clack, clack* of the rear wing running across the metal railings and a few expletives from me (knowing from experience that 140 rear panels don't exist other than in Sweden) as we continued on, hardly backing off for a moment until we reached the final control and could breathe normally again. Thankfully when we reached the petrol halt and looked at the back end there was not even a scratch, it wasn't until we were heading home on Thursday that we realised we were missing half a mudguard! A very lucky escape that one.

After a 5am finish on Saturday we were allowed a late start on Sunday and made our way to the kart track for an 11:30 start. A brief bit of socialising and it was into the next full on day of tests and regs. Unfortunately just before lunch we had a 50 mile regularity on jog notes alone and turning on the trip meter at the control, as we pulled away it was now Niall's turn to let out the expletives: no trip readings and the car odometer seemed to have stopped too so no trip meter of any kind. But as they say necessity is the mother of invention and our solution was to get back on time **fast** and do the jogularity of times alone. "Slot right at 15:26 then T right." Not the easiest thing to do but it did seem to work well enough until you got to short of long way round triangles with control where we had to stop and decide which was the most likely approach direction. It would after all be galling to get a WD and lose all medal contention over a direction. We made it through the reg though and next was lunch to try and fix the problem. Thankfully the problem was a quick fix, the cable had unscrewed itself from its position on the gearbox and was hanging free so quickly screwing it back in and some lock wire and we were once again good to go and still with enough time to have a chat to everyone not competing that turned up in force to the lunch halt in support.

It's often said with LEJoG that the rally is won and lost in Wales but this year that certainly wasn't the case. The navigation continued to be tricky all the way through as did the driving and there were some very clever bits to catch out the navigators. We certainly owed Bernard and Richard in the Volvo Amazon a beer when they hesitated going into a tricky farmyard allowing us to pass both them and the car in between us and allowing us to only just stay within our minute at the 3 controls that followed, during which time we did manage to find our second and final NO board of the weekend. Hats off to anyone that got through there first time, no hesitation. You had to be accurate on the trip, the car going left, right, left again and again, sliding all over the place in the mud, narrowly missing multiple walls and posts as we weaved our way through, between and around buildings. Great section and a massive thanks to the owners for letting us go tearing round it like that. Unfortunately, just after that section I did the dreaded thing you should never do under any circumstances: I upset the navigator. On a transport section. But what can I say? There was a massive ford and a whole load of people taking pictures. If you ask me the matter was out of my hands. I had no choice but to go through it at full speed! It's just unfortunate that the water came spraying up through the gear stick, all over me, all over the inside of the windscreen, all over Niall, and, to the crux of the matter, all over his maps. I still don't think I've been forgiven for it but thank goodness for Volvo heating systems and the screen heater on full wack dried the maps in a matter of minutes, the puddles in the rear foot-wells on the other hand, well, I think I need to take the carpets out is all I will say on the matter.



Photos Courtesy of Tony North

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As we got into Scotland the navigational strain remained high but now there was the icy road conditions to contend with as well which unfortunately meant that the iconic Loch Ness Monster reg got canceled after only one control but whilst being a shame there was so much else going on over the entire event that I don't think the rally suffered for it in the end and everyone managed to regroup with enough time at the services. The final few night time regs on the ice proved no easier and our focus switched from get to the control on your second, to get to it within your minute. For a bit of time on one of the regs we were following Callum Guy and Niel Dashfield in the BMW 1602 and I have to say watching them go down the straights and set it sideways into a T-left to slot right might well have been the highlight of my rally, I had no where near the confidence or the commitment to do something quite so cool.

Unfortunately for us I ran out of talent (or more likely luck) on the penultimate regularity of the event within a km of the start of reg when going uphill to a 90L on crest the car hit some black ice and before we knew it we were up on two wheels, looking very like we were about to land on our roof when the accident causing ice also saved us from another much bigger one. Luckily we think the lack of friction under the two still grounded wheels allowed the car to slide and bring itself back down onto 4 wheels, although still with the front on top an enormous boulder and facing the wrong direction on a single track road. Thankfully the next car along was Richard and Bernard again who we can not thank enough for helping to remove said boulder and the following patience of everyone behind us while we slowly reversed back until we found a lay by to let everyone past while we pulled out the wing, gathered ourselves and decided what to do. Not that there really was an option. Someone had to give Owen and Andy some competition, we weren't going to "roll over" that easily. Instead we took the next two controls steady before deciding we weren't going to give away a third standard and started being tentatively competitive again. We had thought Owen might drop a standard in the section and therefore we'd only dropped our lead by one but as it turned out at breakfast they had cleaned the entire section, dropping 7s over 3 controls on that ice. Owens words I believe followed the lines of "We discovered if you just drove faster the tyres heated up and had more grip. So we just sped up." Mentalists!

There was none of this easy reg into the finish business next, it was a full on one full of longest way rounds, airfields where you couldn't see the airstrip lanes, farmyards and passage checks and all with ice still on the roads. We changed our tactics again from within the minute to, run 30 ahead just to give us an extra bit of slack if we made a mistake but in the end it wasn't needed as Niall smashed through the navigation despite the exhaustion and as we drove the final straight up into John O'Groats I for one was quite emotional to have made it and to have done it in Gold position. If you had told me at the start all the tricks we would be facing, the tough conditions and fierce competition I wouldn't have believed we had any sort of chance at a Gold medal and would have questioned us making it in any sort of position, but we did, and I think anyone that made it there on what is the toughest, most enjoyable and most rewarding LEJoG I've done should be proud to have completed it. You could tell everything had been thrown at the event from start to finish and a massive thank you goes out to the organisers and the marshals who forewent sleep and warmth in favour of allowing us to have what really was the event of the year.

Amy Henchoz


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NESCRO 2021 Report

Historic Motorsport In
The North Of England & Scotland

Ed Graham : Hexham & DMC & NESCRO

Alex Willan ran out the winning driver of a much shortened 2021 NESCRO Historic Challenge, the BMW driver finishing well clear of runner up John Haygarth while some sterling performances saw the diminutive 1300cc Fiat Uno of David Alexander finish third. The navigator's title went to series co-ordinator Bob Hargreaves who sat in with Haygarth and also partnered Andy Beaumont on the Saltire, the final round of the series. Willan's regular navigator, Glen Fothergill was runner up with long time NESCRO series competitor, Mike Garstang, finishing third. The 2021 series saw very few competitors mount a sustained challenge, this mainly due to uncertainty over dates and whether events would run and while

The Covid situation inevitably meant a late start to the season and a number of favourite events were, unfortunately, cancelled although it was the refusal of access to MOD land that saw the demise of the Shaw Trophy while the long established lake District Classic was scuttled by a lack of venues. A new event appeared in the shape of the East Yorkshire Classic which took crews to new territory in the Yorkshire Wolds, based at Sledmere House, it features some longer than normal tests.

The ever popular Northern Dales was blessed with a scorching hot day, cue high volumes of dust, while in contrast, the Blue Streak event was run in an unremitting downpour which made life miserable for competitors and marshals alike. The Wearside Classic, run on the test track at the Nissan manufacturing facility, attracted a surprisingly low entry, only 26 starters for what is traditionally a popular event. October saw a weekend with a double header, two events running, both coincidentally with Solway in the title. Wigton MC's Solway was a single venue event on Kirkbride Airfield, a venue familiar to many over the years, it turned out to be an excellent days sport. The following day saw Solway Car Club's Solway Coast event which featured a series of tests on the Dundrennan military ranges, some fast motoring over the tarmac tracks more usually used for stage rallies.

It was back to Scotland for the series final round, the iconic Saltire Classic rally and the 40 competitors who made the long trip up to Blair Atholl certainly weren't disappointed with a superb event over some fantastic scenic roads plus a series of interesting tests as well. A great way to round off the series.

There is potentially a crowded calendar for 2022 with some 14 events slated in to run, starting with March's Mull Classic, an event which several competitors have expressed an interest in attempting. The geographic spread of events will see competitors visiting both sides of the border while it is good to see a couple of Yorkshire events joining the series and the established Cumbrian and North East events carrying on for at least another year.

Ed Graham : Hexham & DMC & NESCRO



Photos Courtesy of Tony North

Wern Ddu Gravel PCA

December 21st

Brian L Wragg : Liverpool Motor Club



Two months ago, in Oct 21 I was at Wern Ddu quarry with Warrington DMC and I praised Andrew Crawley for his sterling efforts in organising his first gravel PCA.

12 Dec 21 I was there again, at Wern Ddu to marshal, for Andrew on his second attempt to produce a good days motoring. However, due to the quarry owner doing a bit of bulldozing it was more of a mud PCA as opposed to a gravel PCA. These changes, by the owner, did not phase Andrew and he rose to the occasion by creating a very challenging course for the drivers to negotiate.

There was some gravel in places but the competitors soon changed the structure of the planned circuit to "grud", that is gravel and mud.

Arrival was to be no later than 0815 and the marshals briefing was at 0830. Bang on time Tim Millington gave out his instructions and we all went to our posts. 0900 saw Tim doing a circuit to check all his marshals were in place and awake quickly followed by Stephen Ellison in his Mk 2 "Buildbase" Escort.

Having made sure that the course was safe for the competitors The first car got away on time at 0905. As was expected Andrew had set out a course that allowed cars to be started at 30 second intervals and apart from one or two ,INCIDENTS, such as MX5's trying to rearrange the the heavy 1 ton rocks that form part of the course and a couple of snapped drive shafts the morning went quite smoothly.

In this picture Jeyda Degirmencioglu is in the Warrington owned club car, in the rating she is classed as "T" for Taster day. She is allowed two runs on each course for the nominal sum of just £15. This is a way of encouraging young persons to get into the sport both as marshals and drivers.

Some of the "younger" drivers however did manage to get round the course without causing mayhem for the marshals.

Continued on Page 26



Wern Ddu Gravel PCA **Continued from Page 68**

Lunch time came and once again Marshals, Competitors and support staff were wonderfully catered for by Tain and Emyli in their mobile restaurant. I can personally vouch for their Lamb-burgers and their home made sausage hot dogs. I went back for seconds.

In order to maximise the quarry's unique and deceptive surface changes, Andrew decided to reverse the course for the afternoon session with a dog leg down a pit thrown in. Although it was not a difficult diversion it did cause one or two drivers to consider their approach on the second and third runs.

The afternoon session went pretty much without a hitch but the marshals on one part of the course were kept a little busy replacing barriers and cones with the odd pushing of breakdowns,. The slick operation of the Start line marshals ensured that the event ran smoothly and efficiently combined with a high degree of safety and before we knew it, it was all over All that was left to do was pull down the course and leave the quarry in a pristine but very battered state.

WDMC provided the meal vouchers and a really well stocked goody bag of food and bits and bobs. The Santa hat will make its debut nearer Christmas.

There was only a slight shower during the day and it really did not make any difference to the spirits of the marshals or drivers and it only lasted for about five minutes.

I managed to get my nose in as usual and Sarah Glover insisted on taking my photo. Who am I to so no?

We all then gathered at the Control room where Hayden Parry won the marshals raffle and the winning drivers were given their awards

It would be remiss of me not to mention the sponsors of WDMC that being Questmead Ltd

So to round off all this, rambling, I would like to say a very big thank you to Stephen Ellison, Andrew Crawley and Tim Millington for organising, and adapting to circumstances, a very challenging and sporting event. I will offer my services to WDMC again in the future. With additional thanks to all the support staff and marshals who braved the muck and mud. With a special thanks to Sarah Glover who allowed me to use her photo's.

Grass and tarmac PCA's are very exciting and lots of clubs run these events but not many clubs wish to accept the challenges that Wern Ddu presents. It is a completely different ballgame driving on gravel, loose surface and muddy tracks. In fact it is almost rally conditions without the high speeds and inherent hazards that rally drivers face. It is just good fun.

As the old adage goes:- If you haven't tried it don't knock it.

Brian L Wragg : Liverpool Motor Club



Erdinc Degirmencioglu in his MK1
1300 Escort



Jan Derrens, Brian Wragg & Darrel Wright



Hayden Parry and his raffle prize





motorsport UK

Rule Change - For Consultation

Closing date for consultation:	15 th December 2021
Email for comments	ralliesconsultation@motorsportuk.org

Section R

Existing Regulation

No Existing Regulation

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

Reason:

To provide a mechanism for Rally Championships to change the date of one round within their Championship with a lower percentage of approval than allowed for in regulation D11.2.

SD34MSG 2022 Road Rally Championship Rounds

Date	Discipline	Club	Title
19/02/2022	Road Rally	Hexham & Dist MC	John Robson Rally
07/05/2022	Targa	Stockport 061 MC	MOCP 061 Targa Rally
17/07/2022	Targa	Hexham & Dist MC	The Northern Dales Targa Rally
24/09/2022	Road Rally	CDMC	Clitheronian
12/11/2022	Road Rally	CDMC	Primrose Rally
19/11/2022	Road Rally	Beverley & District MC	Beaver
27/11/2022	Targa	Knutsford & District MC	The Knutsford Targa Rally

My Rally Season 2021 Review

Ella Tyson

What a year it has been couldn't be happier what I have achieved in my first season as a co-driver. From the first stage at **Mach 1** I knew this was right for me.

Then on to **Pendragon** where we had become a victim of its harsh stages just 2 mile in on the first stage when the suspension bracket broke and was recovered back to service and with no spare that was the end of our rally.

Next was **Arbroath** where I had improved on the maps but our rally was cut short again with Wee Reds gearbox went on just over half way through the first stage. Game over.

But that's Rallying

Adgespeed stages was a great event with Glyn in the 106 Rallye improving on every stage with maps and time cards and secured a finish. A cracking event for beginner co-drivers

Neil Howard stages was probably my favourite event of the year. Had so much fun Flat out all the way on some fantastic stages especially the gravel section and the water splash and gaining my first trophy. To be asked by Danny to represent Myerscough College Motorsport in there Micra was an honour. Danny also witnessed the gobby side of me when I got annoyed with an R2 that wouldn't get out our road no matter how many times I was stamping on the horn or swearing. Top effort to the students on service that showed so much support for me. And to finish the season on a high amazing.

Can't thank Kenny Glyn and Danny enough for letting me sit beside them. Even if I was a little bit violent throwing the clipboard on my first event at Kenny (Sorry Kenny) I also what to thank my family who support me the most.

Can't wait to see what 2022 brings us.

Next year's goal is to do a :-

- Forest rally
- A closed road rally
- Sit in an Escort
- And possibly an R5

Ella Tyson



HEXHAM & DISTRICT MOTOR CLUB

THE CLIVE ELLIOTT MEMORIAL RALLY

Final Round of the 2021 Hexham 12 Car Series

Ed Graham : Hexham & DMC

Proving that Lewis Hamilton obviously isn't the only one to be pipped on the final lap, Ali and Lynsey Proctor saw victory on the Clive Elliott Memorial Rally disappear when a slip up on the final section saw them drop a vital minute handing the win to the Mazda MX5 of Liam Charlton/ John McWhirter by an agonisingly small margin of just two seconds. The Proctors had looked odds on for the win having ran clean all night but it just goes to prove the old rallying saying that "It's never over till it's over".



The Hexham & District Motor club had attracted a full entry for this event, the final round of their 2021 Navigation Rally Series but ended up with two non starters when Alan Bennison withdrew due to business pressures and John Nicholson/ Warren Scott non started when their Mini hit electrical problems en route to the start. It was the Proctors who led the field away on the opening section, a regularity which used the maze of yellows South of Sandhoe and they posted the lowest penalties, dropping just 8 seconds with Chris Dodds/ Pete Gibson next up on 12. The following section, wending it's way via Beaufront and up past Fern Hill to finish on the B6318 proved a puzzle for many with only the Proctors, Dodds/ Gibson and Luke Tait/ Dylan Scott (Escort MK2) cleaning it, for others it was a bit of a nightmare, Purvis/ Renwick (Corsa)dropping 15 minutes and Thouless/ Eland (Proton) 19.

Heading West, the route went along the B6318 and used the well known loop down to Wall and back up onto the B6318 again, this proved to be considerably easier with only the odd minute dropped. So too did a run up the B6310 and round by Lincolns Hill and Heatheridge before continuing up the B6310 to a control at Wark Mill. The long following section used the very twisty yellow past Latterford before running up the Ward lane to Stonehaugh and looping back to Hetherington and over the very "yumpy" yellow to finish near Bridge House, a good run from Mike Cook/ Ross Blyth in the Austin Healey Sprite, top down as usual, saw them clean this one along with the Proctors and Charlton/ McWhirter.

A relaxed section through Wark preceded a long section which meandered down to Chipchase Castle before turning North and running up to Cowden before a blast over Gunnerton Fell to a control near Barrasford Park., this was easily on for most crews although Pinkerton/ Perry (BMW 316) dropped 5 minutes and Thouless/ Eland dropped 12. The penultimate section was a blast down the A68 and the A6079 to a control near Chollerton, again this was easily cleanable although some crews concentration levels must have been dropping as penalties for missing code boards were starting to appearing the results. The fateful final section ran along the well used yellow past Elrington, looped up to a passage check in Bingfield before a final run down the A68 back to Stagshaw, all very straightforward or one would have thought so but half the field incurred penalties and one of those was, surprisingly, the Proctors so Charlton/ McWhirter arrived at the after rally supper venue the unexpected, and rather surprised, winners albeit by the tiniest of margins. Cook/ Blyth rounded off a solid performance by finishing a strong third, they were some 14 minutes ahead of 4th placed Luke Tait/ Dylan Scott although the young navigator is only in his first season of competing in the Hexham series and his performances have, so far, shown great promise. The Hexham navigation series continues to prove very popular with competitors and will re-start in the New Year with the club's traditional season opener, The January Jaunt Rally.

For more information on the Hexham Navigation Rally Series, please visit the club's Facebook page.

Ed Graham : Hexham & DMC

NORTH WEST RACERS

With Dave Williams

This month Dave Williams takes a look behind the scenes of the Neil Howard Stages – the single venue rally which closes the season at Oulton Park – and has major news regarding the Avon Tyres Northern & Super Classic Formula Ford 1600 Championship.

A RALLY WHERE FIREWORKS ARE GUARANTEED



Darcy's Dip is a popular feature of the Neil Howard Stages: Photo courtesy of PS Images

During the latter part of the Summer it was great to hear that the Neil Howard Stages had been scheduled for a return to its regular date of the first Saturday in November, close enough to Bonfire Night for it to end with the traditional firework display.

The event is the jewel in the crown of all the petrolhead-focussed activities that the Bolton-le-Moors Car Club (BLMCC) organises and can trace its roots back to the 1970s. At that time the club, which formed in 1950 and is named after what its home town of Bolton was originally called, ran the prestigious Bolton Midnight Road Rally – a round of the BTRDA Championship – which used public roads in Lancashire, Cumbria and North Yorkshire.

The club decided to add another rally to its portfolio. This one was to be aimed at the Clubman competitor and began as a road rally but became the club's first event to be run to a special stage format in 1985 at a time when that aspect of the sport was gaining in popularity.

During the setting up of the event the following year, the secretary of the rally fell from a vehicle and was tragically killed. He was Neil Howard and the fixture has been named in his honour ever since.

Having been held at Haydock Park, Aintree Race Circuit, Park Hall and Melbourne Airfield, the event has now found a home where it closes the season for Oulton Park with up to 90 competitors taking up the challenge offered by the circuit, the surrounding service roads and the track used by MSV's Rally School. The event has continually grown in strength being named ANWCC Rally of the Year in both 2012 and 2014.



Oulton's rally school provides excellent action: Photo courtesy of PS Images

Continued on Page 31

The vastness of the Little Budworth venue is a real boon as it allows the Clerk of the Course, Darren Spann, to provide competitors with a wide variety of stages. Prior to each event, he and his team usually have a meeting with representatives of Oulton Park to determine which areas of the facility can be used. Furthermore, past comments from competitors and the Safety Officer will be taken into account when deciding which routes the rally cars will take as well as Bogey Times, the probable duration of the stages and where splits/merges can be incorporated.



The Autumnal colours provide a fabulous backdrop: Photo PS Images

The aim is to provide an interesting set of stages each time the event takes place by adding or removing features from past iterations. However, a balance also has to be struck between giving crews a fresh challenge while retaining the features which are popular – in particular the track used by the Rally School and the watersplash.

Within the organising club, the watersplash is known as “Darcy’s Dip” after the long serving member of the BLMCC who came up with the idea. Located at Range Corner from the original 1953 Oulton Park layout it was first used in 2014. The spectacular feature was funded by the car club and constructed by the circuit’s staff. It evolved over the years until 2019 by which time it featured height control and a filling inlet. It was a highlight of the 2019 WRC Wales Rally GB when Oulton Park was used as the opening stage.

Putting on an event of the scale of the Neil Howard Stages is an enormous undertaking and necessitates a dedicated crew of people. When the event is held in November, work begins in August with the initial meetings with representatives of MSV and the establishment of the stage routes and the regulations. Promotion takes place via Social Media to generate interest amongst potential competitors in time for entries to open at the end of September.

The month of October is then generally taken up with preparing the roadbook’s, competitor packs and stickers. The BLMCC are fortunate to be able to do a lot of the printing themselves, giving them control over quality and reducing costs.

Then the event itself is just around the corner. The organisers like to send a team to Oulton Park the weekend before the rally to do as much set up work as possible however, often, the track has events taking place right up until the Friday before the rally and so much of the work cannot be done until after 5 pm on the eve of the big day when it’s a case of “all hands to the pump!”. At least much of the hardware required to construct the stages is held at the circuit which makes things easier and the BLMCC now have years of experience in running the fixture at the venue.

When the rally is done and dusted, it is time for the fireworks! These are organised by Oulton Park and were introduced in the very early days to broaden the appeal of the event by making it family friendly. As it usually takes place around Bonfire Night this spectacle is a very apt way to finish the day.

One occasion when there were no fireworks was when the 2020 event was postponed due to the Covid pandemic. After a number of potential dates came and went due to the second lockdown being extended, the rally finally took place in May of this year after a great deal of work by MSV and Darren Spann. Much of the ground work had been put in place during the Autumn - stage plans, entry list, marshal teams, etc – but because the date was agreed so late in the day, there was a very intense period of work required to put everything in place.

It was good to run the rally on a warm Bank Holiday rather than a cold November’s day and the team were able to set everything up on the Sunday however, on the downside, all the paraphernalia had to be packed away on the Monday evening meaning there were some very tired members of the organising team by the time they were able to go home.

As Oulton Park covers such a large area, these events just wouldn’t be possible without a huge team of volunteers in attendance on the day and BLMCC are very grateful to all the marshals who ensure everything runs smoothly despite November not being the warmest time of year.

At the most recent Neil Howard Stages in May 2021, there were over 110 in-stage marshals and 28 radio marshals covering 12 radio posts including control. That doesn’t even include the medical and recovery crews and officials. “It’s a monumental effort!” says Chief Marshal, Ian Swallow. This personnel requirement is far greater than a typical forest rally. Given that the event provides a day of non-stop action, it is one of the standout days on the Oulton Park calendar.

END OF AN ERA FOR NORTH WEST RACING AS SUPER CLASSICS DRIVE FORWARDS

After 40 years, 2022 is set to be the last time that a regional Formula Ford 1600 Championship takes place in the North of England as the BRSCC drops the Northern nomenclature from their FF1600 series aimed at the amateur driver.

The newly titled Avon Tyres Super Classic Pre '99 Formula Ford Championship sees Class P for contemporary chassis dropped with all entrants competing in one of the four Super Classic classes depending on the age of their vehicle. The National Championship will be the place to race the most recent machinery.

For the 2022 campaign, the Northern history of the championship will still have a major influence as all the rounds will be staged in this area of the country with meetings at Oulton Park, Anglesey, Croft and Donington Park although for 2023 the intention is to have races right across the UK to turn it into a countrywide series.

In its various guises, the Northern Formula Ford Championship began life as the Champion of Oulton in 1982 with Richard Peacock winning the first title. When Anglesey Circuit opened its doors in 1997, rounds at that track were included and so the series became the North West FF1600 Championship.

The year 2000, the series was split into a quartet of classes. By this time, there were enough entries to fill two grids. Then, in the second half of the Noughties, the competitors ventured further afield and headed East to Donington Park therefore the title evolved to become the Northern Formula Ford 1600 Championship.

In recent years, the number of entrants has been dropping such that all the classes have been running together and since 2019 there have been classes with the oldest of these being rebranded as "Super Classic".

Following recent discussions between the BRSCC and those drivers who took part in the Formula Ford Festival at the end October, it was decided to focus solely on the Super Classic cars and visit a wider range of circuits.

Peter Daly, Chairman of the BRSCC, had this to say about the initiative, "The demand and enthusiasm for racing older Formula Fords is certainly there. Drivers of cars built from the mid 80's to the late 90's all have the machinery to get on the podium. There are cars for sale at very reasonable prices out there and with strong Historic and Classic Championships at HSCC in place for the pre-1982 cars, there was an obvious gap for the BRSCC to provide a level playing field for a number of Formula Ford 1600 race car owners. We believe it can work and encourage all drivers and owners of any Kent-engined Formula Ford built from 1998 or older to come and join us on the grid next season."



***The North will no longer have
its own FF1600 series:***



***The Super Classic Championship will allow
drivers of older cars to fight for race wins:***



***There are many Pre99 FF1600 cars
eligible to race in Super Classic:
Photos above Courtesy of Rachel Bourne***

Dave Williams



ROGER ALBERT CLARK RALLY

A view from the navigators seat.

Sam Spencer Malton MC

November saw a return to the forests for the bi-annual Roger Albert Clark (RAC) Rally and for 2021 it would be the longest RAC yet, in fact it would be the longest stage rally in the UK since the 1991 Lombard RAC Rally with total of 330 stage miles to be tackled over 5 days in England, Scotland and Wales. For the third RAC in a row I was navigating for Steve Higgins in his 1965 Saab 96 Sport, one of the oldest cars in the event (the only car older was a 1960 Ford Anglia) and by far the least powerful car in the event. The 96



boasts an 850cc, 3 cylinder, 2 stroke engine, producing around 85bhp so based on figures alone was should have been outclassed by the entire field, but an event like the RAC requires more than just power to be successful, or indeed reach the finish. We were supported on the event by Steve, Dave and Charlie from Saab Specialist's Malbrad, who had also undertaken the pre-event preparation on the car, who would be located at the main service points and we had a two man chase car crew, Jason and Leonard, who would meet us at the end of most stages to undertake any running repairs that were needed. The second car in the team was Colin Valentine and Nick Patrick in the much more powerful Saab 96 V4 but due to the running order we would see little of them during the event. The only other Saab in the event was Gavin Chisholm and Jonathan Lodge in their 99 who had problems before they even started and worked frantically throughout Thursday to get their lights working. Thankfully repairs were effected in time and they made the start.

The RAC is two separate events run together, a rally for any 2 wheel drive rally cars and the main historic rally that is open to cars built before 1990 that conform to the relevant historic regulations. Historic cars are split into 4 categories based on the year the car was manufactured and being a 1965 car we were in Category 1 (pre 1968 cars). Sadly Category 1 sees fewer entries each year as cars become older, rarer and more expensive to repair. To give the older cars a fighting chance of survival the RAC allows all Category 1 cars along with all cars up to 1601cc to run ahead of the main field in reverse seeded order. This makes up a group of around 30 cars with cars ranging from Porsche 911's to Ford Cortina's, Vauxhall Nova's, Volvo PV544's and the odd Escort Mexico or Mk2 Escort Sport, amongst others. The main field is dominated by Mk2 Escort's but the front group is a pleasantly diverse group of cars. We were at 153 (although there were only 129 starters) and started the first day as the second car on the road behind the Lancia Fulvia of Steve and Tony Graham. For this years event we were once again using maps instead of pacenotes (one of only 5 crews to do so) as I enjoy the challenge of map reading in the forests and Steve says he prefers it as he feels like I am talking him through the stage, rather than just reading code to him.

Day One - Thursday

After scrutineering, signing on and an afternoon of final fettling and discussing servicing arrangements we had 4 stages to tackle in southern end of Kielder totalling 35 miles, all in the dark and with temperature barely rising above freezing all day the risk of ice was ever present. Stage 1, Newcastleton, was a short 3.5 mile stage to get us into the swing of things and after just 2.5 miles we caught and passed the Lancia Fulvia putting us first on the road as we entered Stage 2, Kershope. At nearly 13 miles this was a proper Kielder stage, ditches everywhere to catch out those going off line, tight, twisty and rough. Mid way through the stage the car seemed well down on power and really struggled on a couple of uphill sections. We were caught and passed by a very tidy looking Mk1 Escort Mexico and Steve pulled over at just the right point so that we didn't lose time waiting for them but also that we didn't lose too much time. On the road section back to Carlisle in was clear the engine was mis-firing and we hoped the service crew would be able to cure the problem. Once in service the crew quickly spotted that the distributor was loose and therefore the timing out, the obvious source of the mis-fire. With this rectified we headed out and the car felt like it had twice the power. Stage 3 was a longer version on Newcastleton which thankfully avoided the roughest part of the previous stage.

Continued on Page 34

Running at the front of the field meant we got the best of the road conditions but when stages were repeated we were effectively going over the tracks of 130 cars which often lead to some difficult and almost car breaking sections. Stage 4 was an exact repeat of the first Kershope stage and with the car back to full health we held off the Talbot Sunbeam running behind us for the full 13 miles, setting a time 2 minutes and 20 seconds faster than our first pass. The run back to Carlisle completed the leg and all that was required was fuel, a spanner check and a quick wash before day 2.

Day 2 - Friday

Day 2 was to be the toughest of the event, 8 stages (the shortest being 9 miles), 105 stage miles, 186 road miles and 13 hours in the car. All 8 stages were in the main Kielder complex with three visits to service on the edge of Kielder water. The run out from Carlisle took us over Spadeadam ranges into the heart of Kielder and although cold the day started sunny and dry. The first stage of the day was Stage 5, Clintburn, at 13 miles, and other than being caught mid-way through by a flying Mk1 Escort that had been badly reseeded after rolling the night before, we had a good clean run. Stage 6, Chirdonhead, was a different matter. Within a couple of miles of the finish the car suddenly lost power and we coasted into a handily located layby so we didn't block the road. Steve tried turning the car over but it didn't want to start as it seemed like it wasn't getting any fuel. After a frantic couple of minutes the car fired into life and we made it the last few miles to the end and into service. Once in service the crew descended on the car and set about trying to find the cause of the issue. After checking everything obvious they couldn't find any faults and when we tried to start the car everything seemed to be working as it should. That is until we came to leave. After the service halt we needed to travel 4 miles to a time control, check in, then head to the next stage. With ten minutes to go before we were due at the control Steve and I got in and prepared to leave but the car refused to start. Time started ticking away as all 5 members of the service crew searched for a problem. With our service time used up we were now eating into the 30 minutes penalty free lateness we had for the day. Having spotted a fuse panel that looked like it could be the root of the problem a hasty repair was made and the car fired into life. We made our way out the service area as quickly as possible and down to the time control, checking in with just three minutes of lateness remaining. This effectively meant we had almost no spare time if a problem re-occurred but we were still in the event with no additional time penalties. We were however no running at the back of the first group of cars so the next car into each stage would be the overall rally leader, not an ideal situation given the length of the stages.

Stage 7, Falstone, was just over 10 miles and thankfully it was being run by Jon Aston, someone I know well, so I was able to ask for a considerable gap after us to ensure we didn't hold anyone up. After a good run through Falstone we tackled the longest stage of the event, Stage 8, Bewshaugh, 17 miles that included a bit of everything, tight, nadgery sections, fast open sections and long flowing corners. It's stages like this that for me, make the RAC the unique event it is. It took us 24:19 to complete the stage and whilst we weren't challenging the leaders, the plucky Saab did manage to show a clean pair of heels to numerous Escorts, a Peugeot 504, a Lancia Fulvia, a Peugeot 205 and the Saab 99.

After Stage 8 we were due to have another 45 minute service but after a discussion with the clerk of the course he agreed that we could book out of service early without penalty so we could get back to roughly where we should have been in the running order to try and avoid the problem of much faster cars running behind us on the long stages. After a splash and dash in service the spot lights were bolted back on and we headed into the second half of the day hoping for a bit more luck. Stage 9, Pundershaw went well but as we arrived at Stage 10, a repeat run of the 14 mile Chirdonhead stage, our luck deserted us once again. We checked in at the arrival control, pulled forwards towards the start line and the car cut out. We had no starter motor and seemingly no electrics at all. Thankfully the area between the arrival control and the start line is a "dead zone" so there is no penalty for time lost here. Strictly speaking no work should be carried out on the car in this area but the marshals turned a blind eye as we frantically checked wires and fuses in the now pouring rain/sleet. I spotted a blown fuse in the newly fitted fuse panel, fitted a new one and the engine started. We lined up and set off into stage with a few minutes lost but no penalty. Sadly mid way through the stage the car cut out again and assuming it was the same problem I jumped out, fitted a new fuse and we were away again with a few minutes lost. Thankfully the next time the fuse blew was just outside the service area so no further time was lost and the service crew were able to make a repair that hopefully wouldn't blow the fuse again.

As we headed out for the final two stages of the day, repeat runs of Falstone and Bewshaugh, the weather began to turn as Storm Arwen moved in. For Stage 11 we decided to just use the top two spotlights rather than all four to try and reduce the amount of current being drawn and hopefully prevent the fuse blowing again. The sleet was starting to come down and this coupled with a stage that was very rough in places made the stage one that was about survival more than anything else, a theme that was to continue into the final stage of the day. As we travelled along the road section to the final stage, the 17 mile Bewshaugh, the snow was coming down at such a rate that it was almost impossible to see where we were going as all we could see was snow. After our various problems we were now almost at the back of the front group of cars and would be going into stage ahead of Adam Milner who was challenging the top ten in his Mk1 Escort Mexico (he and navigator Roy Jarvis went on to finish 8th overall, one of the best drives of the rally), so again we asked the start marshals for a sensible gap. Once in stage simply staying on the road became a battle. Visibility was virtually non-existent and at times the only way to see which way to go was by the aiming for the headlights of the marshals as they illuminated their junctions, and the further we got into stage the deeper the snow got and the lower the grip level. We passed multiple cars parked in ditches and one crew that had left the road and were stood holding the OK board covered head to toe in snow. We were reduced to a crawl but knew we just had to keep the car on the road. After 7 or 8 miles we saw headlights behind and pulled over in ample time to let the flying Mexico crew pass, but weirdly he was the only car that passed us in the stage.

Mercifully we made it to the end only for the car to cut out between the flying finish and stop line before restarting again after a couple of minutes. Although we had finished the day's stages we weren't quite "home and dry" as we still had to travel nearly 50 miles back to Carlisle in rapidly deteriorating weather. To give Steve half a chance of seeing where he was going we had Jason and Leonard drive in front of us in the Navara chase car so the dazzling snow wasn't as bad and we made our way safely back to the final control of the day. However, little did we know the carnage that was happening to the later runners. As the wind picked up numerous trees in the final stage were blown down and eventually blocked the stage. This coupled with the worsening snow forced the organisers to abandon the day's rallying and instructed everyone to head back to Carlisle, which was easier said than done. Not only was the stage blocked but virtually every road from Kielder back to Carlisle also became blocked by fallen trees and a large number of crews simply couldn't get back and spent the night either in their cars or in a Hotel in Langholm that had stayed open to help stranded crews. Sadly Friday evening also saw the retirement of Colin Hope in the other Saab 96 after he was caught out by the snow.

The upshot of all this chaos was the cancellation of the Saturday's stages due to run in the Scottish borders due to the stages being blocked and the number of competitors, marshals and officials that had been forced to stay out in their cars all night. Whilst it was disappointing to lose nearly 80 miles of the stages it was the only choice the organisers could have made so we headed south to Wales to restart on Sunday lunchtime in Welshpool.

Day 4 - Sunday

After a day off both the car and crew were refreshed and ready for a day in the mid Wales forests. Trees down in Gartheiniog meant that the day's 6 stages (3 run twice) were reduced to just 4 with a total stage mileage for the day of just under 40 miles. We set off from a chaotic start in Welshpool just after midday and headed to the opening stage, Stage 21, Dyfnant. This 11 miler would prove to be a tricky way to start the day with patchy ice for the first half of the stage and a mixture of ice and compacted snow making the grip almost non-existent for the second half of the stage. Luckily we had been tipped off about some of the worst corners by another navigator who had managed to get some inside information and it paid dividends as one particularly icy 90 left just over a crest still nearly caught us out even though we knew it was bad beforehand. After sliding our way out of stage we had a long hold up before tackling Stage 23, Dovey. This 13 mile stage was probably the hardest to call off the map of the rally with some very intricate bends. A rather muddy surface for most of the stage also made the going tough and other than a bit of a moment at a fork 45 right where we ended up heading for the escape road and collecting the tape we had a good run. After service in Dolgellau we did the same two stages in the dark and thankfully the ice and snow had by now gone. Dyfnant was much better second time round but the second run of Dovey was the roughest stage of the rally and the car took a real pounding. At the end of the stage the car was noticeably louder and I suspected we had damaged the exhaust.

After checking into the final control of the day in Machynlleth the service crew quickly found that an exhaust manifold bolt had been shaken out and was causing the noise so it was a straight forward repair. With the Saab ready to fight another day we had a long drag down to Brecon for a brief nights sleep before the final day started in Walters Arena. It had been a long day with over 7 hours in the car for not a lot of stage mileage after the loss of Gartheiniog and an awful lot of waiting around but we were still going and the car felt good as we headed into the final day.

Day 5 - Monday

Another frosty morning greeted us as we started the final day in Walters arena in South Wales. The Saab was treated to a pair of new front tyres before we tackled the final 5 stages totalling 38 miles. From the first control we were straight into the opening 7 mile stage around Walters arena that gave the service crew a chance to see us in action for the first time on the event. Despite the slippery conditions the stage was superb, billiard table smooth with some nice flowing corners and a couple of places where Steve managed some superb four wheel drifts. I was dubious about how well I would be able to call the stage from the map given the intricate network of roads and scattering of wind turbines to negotiate but it seemed to not be a problem. From Walters we had a short road section to Stage 28, Glasfynydd. This was only 3 miles and despite a half spin on a slippery downhill hairpin left we still managed to catch the Lancia Fulvia that set off a minute ahead of us and pushed it over the finish line. From here we headed through Llandovery and north to Stage 29, Crychan. This proved to be one of the best stages of the rally, fast downhill sections, long sweeping corners and not too many hills, forest rallying at it's best. A lengthy road section took us back to service at Walters Arena and despite arriving with no problems after we had been waiting to book in for over half an hour when Steve restarted the car it didn't want to go into gear, or rather the gear we wanted, the car just kept wanting to reverse. Luckily we were stopped just a few meters from the service crew and after we had pushed the car into the first of the two controls Steve Broadhead dashed over and said to put the car in reverse. Sure enough this worked and we moved forwards. It was a simple problem, the engine was running backwards! With the timing checked we were told if it happens again just start it in gear and it will force the engine to go the right way, the joys of rallying a 2 stroke!

The penultimate stage was a second run of Walters Arena where we took 17 seconds off our previous time before we headed to the final stage of the event, a second run of Crychan. As we waited at the start for our time there was a notable tension amongst crews as everyone knew that they just needed to get through this final 10 mile stage and they would have finished the toughest rally in the UK. It was clear from the off that Steve wasn't just driving for a finish and we completed the stage 8 seconds quicker than our first run. After 5 hours, 48 minutes and 28 seconds of flat out driving over 21 stages we had reached the finish. All that was left was a road section to Carmarthen to book into the final control and drive through the finish arch. Despite the punishment it had been given over the gruelling forest stages the plucky Saab had made it to the finish in one piece. In the Historic field we finished 71st overall, 5th in Category 1 (pre '68 cars), 1st in class (although as we were the only Category 1 car under 1400cc we were the only car in the class) and the second highest crew using maps. The only other Saab to make the finish was Gavin Chisholm and Jonathan Lodge and as they were in the modern field they were classified separately overall to us (they were 21st overall in the modern category) however as our total time was 52 minutes and 17 seconds quicker than theirs we were the highest placed Saab crew. It is also worth noting that the RAC uses "super rally" so anyone that has a problem and misses one or more stages can stay in the event but is given penalties for the number of stages they miss. This is a sensible idea given how expensive the event is to compete on but if, like the original Lombard RAC Rallies, a missed stage meant exclusion, we would have finished 17 places higher.

Overall I was very happy with our performance. The smallest engined car hadn't finished even close to last and there was not a single stage where we set the slowest time, even when we had to top in stage. Despite being one of the oldest cars in the event we had managed to get round without any significant problems when nearly a third of the crews that started, failed to finish. As ever Steve had driven the mighty two stroke as hard as he could, putting in times that I think anyone in equal machinery would struggle to match. Of course my thanks have to go to the team from Malbrad; Steve, Dave and Charlie, for getting the car ready for the event and keeping us going when we did have problems, to Jason and Leonard for being at every chase car point ready and waiting to rectify any issues we had and finally to Steve for trusting me on the maps and giving me the opportunity to compete on this unique event. I think it's also fair to say that we gained a few Saab fans over the 5 days. I've never had so many spectators and marshals compliment a car I've been competing in, want to discuss it or say how much they love seeing and hearing it on the stages.

Autotesting

The way forward, or backwards ?

Melanie Morgan : Bolton-le-Moors CC

What is your day job / background in motorsport?

I currently work as a litigation executive for a firm of solicitors. I have always loved watching motorsports and I love driving. My dad, my brother and I had done a few rally school days but had never actually competed in anything before. We had considered formula 1000 but couldn't really afford it.

What made you want to do it?

In 2013, I attended the autosports show in Birmingham with my family which was a yearly tradition for us. That year, there was a demonstration event for something called Autosolos. It was free to have go and we absolutely loved it. Everyone was using just normal cars and we were told how this was a really good motorsport to get into that didn't cost a fortune. We looked into it, found a local club and bought a cheap car and the rest is history. We had only really competed in Autosolos until this year when I fancied a new challenge. I had watched the Autotesters do their thing for so many years that I was eager to see if I could learn some new skills.

What did you do and how did it go?

My first Autotest was on 20th June at Lymm Truck Stop. I went the day before to help set up and to walk the test and of course to get some hints and tips from the masters of Autotest, Steve Johnson and Colin Moreton. I was nervous on the day but so excited. I prepared myself to do absolutely terribly and was just hoping that I would enjoy it. My first run was absolutely atrocious but I came away with the biggest smile on my face. I made multiple silly mistakes throughout the day but my skills for the handbrake turns and reverses improved with each go. I could hear some of the other spectators cheering me on when I got it right which was amazing and with every go my smile got bigger and bigger. It was a fantastic day.

What was the most challenging moment?

For me, the most challenging part was having the guts to really go for it which was the best way to do the handbrake turn in order to get the reverse sections right. I think because I just wanted to enjoy myself and I wasn't too bothered about being perfect, I felt comfortable trying new things and just having a go.

What did you think would be difficult but turned out to be ok?

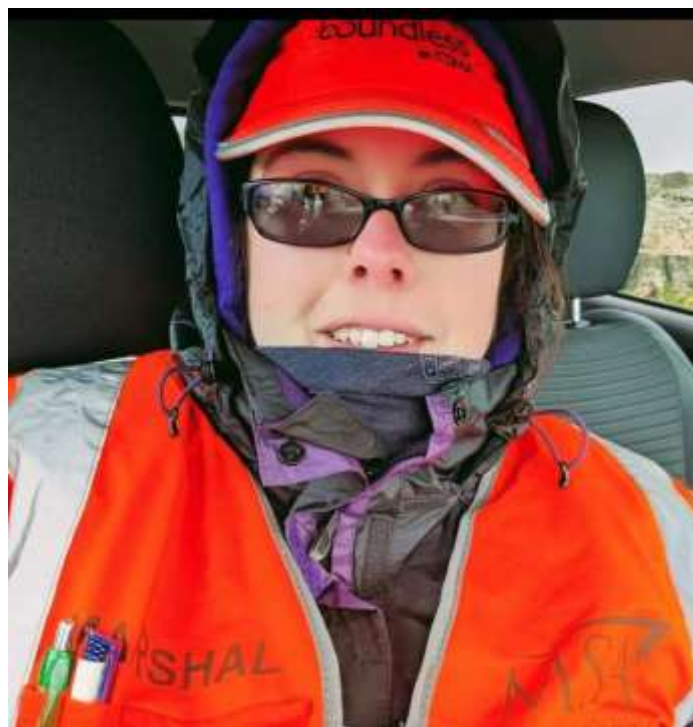
I thought the handbrake turn into a reverse would be really tricky but after having a few goes, I started to get the hang of it.

What was your number one take-out from the event?

Definitely to just have a go and it doesn't matter if you get it wrong, just enjoy it.

Has it made you want to do more?

Definitely, I've done a couple more since then and even convinced my Dad to do one too.



What is your tip for someone who wants to do it?

Just give it a go. You don't know until you try but you will have so much fun trying.

I have been competing in Autosolos since 2013. I first tried it out for free in a demonstration at Autosport International and absolutely loved it, so my dad, brother and I bought a cheap car and the rest is history.

But this year I fancied a new challenge. Having watched the Autotesters do their thing for so many years, I was eager to see if I could learn some new skills so I took the jump and entered my first Autotest on 20th June at Lymm Truck Stop.

I went the day before to help set up and to walk the test – and, of course, to get some hints and tips from the masters of Autotest, Steve Johnson and Colin Moreton! I was nervous on the day but so excited.

I prepared myself to do absolutely terribly and I was just hoping that I would enjoy it. My first run was absolutely atrocious, but I came away with the biggest smile on my face!

I made multiple silly mistakes throughout the day, but my skills for the handbrake turns and reverses improved with each go. I could hear some of the other spectators cheering me on when I got it right, which was amazing and with every go my smile got bigger and bigger. It was a fantastic day.

The most challenging part was having the guts to really go for it. That is the best way to do the handbrake turn, to get the reverse sections right, but I think because I just wanted to enjoy myself and was not too bothered about being perfect, I felt comfortable trying new things and just having a go.

I thought the handbrake turn into a reverse would be really tricky but after having a few goes, I started to get the hang of it – and it made me realise that you can just have a go at things and it doesn't matter if you get it wrong, you can get the hang of it in the end.

Has it made me want to do more? Definitely! I have done a couple more since then and even convinced my dad to do one, too. If you are interested in doing it, I would say just give it a go. You don't know until you try but you will have so much fun trying!

Melanie Morgan : Bolton-le-Moors CC



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Extreme-E Motorsport Goes Green in Dorset

Tracey & Steve Smith : Accrington MSC

It was the week before Christmas and the Smiths are on an adventure; an Extreme-E adventure!

Extreme-E is a new form of motorsport. It is billed as the future of our sport and I wanted to see what it was all about. As a Chartered Environmentalist, I was curious about the environmental credentials and this event gave me a once in a lifetime opportunity to see it for myself.

The Extreme-E series was built around the ethos of racing electric vehicles in remote environments to raise awareness for climate change issues and showcase the performance and benefits of low carbon vehicles. Due to the ongoing COVID-19 situation in Latin America, the Extreme-E season finale was moved to Bovington, a British Army base in Dorset.

An urgent call went out for marshals via Jon Aston's rather marvellous Wizzy Events app about 10 days before the event was due to start. We applied and booked our B&B. Of course, this was very last minute and there wasn't very much local accommodation available but I found a 'deluxe' B&B in the local town of Wool and planned a rather expensive but 'luxurious' weekend of motorsport in Dorset.

We needed a Covid passport and a recent negative CV-19 test to access the venue. We completed an online safety induction and then had a call on Tuesday from Motorsport UK confirming our attendance. We were given a map ('X' marks the spot) and told to be there at 9 am on Thursday. We were also asked to bring our own cutlery, plates and cups as part of the environmental sustainability ambition was to eliminate the use of disposable items.

We travelled to Dorset from Lancashire on Wednesday. It took 7 hours. The B&B was clean but we decided that we would keep our CV-19 risk to a minimum by eating at the event.

Thursday, we arrive on-site for our accreditation. We show our Covid passport and negative lateral flow test result. In return, we receive a wristband and were told to proceed to the marshal's muster point and wait for further instructions. The muster point is in the catering marquee. It's breakfast time and there's a full cooked breakfast on offer with toast and delicious fresh coffee. Sanitiser is provided and the hot food is served to you over the counter. Luckily, we've remembered our own cutlery and indulge in a tasty cooked breakfast in preparation for what the day may bring. Information around the marquee tells us that we have saved an estimated 12,000 cups from landfill by bringing our own. There are washing up facilities provided outside and proper toilets. The whole event was quite compact and easily accessible.

We got the chance to catch up with friends who are officiating at the event; Eric Cowcill, Iain Campbell and Jon Aston. At 10 am we are called to a marshal briefing outside. We are welcomed by representatives from Motorsport UK and the event Chief Marshal and given an overview of what is required; to act as observers and report any incidents back to race control. We are then taken to the paddock area to see the car up close and receive a thorough safety briefing from the Incident Officer.

At this point, Eric Cowcill whispers to me, "You'll like the cars. They are nothing like you've seen before!"

The paddock is very muddy and comprises about 15 tents. The first tent is occupied by the Continental tyres company, the third by Williams Advanced Engineering (the brains behind the Formula E power unit). And then we are taken to the fourth tent that contains a stripped-down Odyssey 21.

The cars are single design, fully electric SUV. The maximum 470kW (630bhp) output can launch the 1.8-ton vehicle from 0-62mph in 4.5 seconds but due to the muddy conditions at Bovington however, we are running at ~50% reduced power. These cars are HUGE. I appreciate that isn't a very technical description but I am told they are over 4 metres long and 2.3 metres wide. They are tall too-I can barely see the roof. Eric was right, these cars are something very different.

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Extreme E

Continued from Page 39

Each vehicle comprises a common package of standardised parts, manufactured by Spark Racing Technology, the batteries are produced by Williams Advanced Engineering and the tyres are specially designed by Continental. The Chip Ganassi Team have used a very eye-catching Hummer bodywork on the chassis, the other teams have used the common bodywork. The vehicle roll cage structures are made from lightweight and durable steel making the machines lighter, stronger and more reliable. The bodywork is made from woven hemp; similar in properties to carbon fibre but with a significantly lower carbon footprint (up to 90% less). Very impressive.

We received a very comprehensive briefing about these vehicles that included the power output, how they work, and the safety lights. One thing that was very clear in all of our briefings was that no matter what happened we were not to touch the cars. If the unthinkable happened and the car was to become live, it is estimated we would receive an 800 V shock. And that is not survivable.

We were each given an official's tabard to wear, we collected our radios, packed lunches and then we were assigned to our post; the paddock area. Whilst the other marshals went out to the course in convoy we ventured back to the paddock. The paddock was a mixture of pit lane and service park but was also open to VIPs and media. We had a really good look around to find someone to report to and found no one. So, we stood and waited at the end of the paddock watching VIPs and Girls on Track UK have a tour of the garages and meet the female drivers, including W-Series double champion Jamie Chadwick.

I am usually very busy on an event and I am desperately trying to keep out of mischief when I receive a teasing WhatsApp message from race control, 'Hands in pockets?' What? Oh no! I'd forgotten that the whole site was effectively a film set and we had been spotted.

In the weeks leading up to the event, the British Army Rally championship team assisted the Extreme-E event by reprofiling the course laying extra gravel and reprofiling the jump (aka the knife-edge). The team also fielded a strong team of experienced marshals.

The course was a mixed surface of clay, sand, gravel, and mud. A fast downhill start allowed multiple cars to run side by side but this then narrowed into two 90 left and right turns. The track opens up again before once again becoming a bottleneck, narrowing down to single car width along a tree-lined section. A long, uphill right-hand turn follows a short jump that marks the start of two long, fast straights. And then there's the 5.4-metre-high 'Knife Edge'. This looks spectacular but very scary. The top has been reprofiled for the event and was to produce some spectacular footage as the crews tried to work out the best approach. The landing was crucial. The course opens up again to a fast downhill and then a split before changeover/finish.



***Stripped down Odyssey 21 car.
A reinforced steel crash structure protects the
drive system. Woven hemp bodywork instead
of carbon fibre.***



Hands in pockets?

Extreme E **Continued from Page 40**

We had a rough timetable but the event schedule was quite flexible on Thursday. The radio was very quiet. Where we were expecting cars to be on shakedown, they were in fact lining up for a photoshoot. The mud was knee-deep in places and the cars were getting bogged down. The crews were getting covered in very sticky mud-it was everywhere. No one was walking properly in the paddock-people had developed a tip-toe hopping style trying to avoid the deep mud. Part of the skill of working in the paddock was to work out the best routes through the mud.

We grab our packed lunch (out of view of the camera). Not your run of the mill soggy sandwich but a very nice egg mayonnaise baguette, with fresh fruit. We have a quick nosey around the energy plant. The vehicles are charged using energy produced by green hydrogen that is fed into a hydrogen fuel cell to produce the energy needed to charge the cars. We also watch the cars in the car wash and I'm wondering where all that muddy water is going? I follow the drainage channels to a sump where the dirty water is collected and pumped into a storage tank for later disposal. Very good.

The cars are back in their garages when we meet Julia who was in charge of the paddock. Our job was to assist Julia to get the cars to shakedown via scrutineering and a one-way system. I positioned myself with the scrutineers to try and help them in any way I could. It was great to see some familiar faces from WRGB. I saw each car once as they went out to shakedown.

We had a TV in the scrutineering tent but the image kept freezing so we had plenty of opportunities to watch reporters filming the event build-up.

I watched Jenson Button do an interesting interview with the Army who were showcasing their remote-control electric vehicles. The event was also a platform for the British Ministry of Defence and Army to promote its climate change and sustainability strategy. When asked how he had managed to stay clean and mud-free Jensen replied, 'I walk on water.'

After shakedown, the marshals met up for dinner in the catering marquee. It was nice to share our experiences from the day over a delicious dinner-something we don't usually get to do at events. Apparently, Katie Munnings and Sarah Price had a very heavy landing on the knife edge. Both needed attention from the event physiotherapist and their cars took some heavy front end damage that needed rebuilding. With very full bellies we went back to the B&B.

Friday morning was a leisurely start. We hadn't slept very well-the B&B owner had been up since 3 am and we were very tired. I need lots of beauty sleep. No accreditation for us today so straight to the marshal's muster point-did I mention it was in the catering marquee? Another delicious cooked breakfast and as much fresh coffee as you want. There's also cereal, a continental breakfast and fresh fruit available. We've picked up our radios and been allocated our marshalling points. We are in the paddock again today.

Friday was a little more formal. We had our marshals briefing and a reminder not to touch the cars! It was good to see the cars being prepared for shakedown. Lots of laptops and USB leads! The Andretti team were up against it trying to repair the car damage from Katie Munnings accident the day before. I was assisting the scrutineers (well I call it assisting). Simple tasks like ensuring media did not interfere with scrutineering and that crews wore their face coverings inside the tent. Making sure the teams adhered to the one-way system in the paddock was trickier than you'd think.



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Extreme E Continued from Page 42

Again, we saw the cars once each going out to shakedown. We grab our packed lunch of delicious egg mayonnaise baguette in between cars and get an opportunity to watch some of the teams rehearse their change-over technique. Sebastian Loeb has everyone in hysterics in the X44 tent with his exaggerated portrayal of tip-toeing through the mud to reach his car. Teams rehearsed every detail of changeover, including chucking an imaginary bucket of water on the windscreen.

After shakedown, the Odyssey 21 car was on the track running VIP passenger rides. These cars can only run for a limited time before they needed recharging so after 4 VIP laps there was very little else to do so the marshals were stood down. It was too early for dinner so Steven and I went back to the B&B in the hope of catching up on some sleep.

Saturday was a much earlier start. The B&B owner had again been making noise since 3 am; doors banging, squeaking floorboards. We are very tired.

The marshals all met for another fabulous breakfast at 7 am all excited to see what the day was going to bring. Qualifying was in the morning and the Crazy Race in the afternoon. Usually, I can't manage in-stage duties as I can't help crews if there is an incident. But because all we are asked to do is observe, the organisers offer us something different. We collect our flags and radios. There's another marshal briefing and a welcome to many more marshals who were able to join us on Saturday morning. Today we were out on track; marshals post 11. We joined the marshal's convoy around the concrete perimeter road to our post where we were joined by Lisa from Cornwall. She had driven to Dorset that morning and usually volunteered with rescue crews on hill climbs in the Cornwall area.

After our radio check, we do a quick inspection of our section of the course. We have the 'Continental Challenge' section-a tree-lined fast course with 90 right where extra points are on offer for the fastest crew. It's not that muddy but there are plenty of stones. Our marshal's post is about 10 metres away from the course and out of view of the camera. Our radio crackled into life-it was the familiar voice of Iain Campbell. 'Race Control to all marshals-the course is hot'. Qualifying, here we go!

The cars had no numbers on them but we were lucky to have seen the cars up close in the paddock and had become familiar with the liveries. We could hear the clatter of the stones hitting the cars and the whir of the electric motor as the cars approached. The first car went very wide into the right-hander and used the left banking as a 'snow-bank'. Each car did three laps, bouncing past us into the right-hander.

After we'd seen a few cars pass a blue BMW pulled up at our post, the window winds down and the Chairman of Motorsport UK David Richards CBE leans out to say hello. He is interested to hear about how we had got involved and why we had volunteered. He told us about how he used the track for Dakar testing and thanked us for our efforts. The remaining cars pass without incident and we all head back to the marquee for a delicious hot lunch and catch up with everybody else. We hear how Loeb had landed awkwardly after the knife-edge, taking out the sponsorship sign. In the afternoon we are back on post for the Crazy Race and for the first time we are not seeing cars individually but have 3 cars on the track at the same time. The winner of the Crazy Race goes through to the final.

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Extreme E

Continued from Page 42

I did a quick re-inspection of our section but unfortunately found that the cars had ripped up some of the wire mesh that had been used to build the road. A piece of metal wire was sticking up on the racing line. Whereas the track may have been built to accommodate tanks it clearly wasn't standing up to the Extreme-E cars. I recall the incident during Rally Turkey when Timo Rautiainen's seat was pierced by a metal rod when he was co-driving for Marcus Grönholm. I know that we do not use metal stakes in British motorsport and flagged down the Race Director on his inspection lap. He immediately got on the radio and within seconds a repair crew was at our location to grind the metal bar.

We get our radio message, 'The course is hot.'

The cars start in a wide section but there is only room for single file traffic at our location. The cars arrive all in line and suddenly we hear an almighty crash as the Chip Ganassi car in P2 runs into the back of the leading Andretti car on the 90-right corner. All cars are still running. By the time the cars come around the second lap, there is more space between them and by the third, the cars have had the driver changeover and are single file with a comfortable gap in between the cars. Katie Munnings and Timmy Hansen in the Chip Ganassi car take their place in the final.

After the Crazy Race had finished the Odyssey 21 did 4 VIP runs and then we were all back to the muster point for another delicious dinner and catch-up with everyone. The marquee was buzzing and televisions were showing Crazy Race highlights. And although the marquee was busy with marshals and crew it was very well ventilated. A Christmas tree had been put up and Christmas music was playing. We rolled back to the B&B to pack.

Sunday is here and we'd had another disturbed night. Thankfully that was our last night. We were packed up early and on-site at 7 am for our final breakfast. I'm feeling physically sick, I'm exhausted so I'm having fresh fruit for breakfast as I can't face the bacon and egg. Everyone is excited and the room is buzzing. After another marshals briefing and thank you from Iain Tullie from Motorsport UK, we collect our flags and radio-we're on track at post 5 today. This is a narrow tree-lined section just after the merge and is a bottleneck. We've got two qualifying sessions in the morning and the final in the afternoon.

After our radio check, we walk the small section of course that is accessible. We leave our flags at the access point and walk back to our post on the concrete access road about 10 m back from the track. We can see the track through the trees. Iain Tullie does a safety inspection and asks us to move our flags from the side of the course. Our radio tells us that the course is hot and the first qualifying session starts.

We hear the usual whir of the cars in the background and the clatter of the stones when suddenly we hear an almighty bang. Two of the three cars arrive at our location having collided; the back missing from the ACCIONA car of Laia Sanz and Carlos Sainz and the front end missing from the other. All the cars make it round the right-hander and we wait to see them on the next lap. On the second lap, the cars are missing even more body panels. We are grateful to be standing 10 m back as the concrete access road is showered by big stones as the cars pass at speed. They all pass our post safely. After the driver switch the crews complete their third lap and the first two cars take their place in the final.

After a short break, the second qualifying session happens and passes without incident. The Odyssey 21 does a VIP lap with Formula E and Extreme-E founder Alejandro Agag on board.

The marshals stand down and we convene in the marquee for lunch. At this point, I'm really not feeling very well and decide to catch up on some sleep in the car. After an hour I'm feeling hungry and join the others in the marquee for a delicious Christmas lunch. The atmosphere was amazing. The restaurant was full of crews and drivers, a real Who's Who of motorsport World Champions. The televisions were showing highlights from the morning's action. We were served a choice of turkey, salmon or nut roast with all the trimmings. The pudding was an amazing selection of cheese, mini mince pies, fresh dates and chocolate yule log. I had the turkey with lashings of delicious gravy and packed a small picnic for later.

Any food waste produced on-site was taken to a local anaerobic digestion plant, where it will be turned into biogas and converted into renewable energy. It is estimated that 1000KWh of electricity will be produced, which is enough to power around 85 houses for a day, or approximately fully charge 18 Extreme E car battery packs. To be honest it also made a difference that the food was so good that there was very little waste and we could have as much or as little as we wanted.

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Extreme E

Continued from Page 43

The final race started at 13.25 and this time we would see five cars on track simultaneously. They would be arriving at the bottleneck soon and we weren't too sure what to expect. Unusually, Extreme E decided that all teams must start with their female driver. This resulted in an all-female starting grid for the Jurassic X Prix final. As it happens the ladies had sorted themselves out and by the time they arrived with us, the X44 car had a very dominant lead.

After 3 laps, that was it, all over. Although X44 had taken maximum points all weekend, the scores were tied with RXR Racing. RXR took the title on countback. About 10 minutes later the call came to stand down. We drove back to the muster point, returned our flag and radio and topped up our coffee cups. We reluctantly said goodbye to our new friends and headed up the motorway for the 6-hour journey home.

I am thrilled to have experienced the event and seen for myself these first steps to make motorsport greener. Some of us may be cynical about the gimmicks that some organisations are using to promote their environmental credentials but I can't wait to see how this new technology develops.

What I saw was the organisers taking all steps possible to minimise their environmental impact and using the excitement of motor racing to inspire fans to take practical steps on climate change.

As part of the Dorset Legacy Programme, Extreme E will help the National Trust to reintroduce beavers to the Purbeck wetlands following a similar successful project in Somerset. Protective measures will ensure the beavers do not negatively impact local communities. The beavers will restore wetlands that have been in ecological decline for decades, improving water quality and restoring freshwater fen and pool habitats for other wildlife. The UK is one of the most nature depleted countries in the world, sitting in the bottom 10 per cent globally and last among the G7 group of nations. Hosting the event in the UK has highlighted that environmental destruction and climate change is not just something that happens somewhere else in the world but here, right at home too.

Thank you to Extreme E for the fabulous hospitality and to Motorsport UK, Jon Aston and Eric Cowcill for the photographs and the opportunity to volunteer for this unique event.

Wishing you all the very best for 2022.

Tracey Smith : Accrington Motor Sport Club



The view from Race Control

Gemini Communications

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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

My final fling for 2021

Brian L Wragg : Liverpool Motor Club

Well, that's it for 2021. The Probans are washed along with the snoods and masks ready for the onslaught of 2022, Covid permitting.

My final fling for 2021 was a 2 day session at Curborough. 27th and 28th Dec 2021.

Owen MC put on their Slithering Santa Auto solo on the Saturday laying out 3 very tricky courses which, not everyone completed successfully. There were some valiant efforts to be the best or fastest driver in class but my eagle eye on the cones and their "wrong test" defeated them.

Saturday's weather was a little disappointing because a light drizzle every so often kept the course slippery and the marshals damp. But hey that's what volunteering is all about.

The usual mix of MX 5's, Micra's and Fiesta's together with an assortment of BMW's made it an interesting 4 and half hours. My favourite car of the day was the Mini Marcos.

Rob would have won his class in the Marcos but a wrong test put him in second place. Despite the damp surface most drivers kept to the tarmac, though one or two churned the edges slightly but no major problems occurred.

One enterprising driver in a MX5 turbo added meaning to the title Slithering Santa by drifting his car around every cone. Quite exciting to watch, but it did not win him a trophy.

That was Saturday over and done with.

Sunday 28th was the turn of Cannock club to organise their "Stuff the Turkey" Auto solo and Will Barnes rose to the occasion with 3 innovative tests. We got started at about 10 o'clock with somewhere in the region of 330 runs to complete. I was on the cones again and I was kept quite busy replacing or repairing damaged or displaced cones until about 3.30 when the last car made its run. A good tight course had a lot of drivers doing handbrake turns and scrabbling to avoid getting onto the soggy grass sides of the track. Some did not make it and ended up furiously spinning wheels and twisting steering to get themselves unstuck. All good clean, but mucky, fun.

A Citroen Dolly took my car of the day but I did not get any details to write about, sorry.

Sundays weather was a lot kinder to us as it only sent us a fine misty rain, just enough to dampen the Probans but to wet us through.

Put together both Owen and Cannock put on two good days of motor sport and despite the cold dampish conditions everybody was happy with the days events.

A slight problem with the Curborough generator caused a stop on the Sunday because power to the WIFI signal was lost and the timing apps in the phones stopped communicating. Will saved the day by using his phone as a WIFI hotspot and racing continued. Well done Will, the sign of a good Chief Marshal who rises to the occasion with great aplomb.

Finally the marshals from Sunday, no pic from Saturday I'm afraid, Motor sports cannot take place without a band of dedicated volunteers, thank you all.

I hope to see you all again in 2022 somewhere. Have a great New Year.



Brian L Wragg : Liverpool Motor Club

Breaking a couple of Ribs was not the best way to enjoy the Christmas festivities, however, Gin did act as a good source of pain relief,. Unfortunately, despite much pleading , my doctor would not write me a prescription for neither the gin nor the tonic. Fortunately my daughter turned up with an early Christmas present of suitable medication. I would like to say that I suffered in silence but not me. I winged and moaned lots for the first two weeks and only as the pain reduced did I suffer with a little less noise (that was probably why she brought the Gin)

The ribs also caused me to pull out of Marshaling on the Grizedale stages but the Omicron variant of Covid and the rise in confirmed cases then caused the rally to be postponed. It is now scheduled to run on the 14/15th of January. That's a bit tight for the Organisers to pull it all together but I hope that they can.

My first outing in December was to the Clitheroe & DMC Christmas Party. It was up to the usual standard (Good to Excellent) with Heidi Woodcock coming up with more Silly Games to keep us all entertained.

The day after Boxing day it was the Gemini Communications Awards Dinner. This was the 25th Gemini Awards dinner and we had a superb meal at the Hoghton Arms (just off Junc 3 of the M65 at Withnell). There were not as many Gemini Crews at the awards do as normal but with the pandemic that was understandable. I was looking forward to catching up with Colin Evans (back from his last trip to sea as a job) but both he and his 'wife' had both tested positive and had to cancel. This year I managed to win the 'Golden Microphone Trophy. Only taken me 8 years! But now that I am not out competing on events I might as well spend more time marshalling (still got a lot more marshalling to catch up with Brian Wragg Gemini 64 - Brian has won the ANWCC & SD34MSG Marshals Championship with mega points)

Sorry I am not smiling in the photo but I look even more stupid when I grin!! Could it be the Gin.

Early on New Years Eve I received a phone call to tell me of Dave Reads sudden passing.

That was a shock. Dave always seemed to me to be a fit bloke. (See page 57)

I don't know what affect that will have on the running of the North West Stages in 2022 and in the years to come- because Dave has been the driving force on this Rally since the early days.

Condolences to All the Family.

On that sad note I say goodbye to an awful year and wish everyone a better 2022 and with a bit of luck the Grizedale Stages WILL run on its new date on the 14/15th January 2022

Me & my big mouth - Grizedale Cancelled - see page 76

Grumpy Old Git

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



Inside the Industry

December 2021

with Paul Gilligan

Same New Vehicle Sales Trends Continue

November new car sales were again marginally ahead of last November. Pure electric cars represented almost 19% of registrations over double last year and diesel dropped to 5% of the market from 14% last year and 50% a few years ago. Many manufacturers are no longer offering small diesel cars.

For the year with only December to add sales are a miserly 2.7% up on the same period last year but still of course about a third down on the last “normal” year of 2019. Van sales continue to be stronger, almost 10% up on last year for the month and almost 23% up for the year so far. Clearly manufacturers, nobody more than Ford, are putting their limited supply of microchips into cars rather than vans. Reason being that vans are a lot more profitable, as a new van dealer said to me “There’s not much that costs a lot of money behind the seats”.

Component shortages are biting all over Europe. New car sales in November for Europe as a whole were the lowest for 30 years and 18% lower than last year, a whopping 29% down on November 2019.

I’ve been asked why the manufacturers or their suppliers don’t simply build some more microchip manufacturers. Apparently simple it definitely isn’t. Semiconductor fabrication facilities as they are known are very complex. The production process involves 1400 steps and requires very special production equipment and a skilled workforce. As a result a new factory takes three years to create at an average cost of around £9 Billion. So I still expect the shortage to reduce the supply of new vehicles well into 2023.

Currently wait times seem to be increasing not reducing. Ford have recently instructed their dealers not to quote a delivery date for Ranger pick ups. If pressed dealers will say they can’t be accurate but are guessing at more than a year. My response to the dealer was that this would take us into the new model Ranger due to be launched in January 2023. I was told that the new model will be “late, probably very late”!

And its not just semi conductors that are in short supply. The next worry is a shortage of magnesium. I imagine most of you like me think the only use of magnesium is to make Minilite wheels but much more important it’s a key component in making aluminium. Modern cars use lots of aluminium, in some cases like Jaguar for the chassis itself, in all cases for many other vital components. No prizes for guessing that most of the World supply of magnesium comes from China which a couple of months ago ordered 70% of its aluminium smelters to shut down because of the lack of electricity to power them. Shortage of aluminium is predicted to last through most or all of 2022.

Shortage Of Electric Recharging Points Getting Worse Not Better

With sales of electric and plug in hybrid cars growing fast it is disappointing and in fact very worrying that the re-charging network is not expanding at anything like the same rate. At the end of 2019 there was a recharge point for every 11 plug in vehicles, now its one recharger for every 16 plug ins. In South Korea the ratio is 3 vehicles per charging point, Holland 5, China 9, France 10, Belgium and Japan 13. The “Range Anxiety” often cited as holding EV sales back used to be about the battery range being lower than customers wanted, now that problem has been largely solved lack of charging points has replaced it as the major concern. The Government is due to announce their strategy for curing this problem in early 2022, it’s a massive task.

Surprise Cut In Electric Car Grants.

In March the grant deducted from the price of a new electric car was cut from £3000 to £2500 and the maximum retail price covered came down from £50000 to £35000. This month the grant was cut again to £1500 and only cars retailing below £32000 are covered. Incentives in most European markets are much higher.

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This cut coming so soon after the fine words at the Glasgow COP Summit have left the industry shocked and angry. Dealers are left with cars coming through ordered to meet the £35000 category but priced at over £32000 so overnight have become much more expensive. Customers with similar cars on order but not yet delivered face a big price increase.

Retail prices of EVs have been dropping but this trend may soon stop or be reversed. Problem is that price of the Lithium needed to produce batteries has shot up by 300% and prices are expected to keep rising as the mineral remains in short supply. Manufacturers are trying to build batteries with a much lower Cobalt content than previously, because again the price has shot up. Also the main source of supply is the Congo which is politically unstable and suffers from accusations of the use of child labour. Everyone is working on solid state batteries which will be cobalt free and potentially cheaper. If these are not available by 2025 it is no exaggeration to say that meeting Government targets will be very difficult due to consumers finding the cars literally unaffordable. Unless the grants are increased of course

New White Lines Needed For Autonomous Cars

I'm sure you like me as you drive around will notice that on minor roads many white lines are so worn as to be almost invisible. While that is a problem for we human drivers it's a bigger one for autonomous or driverless cars. These cars rely on "seeing" the white lines to navigate accurately and safely. It is estimated that half of UK roads aren't up to the required, standard.

The industry have called on the Department for Transport to carry out the necessary road upgrades as quickly as possible. The DfT have responded by telling the industry they must design and develop vehicles "able to cope with the existing road infrastructure. Therefore a combination of approaches will be needed to detect lanes rather than relying solely on road marking". So back to the drawing board!

Meanwhile Tesla got into hot water (again) when it was revealed their latest software upgrade sent automatically to all suitable Teslas enabled drivers to play video games on the central screen whilst the car is in motion, and this can be done when using the autopilot function. This update was in fact sent out in July but only recently became public knowledge. After all hell broke loose Tesla withdrew the "upgrade". The mind boggles at the prospect of a Tesla on autopilot struggling to find visible white lines whilst the driver attempts to beat their current best solitaire score?

Agency Model Gathers Pace.

It now seems inevitable that within two years the majority of manufacturers will be using the agency model rather than the current dealer model. Under agency the manufacturer sets the retail price of new vehicles and this is non negotiable. The "dealer" becomes in legal terms an "agent" who is responsible for advising customers on the best models to suit their needs and budgets, providing test drives and handing over the new vehicle when ready. They will also purchase the customer's existing vehicle if required and if a price can be agreed.

In return for all this work and maintaining suitable premises to meet the manufacturer requirement the dealer will receive a fee for every new car or van they hand, this being a percentage of the retail price. As you might imagine dealer opinions vary but most are happy providing the percentage fee is high, whereas manufacturers are happy provided the fee is low. 'Twas ever thus!

Tesla currently own all their dealer points and set the prices which are non negotiable and their success has been a big factor in other manufacturers looking seriously at the idea. Volvo are already using it for their Polestar brand and VW for their ID range. Now Mercedes have announced they have reached agreement with their dealers in Germany and the UK to introduce the agency model in 2023. Discussions continue with dealers in other European markets but Merc say they are confident that in 2023 over 50% of their new cars sold in Europe will be supplied on agency terms. Stellantis who now own Citroen, Peugeot, Fiat, Opel and Vauxhall are known to be keen to move to agency, as are Honda. Others are I think happy to watch and observe for a while but you can be sure all have their plans made and ready to go.

Nothing New

Those of you who like me live in or near to the Lake District, or are familiar with the area will know that traffic and parking facilities are a hot subject of discussion. The record number of visitors in 2021 as so many people chose or were forced to staycation has brought the subject to the fore with talk of charging to enter the National Park, private cars being banned from certain areas and so on. So I was interested when I stumbled on an article that appeared in The Times in November of 2021, exactly a hundred years ago, discussing the possible banning of “motor coaches” from the Lake District. This question was being discussed by Westmoreland County Council at the time.

The proposal was that 25 roads in South and North Westmoreland would be closed to motor coaches and other heavy commercial vehicles. Ratepayers were apparently angry about the costs of maintaining the roads for heavy traffic and worried about the further burden on the rates of widening and improving the roads to cope with the increase in this type of traffic. However the Council acknowledged that the visitors who had “in recent years been enabled by the motor coach to penetrate (!) the area without great expense have some claim to consideration, as do the inn keepers and lodging house proprietors whose livelihood depends on this excursion traffic”. Any comments Charles Graves?

Public enquiries were scheduled for Kendal and Penrith in mid December 1921. It seems clear the dreaded motor coaches were not in fact banned but don’t bet against it sometime soon.

Rental Companies Feel The Pain

In normal times the rental industry takes about 10% of the cars and 15% of the vans sold in Europe. But of course Covid has changed that. First lack of business and leisure travellers reduced car hire demand dramatically. Van demand stayed high though particularly from the parcel delivery sector as people turned to internet shopping. Then as business began to pick up albeit slowly for cars the rental companies found they couldn’t get the new cars and vans they wanted. Manufacturers short of new vehicles because of lack of microchips switched supply from the high discount rental customers to the high margin retail sector. On vans in particular rental companies used to enjoy discounts as high as 50%. Early this year VW stopped taking new orders from the rental buyers. Then in September they said they had unilaterally cancelled all fleet orders. Ford then announced they wouldn’t be supplying any new vans to rental fleets in 2022. However they had thousands of outstanding orders in the system.

Just before the Christmas break I received a call from the owner of a medium sized van hire outfit we used to source near new vans from (when they used to have such things to sell). I could tell, his blood pressure and heart rate were off the clock. He’d just been told by Ford that they would supply his outstanding orders in 2022 although they wouldn’t take any more. However the discount would be reduced by 12%. This will cost him just over £3 Million! That £3 Million will be a direct transfer from his profits to Ford’s. Then multiply that up over all the rental company customers Ford have.

Interesting thing is what happens in the long term. People have long memories and won’t quickly or easily forgive Ford & VW for their actions. One major rental company I know well have for years only bought Ford, Mercedes, and VW vans. They are now buying the Chinese owned and produced Maxus vans. Looks more like a Transit than a Transit does, quality engines from VM Diesels in Italy. All come with things like Air Conditioning and a 5 year Warranty Package. And lots cheaper. We’re supplying quite a few just now to customers who won’t or can’t wait 6-9 months for a Transit. When they get them they like them, and they like the price even more. Will they go back to Ford and VW in the future? Very doubtful.

Unfortunately all this means is that when you next hire a car or van for whatever reason the rental rate will be higher. Inevitable sadly, your rental company supplier simply can’t pay thousands more for every new car or van they buy and not increase their rates.

What's Coming In 2022?

Impossible to say of course. It all depends on the two Cs, Covid and Conductors (the Semi variety). But let's have a stab:

- UK car sales in 2022 will be between 1.7 and 1.8 million units. Up on 2021 which looks like ending around 1.63 million, but way below the 2.4 million of 2019.
- Electric car sales will continue to rise.
- New cars and vans will continue to be in short supply at least until late 2022, probably well into 2023.
- Used cars will plateau in value but not drop significantly. Used vans similar. Diesel used cars will be especially sought after due to low sales of new diesels resulting in very high values.
- Chinese manufacturers will begin to launch in the UK to take advantage of their low cost of production and the shortage of new vehicles in Europe.
- Jaguar having cancelled the electric XJ, announced their future will be all electric from 2025, that they will stop selling re-skinned Land Rover SUVs with Jaguar badges or trying to compete with Audi, BMW and Mercedes in the small and medium saloon and estate car segments will detail a new and credible strategy. I hope! Alternatively Jaguar will be closed or sold off cheaply to a Chinese company who can do something sensible with the badge.
- More and more new vehicles will be sold using the Agency system. Customers will like it, dealers less so.
- Manufacturers and dealers will continue to enjoy the increased margins resulting for short supply and therefore much less discounting. However it only takes one to break ranks. Probably Hyundai/Kia who have the productive capacity, aided and abetted by the arrival of Chinese manufacturers.
- At least one part of the VW Group (Audi and/or Porsche) will announce they are to enter F1 when the new engine regulations take effect. They may well buy McLaren to ease this process.
- George Russell will give Lewis a hard time but Lewis will win his 8th title then retire.
- Toyota will win the WRC again, Elfyn the champion driver. Hyundai will remain in disarray in the early part of the year giving M Sport the opportunity to be the ones to push Toyota hard. Hope I'm right Malcolm!

Congratulations

I was delighted to hear that my great friend Ron Palmer has been awarded a Long Service Recognition Certificate by Motorsport UK for his long term support to the motorsport community. I'm not aware who else has received one of these but I'm willing to wager there has never been one so richly deserved.

In closing may I wish you all a Happy. Healthy and Prosperous 2022. May your Covid Tests be negatives and your Chips be multiple. And enjoy your motoring. As ever I've enjoyed writing this drivel every month and hope one or two of you might have enjoyed reading it. For those kind enough to respond many thanks, it makes an old man happy!



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WORDS AND PICS FROM THE SPECTATOR BANKS

BEST OF 2021

PAUL COMMONS

After the lows of 2020, 2021 promised a return to some sort of normality in the world of Motorsport, however the elongated 3rd (I think) lockdown postponed any form of none signed-on attendance until late May!

Desperate to return to the circuits after 7 months of crowd-less sport viewing on the box an enormous entry list for the Classic Sports Car Club's May bank holiday meeting at Donington was just the tonic I had been looking for. The 39 car Classic K race was a personal highlight which saw experienced historic racer Jamie Boot expertly guide his TVR Griffith to victory, however the moderate crowd were also treated to a trio of highly entertaining combined sprints for the Racing Special Saloons / Modsports and Bernie's Sports Racing / V8 machines which contained everything from the whacky to the sublime!

So good in fact was my first taste of Classic Sports Car club action that a couple of weeks later I would find myself Cadwell bound for a second dose. Unfortunately the grids were not quite so packed but this was more than made up for by perfect early Summer weather. This time it was the Group 1 Swinging Sixties machines that stole the show with Ian Staines, aboard his MG Midget, managing to get the better of pole sitting Turner MK1 pilot Tim Cairns to claim an excellent victory at the undulating Lincolnshire track

Late June saw a return to Donington for an excellent line up of Historic Sports Car Club grids with the added bonus of a 1 hour race for the GT & Sports Car Cup! Despite a dull day weatherwise the on track action was as good as it gets with Michael Lyons lighting up the time sheets in the Aurora Trophy races aboard his F5000 Lola T400, Dean Forward delighting onlookers aboard his enormous Can-AM McLaren M8F to take a double Thundersports victory and Andrew's Haddon & Wolfe claiming an excellent GT & Sports Cars Car Cup victory in their Lotus Elan.

After an excellent championship in 2020, a third trip to Donington, this time on the Grand Prix circuit, was lined up in July for the 2 hour British GT race. The series as a spectacle suffered in 2021 however with the removal of GT3 Silver Silver combinations which, combined with somewhat questionable driving standards and poor quality support races, lead to this being the only Modern event attended during the year! Refreshingly it was back to old stuff in August with the Classic Sports Car Club's Snetterton Sizzler meeting and the HSCC's Oulton Park Gold Cup.



Continued on Page 53

Best of 2021 **Continued from Page 52**

The Gold Cup meeting was back to it's very best with Historic F2 machinery making a welcome return (something good to come out of the pandemic!) and it was Matthew Watts aboard his March 782 who claimed the prestigious trophy following an attritional second encounter of the weekend! We were also treated to a pair of Historic Touring Car / Dunlop Saloon Car Cup races which are always worth a watch around the fabulous Cheshire circuit, and best of all the paddocks were finally open to the general public!!

Two trips to Mallory filled the first half of autumn's action where a torrential morning downpour threatened to de-rail the Historic Sports Car Club meet. Glorious afternoon sunshine and excellent efficiency ensured this only lead to delays and not cancellations however with Ben Simm's charge through the field (only to be denied victory by Murray Shepherd's excellent defensive display) in the Formula Ford 2000 race being the pick of the action.

The excellent Classic Touring Car Racing Club would visit the same Leicestershire circuit in Mid October featuring a mouth-watering collection of machinery that included everything from the iconic 60's Mini to the monster Aussie V8 Ford Falcon. Nothing quite beats a good old David vs Goliath pre-66 touring car race however and the two races on the day provided everything you come to expect from this era of racing; Alan Greenhalgh taking victory in the second race aboard his Ford Falcon after losing out to the much smaller engined Anglia of Robyn Slater (in part due to an off) in a damp race 1, brilliant racing!

Although far from a fan of Silverstone (not the circuit, more the unfriendly Security and archaic ticketing system) I could not fail to be drawn to the new standalone Motor Racing Legends meeting at the end of October. The 1 hour Historic Touring Car Challenge brought back many a childhood memory as Paul Mensley (RS500) managed to fend off not 1 but 3 temperamental Skylines to take victory whilst the excellent 43 car, 3 hour Pall Mall cup race met all expectations as the fabulous James Cottingham / Max Girardo piloted Lister Jaguar Costin managed to hold off a plethora of Shelby Cobra's to take an unlikely victory. Maybe the unwelcoming nature of the circuit is a thing of the past as this had been a highlight of the season, partially aided by full access to the 'Wing' with less than a couple of hundred people in attendance!

And finally, after a pandemic induced year and 9 month period away from rallying, I eventually managed to see a live stage or 2 on the end of season Roger Albert Clark Rally. In an event unfortunately impacted by the devastating storm Arwen (Scotland's stages completely cancelled),



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Best of 2021

Continued from Page 53

Ryan Champion and Craig Thorley remarkably managed to break the Blue Oval strangle hold on the event by claiming victory in their immaculate Porsche 911. Whilst disappointing not to be able to make the bi-annual trip into the Southern Scotland forests it was great to see action on the stages again.

All in it was year to remember and we can only hope that 2022 brings with it more freedom, definitely more rallying and a return to somewhere near the motorsport life we were all accustom to pre March 2020!



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

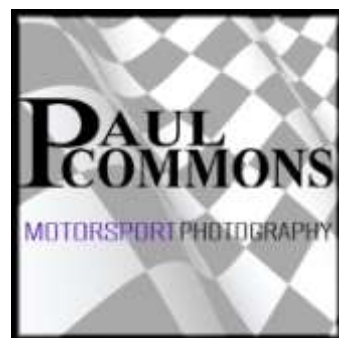
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Or visit the website

<http://paulcommonsmotorsport.com>



RIP

Davey Nelson

Davy Nelson one of the best loved characters in Cumbrian Motorsport died on Christmas eve in hospital.

I gather he had been in hospital for a while, he was a larger than life individual who was a fantastic mechanic with superb engineering skills, he could do anything and built some fantastic rally cars over the years for a number of people.

I remember Davy best when I was either co-driving or servicing for Malcolm Wilson in the late 1970s when Malcolm was sponsored by Total Oil in the Ex Works Escort MK2 HHJ701N although Davy looked after many of Malcolms other rally cars as well as HHJ.

One memory that sticks in my mind was Davy driving the EX works Ford Transit service barge (see Photo below) that was fitted with a 3 litre V6 petrol engine hurtling through the narrow lanes in Wales on the Welsh International Rally as we were going to change a ZF gearbox between stages on Malcolms car, that Transit was driven faster than many of the rally cars on the stages I'm sure as Davy was making up as much time as possible so we could get set up with the trolley jacks, axle stands, replacement gearbox etc in a layby at the side of the road.

The job was completed in time much to everyone's relief especially Anne Bradshaw the Total Oil team manager who went on to work for the Formula 1 teams in later years.

Davy will be sadly missed

Keith Thomas



1980: Five months after his accident in the Scottish Rally, in which he broke his ankles, Malcolm Wilson was still to be found in his workshops, trying to get fit for the RAC Rally with the use of an exerciser.



RIP

Keith Watkinson

Sad to report the passing of Keith Watkinson on 27 Dec.

Keith competed from the early 60s to 2000.

He won some Motoring News rallies in the 60s and was still in the points when the series finished in the late 80s.

His last season 2000 took me to the SD34 Championship.

He was a great driver and good friend and never made a fuss when I did get it wrong-as we all do sometimes.

Jeff Smith.



John Robson and Hexham Historic Rallies

19/20 February 2022

Ahead of the John Robson/Hexham Historic rally running on 19/20 February 2022, it is my pleasure, as this years chief marshal, to issue a plea for that essential group of motorsport enthusiasts to join us. Without whom, no rallying could take place.

That's right, we need marshals!

We really appreciate everyone who gives up their free time to assist us in the running of this award winning event and in return, we offer not only a free breakfast at the events end, but also a goody bag filled with some nice treats to say 'cheers' for your time.

If you're able to help us in anyway on this night, please email me on:

chiefmarshal@hexhammotorclub.co.uk

and I shall be in touch.

In anticipation of your support, thank you!

Lynsey Procter
Chief Marshal



Three Sisters

February 20th 2022

Regs :-

www.warringtondmc.co.uk



RIP

Dave Read

It is with the greatest sadness that the North West Stages organising team must share the devastating news that Dave Read, the backbone of the event since its inception, passed away suddenly and unexpectedly this morning (Friday 31st December 2021)

Our thoughts and deepest sympathy are with his fiancé Susie, and all Dave's family and friends.

Dave was an extremely successful co-driver but more recently he had channelled his experience and knowledge into rally organisation, most notably being at the forefront of closed road rallying. Dave was an ambassador for the sport and was well respected by all his peers. His dedication and attention to detail as an event organiser was justly recognised by Motorsport UK with the award of Volunteer Official of the Year in 2019.

The organising team will need time to 'take-in' this tragic loss, and how it will impact the event planned for March 22 and will share any updates at the appropriate time. Dave's friendship and leadership will be missed by us all.

Rest in peace Dave.





THE top five speeds clocked by the traffic camera on the A590 have been revealed.

All the speeds were recorded by the camera located near the Meathop roundabout in Grange-over-Sands up to November 9 this year.

This data comes after a Freedom of Information request was submitted by Newsquest Cumbria.

The fastest speed recorded was 91 miles per hour on August 27, well above the 60mph limit.

The fastest times clocked in 2019 and 2018 were made by police cars.

The fixed speed camera at Mill Side clocked a police car in 2018 going 122 miles per hour - more than double the speed limit on that road.

In 2019 the fastest recorded speed was 100 miles per hour, again by the police, which is still 40 miles per hour faster than the limit. *(And on the Primrose Rally they told us we were driving too fast errrrr pardon !!!!!)*

In 2020, 24,187 speeding offences were recorded by road safety cameras and officers in Cumbria.

Speed limits are set for a reason and exceeding them is illegal. The minimum penalty for speeding is £100 fine and three points added to your licence.

Receiving 12 or more points within three years may disqualify you from driving. If you're a newly qualified driver this is reduced to six points during the first two years after you pass your test.

Speed is one of the fatal four factors that can contribute to serious injury or fatal road traffic collisions, the faster someone drives the less time they have to stop if something unexpected happens.

This is why Cumbria Police took part in a two weeklong national NPCC operation to tackle speeding in the county beginning in the summer.

Sergeant Craig Hynes said at the time: "As police officers alongside other emergency services we see the tragic impact that speeding can have on families and wider communities.

"Speed limits are not a target.

"Drivers need to be aware of the conditions of the road and adjust their speed accordingly."

Motorsport UK announces 2021 Volunteer Award winners

Motorsport UK is delighted to announce the winners of the 2021 Club, Volunteer and Organising Team of the Year awards respectively.

Industry-renowned rescue and safety official Charlie Webber has been awarded the Volunteer honours, with Dukeries Motor Club and the organising team behind the Old Forge Mewla Rally similarly celebrated for their successes in 2021.

Volunteer of the Year – Charley Webber

An active member of the motorsport community for the past three decades, Charley runs CAM Rescue alongside wife Zoe, providing crucial track and stage-side support to organisers around the UK.

He also chairs both the Rescue Panel and the Rescue and Recovery Training Working Group, as well as holding membership of the Safety Panel. In these challenging times, Charley's counsel helped Motorsport UK to issue COVID-19 guidance to rescue and recovery crews, allowing them to operate safely on event throughout the pandemic.

Commended by colleagues for his professionalism, confidence, and leadership qualities, as well as a positive, approachable character for newcomers to the sport, Charley has also demonstrated a keen interest in the future of the sport, particularly surrounding the introduction of EV vehicles.

Charley's fleet includes three Rescue units and a Stage Safety Unit, and he can be regularly found maintaining and improving the vehicles during his free time outside work commitments, ensuring their longevity and that his kit meets the latest safety requirements.

"When I received a telephone call to say I had been nominated it came as a great surprise, and when I was told I had won, I must admit I was a little shocked and couldn't really believe it," said Charley.

"Motorsport is in my blood. I'm told I attended my first event, a Welsh hill rally, whilst still unborn – Father was competing, with Mother driving the support vehicle. I have many fond childhood memories of spectating on events with my father from club level races at Silverstone and Snetterton to the Lombard R.A.C. rally.

"Rallying has always been my main passion, and as soon as I could I started marshalling with my local club, Cambridge Car Club, and with their help I was soon assisting with the organising of scatters, PCTs and their annual stage rally.

"A chance conversation with a rescue unit operator over 30 years ago got me started in rescue and from there I set up my own unit covering events country wide. Motorsport also introduced me to soulmate and long suffering wife Zoe, and we now run Cam Rescue together covering 50 – 60 days of Motorsport a year.

"I was honoured to be asked by Andrew Large to be his successor as Safety officer for Wales Rally GB and it has been great to work alongside the likes of Fred Gallagher, Andrew Kellitt and the late Dr Phil Rayner and of course the current organising team (far too many to mention).

"Thank you to those who nominated me and to Motorsport UK for the award."

Caroline McGuinness was commended by the judging panel and awarded second-place in the category.



Organising Team of the Year – Old Forge Mewla Rally

Organising only the second major motorsport event in Wales during the COVID-19 pandemic, as you would expect, has its challenges, but this year the team behind the Mewla Rally went above and beyond to deliver a successful event despite a myriad of difficulties.

A switch to contactless timing and registration presented a new dynamic for officials and competitors to navigate, as well as the need to fill short-term staff replacements, safeguard the venue for future use through publicising the need for spectators to refrain from attending and even fill in for the Clerk of the Course in the run up to the event during a family bereavement, among others.

Ultimately, their hard work, dedication and superb attention-to-detail ensured the event not only happened but was among the most successful in its history and a real credit to Epynt Motor Club.

“The whole of the Mewla team were pleased to hear that we had won Organising Team of the Year in 2021 following what was one of the most difficult Mewla’s to organise since its inception in 1978,” read a statement from the team behind the event.

“The event has seen a number of posts holders change in recent years bringing new ideas and enthusiasm to the event and the hiatus in 2020 helped officials have a break and come to the 2021 event recharged, little did we know how much this would be needed with the challenges we would face.

“We must also thank all the competitors, marshals and officials in supporting the event, without which we would have struggled to run the event. The event is now looking ahead to 2022, taking on lessons learnt to bring further improvements to the event.”

Club of the Year – Dukeries Motor Club

In recognition of their efforts to excel in membership communication, embrace new technologies in the wake of the COVID-19 pandemic and, above all, deliver a strong calendar of events despite the challenges the global situation presents, Dukeries Motor Club have been selected as the Club of the Year.

The Club has also sought to actively strengthen ties with the local area, make motorsport more accessible and is striving to return larger events to the East Midlands after the demise of the Dukeries and Premier Forest rallies.

Inspired by their outreach programme, the next generation of Club members are starting to filter through, bringing new and exciting ideas to the Committee for the future. Notably, for the first time in 20 years, an election had to be held to nominate the Club Chairman, such has been the impact of this drive to bring new members into the motorsport community.

“Dukeries Motor Club are very proud to have won the Club of the Year for 2021,” read a statement from the Club.

“This is very much the culmination of the hard work put in by members of the club over the last two very difficult years and will spur us onto new challenges in the future”

Wigton Motor Club were separately honoured as the runner-up for Club of the Year in 2021 by the judges.

Hugh Chambers, Motorsport UK CEO, said: “I would like to thank everyone who submitted nominations for the 2021 awards. The judging panel had some tough decisions to make, and I must congratulate all our very worthy winners Charlie Webber, Dukeries Motor Club and the team behind the Old Forge Mewla Rally.

“There is no doubt that without our clubs, volunteers and competitors coming together, the sport would simply not be able to operate, particularly as the COVID-19 pandemic continues to throw up new challenges at all levels and disciplines of competition.

“My thanks to all who continue to keep the sport moving forward in these times, and congratulations once again to the winners.”





It's been an eventful month since my last blog.....and the liberty of a few extra days before publication!

Regional AGMs, last Council meeting of the year and the National AGM on Sunday for starters - thank you to everyone who attended. Hopefully face-to-face possibilities next year!

Motorsport UK created the Equality, Diversity and Inclusion Committee (EDI) which consists of 4

Sub Committees:

- Disability & Accessibility
- LGBTQ+
- Racial Diversity
- Women in Motorsport

The mission is to celebrate and enable participation in motorsport in a safe, fair, fun, inclusive and progressive environment.

I attended the inaugural conference on Driving Forward Racial Diversity in Motorsport at

Bicester Heritage. An interesting, thought-provoking, inspiring and emotional day. Thanks to Sophia Bi for the invite who sits on Motorsport UK's Racial Diversity Sub-Committee and is a passionate advocate of diversity. Looking forward to some outcomes to share.

The Women in Motorsport committee is currently working with Autosport and hopefully some announcements in due course.

Praga cars held their awards ceremony at their Cheshire headquarters. Myself and Dave Smithson were honoured to be invited to an excellent evening by our Ambassador Jack Fabby - with Romain Grosjean as their special guest. We were there to represent the BMMC and the marshalling community.

Throughout the season Praga produced a series of videos recording their racing season including a visit to Brands Hatch. This episode is dedicated to the memory of Robert Foote - <https://pragaglobal.com/episode-7-orange-army/> They also commissioned a limited edition run of exclusive postcards - funds from which will be donated to BMMC. <https://pragaglobal.com/limited-edition-praga-postcard-pack-for-marshall-memorial-fundraiser/>

Lastly a note of recognition of outstanding marshalling in the face of adversity. Storm Arwen hit many areas not least the stages of the Roger Albert Clark rally. Following events on Twitter from the comfort of my home it was clear that the organisers were battling horrendous conditions. I have been made aware of some quite heroic efforts to move trees, recover vehicles and competitors, ensuring marshals were fuelled and had sufficient supplies before making their own way to shelter (which had no power!). To then get up the following morning and go back to pull out more stranded vehicles and clear the stage of furniture. Truly remarkable!



SD34MSG Draft 2022 Calendar

Date	Discipline	League	Club	Title	Venue - Notes	Champ
9-Jan	Autotest	Yes	Airedale & Pennine	A&PMCC A/T 1	Rock & Heifer, Bradford	Non R/R
9-Jan	PCA	Yes	Airedale & Pennine	A&PMCC PCA 1	Rock & Heifer, Bradford	Non R/R
9-Jan	PCA	Yes	Warrington & DMC	Winter Season PCA	Wern Ddu	Non R/R
29/30 Jan	Stage Rally	Yes	PDMC / GPMC	Lee Holland Stage Rally	Anglesey Circuit, North Wales	Stage
12-Feb	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 1	Blackburn Services, M65 Jt 4	Non R/R
13-Feb	Autosolo	Yes	Accrington MSC	AMSC Autosolo 1	Blackburn Services, M65 Jt 4	Non R/R
13-Feb	Autotest	Yes	Accrington MSC	AMSC Autotest 1	Blackburn Services, M65 Jt 4	Non R/R
13-Feb	PCA	Yes	Accrington MSC	AMSC PCA 1	Blackburn Services, M65 Jt 4	Non R/R
13-Feb	Autotest	Yes	Airedale & Pennine	A&PMCC A/T 2	Rock & Heifer, Bradford	Non R/R
13-Feb	PCA	Yes	Airedale & Pennine	A&PMCC PCA 2	Rock & Heifer, Bradford	Non R/R
19/20-Feb	Road Rally	Yes	Hexham & DMC	John Robson Rally	Northumberland	Road
20-Feb	Stage Rally	Yes	Warrington & DMC	Questmead Stages	3 Sisters	Stage
5-Mar	Road Rally	No	Knutsford & DMC	Tour of Cheshire	Cheshire	None
12-Mar	Stage Rally	Yes	Kirkby Lonsdale MC	Malcolm Wilson Rally	Cumbria	Stage
12-Mar	Tour Assbly	No	Knowldale & Dist MC	John Clegg Mini Miglia	Lancashire, Cumbria, Yorkshire	None
13-Mar	Autotest	Yes	Airedale & Pennine	A&PMCC A/T 3	Rock & Heifer, Bradford	Non R/R
13-Mar	PCA	Yes	Airedale & Pennine	A&PMCC PCA 3	Rock & Heifer, Bradford	Non R/R
19-Mar	Stage Rally	Yes	Motor Sport North West	LF North West Stages	Garstang	Stage
20-Mar	Trial	Yes	Airedale & Pennine	Buxton Sporting Trial	Longnor	Non R/R
10-Apr	Autotest	Yes	Airedale & Pennine	A&PMCC A/T 4	Rock & Heifer, Bradford	Non R/R
10-Apr	PCA	Yes	Airedale & Pennine	A&PMCC PCA 4	Rock & Heifer, Bradford	Non R/R
10-Apr	Stage Rally	Yes	Stockport 061 MC	Altratech SMC Stages	Anglesey Circuit, North Wales	Stage
24-Apr	Autosolo	Yes	CSMA	CSMA Autosolo 1	Lymm Truckstop, M6 Jt 20	Non R/R
24-Apr	Autotest	Yes	CSMA	CSMA Autotest 1	Lymm Truckstop, M6 Jt 20	Non R/R
24-Apr	PCA	Yes	CSMA	CSMA PCA 1	Lymm Truckstop , M6 Jt 20	Non R/R
24-Apr	Tour Assbly	No	Lancashire AC	St George's Day Run	Lancashire & Yorkshire	None
24-Apr	PCA	Yes	Warrington & DMC	Spring Season PCA 1	Wern Ddu	Non R/R
30-Apr	Sprint	Yes	Liverpool MC	Aintree Spring Sprint	Aintree	S&HC
7-May	Tour Assbly	No	Lancashire AC	Fellsman Classic Car Run		None
7-May	Targa	Yes	Stockport 061 MC	MOCP 061 Targa Rally	Weeton Barracks	Road
8-May	Trial	Yes	Airedale & Pennine	Classic Sporting Trial	Longnor	Non R/R
8-May	Stage Rally	Yes	Wigan & DMC	Combrake Stages	3 Sisters, Wigan	Stage
15-May	Autotest	Yes	Airedale & Pennine	A&PMCC A/T 5	Rock & Heifer, Bradford	Non R/R
15-May	PCA	Yes	Airedale & Pennine	A&PMCC PCA 5	Rock & Heifer, Bradford	Non R/R
21-May	Stage Rally	Yes	Knutsford & DMC	Plains Rally	North Wales	Stage
22-May	Autosolo	Yes	CSMA	CSMA Autosolo 2	Lymm Truckstop, M6 Jt 20	Non R/R
22-May	Autotest	Yes	CSMA	CSMA Autotest 2	Lymm Truckstop, M6 Jt 20	Non R/R
22-May	PCA	Yes	CSMA	CSMA PCA 2	Lymm Truckstop, M6 Jt 20	Non R/R
28-May	Track Day	No	Liverpool MC	Aintree Track Day 1	Aintree	None
29-May	PCA	Yes	Warrington & DMC	Spring Season PCA 2	Wern Ddu	Non R/R
11-Jun	Hillclimb	Yes	L/pool MC / KLMC	Barbon Manor Hillclimb 1	Barbon	S&HC
12-Jun	Autotest	Yes	Airedale & Pennine	A&PMCC A/T 6	Rock & Heifer, Bradford	Non R/R
12-Jun	PCA	Yes	Airedale & Pennine	A&PMCC PCA 6	Rock & Heifer, Bradford	Non R/R
12-Jun	Tour Assbly	No	Lancashire AC	Man to B/pool Classic Run	Lancashire	None
19-Jun	Autosolo	Yes	CSMA	CSMA Autosolo 3	Lymm Truckstop, M6 Jt 20	Non R/R
19-Jun	Autotest	Yes	CSMA	CSMA Autotest 3	Lymm Truckstop, M6 Jt 20	Non R/R
19-Jun	PCA	Yes	CSMA	CSMA PCA 3	Lymm Truckstop, M6 Jt 20	Non R/R
25-Jun	Sprint	Yes	Liverpool MC	Aintree Summer Sprint	Aintree	S&HC
26-Jun	PCA	Yes	Warrington & DMC	Spring Season PCA 3	Wern Ddu	Non R/R

SD34MSG Draft 2022 Calendar

Date	Discipline	League	Club	Title	Venue - Notes	Champ
3-Jul	Autotest	Yes	Knutsford & DMC	Tim Sargeant Autotest		Non R/R
9-Jul	Tour Assbly	No	Lancashire AC	Coast-Coast Classic Run	Lancaster to Yorkshire	None
9-Jul	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 2	Blackburn Services, M65 Jt 4	Non R/R
9-Jul	PCA	Yes	Under 17 MC NW	U17MC PCA 1	Blackburn Services, M65 Jt 4	Non R/R
10-Jul	Autotest	Yes	Airedale & Pennine	A&PMCC A/T 7	Rock & Heifer, Bradford	Non R/R
10-Jul	PCA	Yes	Airedale & Pennine	A&PMCC PCA 7	Rock & Heifer, Bradford	Non R/R
10-Jul	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 3	Blackburn Services, M65 Jt 4	Non R/R
10-Jul	Autotest	Yes	Under 17 MC NW	U17MC Autotest 1	Blackburn Services, M65 Jt 4	Non R/R
10-Jul	PCA	Yes	Under 17 MC NW	U17MC PCA 2	Blackburn Services, M65 Jt 4	Non R/R
16-Jul	Hillclimb	Yes	L/pool MC / KLMC	Barbon Manor Hillclimb 2	Barbon	S&HC
17-Jul	Targa	Yes	Hexham & Dist MC	Northern Dales Targa		Road
23-Jul	PCT	Yes	Airedale & Pennine	Haw Pike PCT		Non R/R
31-Jul	Targa	Yes	Airedale & Pennine	Pennine Targa	Lancashire-Yorkshire	Road
7-Aug	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton Barracks	Stage
14-Aug	Autosolo	Yes	Accrington MSC	AMSC Autosolo 2	Blackburn Services, M65 Jt 4	Non R/R
14-Aug	Autotest	Yes	Accrington MSC	AMSC Autotest 2	Blackburn Services, M65 Jt 4	Non R/R
14-Aug	PCA	Yes	Accrington MSC	AMSC PCA 2	Blackburn Services, M65 Jt 4	Non R/R
14-Aug	Autotest	Yes	Airedale & Pennine	A&PMCC A/T 8	Rock & Heifer, Bradford	Non R/R
14-Aug	PCA	Yes	Airedale & Pennine	A&PMCC PCA 8	Rock & Heifer, Bradford	Non R/R
14-Aug	Hillclimb	Yes	Pendle & Dist MC	Scammonden Hillclimb	Scammonden Dam,	S&HC
20-Aug	Track Day	No	Liverpool MC	Aintree Track Day 2	Aintree	None
28-Aug	Stage Rally	Yes	Kirkby Lonsdale MC	Pendragon Stages	Warcop	Stage
3-Sep	Sprint	Yes	Liverpool MC	Aintree Autumn Sprint	Aintree	S&HC
4-Sep	PCA	Yes	Warrington & Dist MC	Autumn Season PCA 1	Wern Ddu	Non R/R
10-Sep	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 4	Blackburn Services, M65 Jt 4	Non R/R
10-Sep	PCA	Yes	Under 17 MC NW	U17MC PCA 3	Blackburn Services, M65 Jt 4	Non R/R
11-Sep	Autotest	Yes	Airedale & Pennine	A&PMCC A/T 9	Rock & Heifer, Bradford	Non R/R
11-Sep	PCA	Yes	Airedale & Pennine	A&PMCC PCA 9	Rock & Heifer, Bradford	Non R/R
11-Sep	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 5	Blackburn Services, M65 Jt 4	Non R/R
11-Sep	Autotest	Yes	Under 17 MC NW	U17MC Autotest 2	Blackburn Services, M65 Jt 4	Non R/R
11-Sep	PCA	Yes	Under 17 MC NW	U17MC PCA 4	Blackburn Services, M65 Jt 4	Non R/R
16/18Sep	Tour Assbly	No	Lancashire AC	Border Rievers Tour	Scottish borders	None
1-Oct	Tour Assbly	No	Knowldale & DMC	Autumn Tour	Lancashire, Cumbria, Yorkshire	None
2-Oct	PCA	Yes	Warrington & DMC	Autumn Season PCA 2	Wern Ddu	Non R/R
9-Oct	Autotest	Yes	Airedale & Pennine	A&PMCC A/T 10	Rock & Heifer, Bradford	Non R/R
9-Oct	PCA	Yes	Airedale & Pennine	A&PMCC PCA 10	Rock & Heifer, Bradford	Non R/R
9-Oct	Stage Rally	Yes	Wigan & DMC	The Adgespeed Stages	3 Sisters, Wigan	Stage
22-Oct	Tour Assbly	No	2300 Club	Andy Mort Tour	Clitheroe	None
23-Oct	Autosolo	Yes	Knutsford & DMC	Jubilee Autosolo		Non R/R
29 Oct	Targa	No	Kirkby Lonsdale MC	KLMC Targa	Warcop	None
13-Nov	Autotest	Yes	Airedale & Pennine	A&PMCC A/T 11	Rock & Heifer, Bradford	Non R/R
13-Nov	PCA	Yes	Airedale & Pennine	A&PMCC PCA 11	Rock & Heifer, Bradford	Non R/R
13-Nov	PCA	Yes	Warrington & DMC	Autumn Season PCA 3	Wern Ddu	Non R/R
27-Nov	Targa	Yes	Knutsford & DMC	The Knutsford Targa Rally	Cheshire	Road

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 <http://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)

Non Race/Rally Championship

O/A	Competitor	Class	Points	Club
1	James Williams	A/C	83.14	U17MC
2	Andrew Williams	A	82.62	U17MC
3	Phil Clegg	E	70.82	Accrington
4	John Jones	B	70.48	Accrington
5	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
10	Stephen Holmes	A	51.48	Clitheroe
11	Andrew Robinson	A	49.16	U17MC
12	Steve Price	E	48.55	Wallasey
13	James Robinson	A	46.66	U17MC
14	Alec Tunbridge	E	44.43	Bolton
15	Shaun Mundy	B	43.20	Knutsford

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

Only showing those that have qualified

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

O/A	Co-Driver	Class	Pts	Club	Q
1	Callum Cross	D	141	Blackpool	Y
2	Richard Edwards	D	137	Warrington	Y
3	Jonathon Cragg	D	108	G&PMC	Y
4	Barry Allman	C/D	82	Clitheroe	Y
5	Jonathon Kennedy	C	81	Warrington	Y
6	Victoria Swallow	C	79	Bolton	Y
7	Dave Wilkinson	B	78	Clitheroe	Y

Only showing those that have qualified

U18 Championship

O/A	Competitor	pts	Club
1	Daniel Millwood-Jackson	100	U17MC
2	Monty Alcock	27	Knutsford
3	Elliott Shaw	0	Clitheroe



2021 SD34MSG Championship Tables

MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Brian Wragg	224	Liverpool	Y
2	Maurice Ellison	110	Clitheroe	Y
= 3	Geoff Maine	100	Liverpool	Y
= 3	David Hunt	100	Liverpool	Y
5	John Harden	90	Liverpool	Y
= 6	Andy Fell	80	Liverpool	Y
= 6	Dave Barratt	80	Accrington	Y
8	Jim Livesey	70	U17MC	Y
= 9	Kevin Jessop	60	Liverpool	Y
= 9	Max Quinton	60	Liverpool	Y
= 9	Jack Mather	60	Bolton	Y
= 9	Victoria Swallow	60	Bolton	Y
= 13	Robert Rankin	50	Liverpool	Y
= 13	Sean Robertson	50	Liverpool	Y
= 13	Rod Brereton	50	Pendle	Y
= 16	Phil Howarth	40	Liverpool	Y
= 16	Steve Johnson	40	U17MC	Y
= 16	Mark Johnson	40	Clitheroe	Y
= 16	Alan Shaw	40	Pendle	Y
= 16	Mike Van Gordon	40	Liverpool	Y
= 16	Ian Swallow	40	Bolton	Y
= 16	Jon Chamberlain	40	Wallasey	Y
= 16	Gary Marriott	40	Wallasey	Y
= 24	Tam Doefor-Hill	30	Wallasey	Y
= 24	Shaun Flint	30	Wallasey	Y
= 24	Andy Gillett	30	Bolton	Y
= 24	Les Fragle	30	G&PMC	Y
= 24	Stuart Ellis	30	Pendle	Y
= 29	Peter Sharples	20	Bolton	Y
= 29	Kevin Charnock	20	Wallasey	Y
= 29	Neil Cousins	20	Wallasey	Y
= 29	Peter Highton	20	Wallasey	Y
= 29	Andy Marchbank	20	Wallasey	Y
= 29	Pat Marchbank	20	Wallasey	Y
= 29	Steve Noble	20	Wallasey	Y
= 29	Steve Price	20	Wallasey	Y
= 29	Graham Williams	20	Wallasey	Y
= 29	Andy Williams	20	U17MC	Y

Only Showing those Marshals that have Qualified

36 Marshals Qualified

82 Marshals from 14 member clubs claimed Points

Continued on Page 67

2021 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	901	1	1
Bolton-le-Moors CC	802.5	2	2
Liverpool MC	742	3	3
U17MC-NW	670	4	4
Longton & DMC	537	5	5
Garstang & Preston MC	424.5	6	6
Warrington & DMC	397.5	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	19
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
Knowldale CC	76	4	18
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			

**2022 SD34MSG Road Rally
Championship Calendar See Page 27**

2021 SD34MSG Championship Tables Continued from Page 66

Road Rally Championship

It has been brought to my attention that the Pennine Targa Rally ran under a Clubman permit and therefore was not eligible for inclusion in the SD34 Championships (all events in the championship must run under an Interclub permit). It has therefore been necessary to revise the championship results for 2021. As it turns out, there is only one change to the award winners. As I no longer qualify having only started 2 events, the 1st expert navigator award now goes to Sam Ambler. Congratulations Sam.

I forgot to mention in my previous email, please could you let me know which was your favourite road rally from the 2021 Championship.

The event with the most votes will be the winner of this year's Paul Coombes trophy.

Steve Butler :-

SD34MSG Road Rally Championship Compiler

O/A	Driver	Class	Pts	Club	Rds
1	John Gornall	S/E	38	G&PMC	5
= 3	Paul Redford	E	32	Clitheroe	5
2	Dan Sedgwick	E	29	Clitheroe	4
= 3	David Pedley	E	22	Clitheroe	4
7	Mark Standen	E	16	G&PMC	2
8	Ian Swallow	E	14	Bolton	3
= 6	Louis Baines	E	11	Preston	3
7	Stephen Holmes	E	7	Clitheroe	3

O/A	Navigator	Class	Pts	Club	Rds
1	Martin Gornall	S/E	38	G&PMC	3
2	Grace Pedley	E	23	Clitheroe	4
4	Sam Ambler	E	19	Clitheroe	3
5	James Swallow	S/E	18	Bolton	3
6	Barry Allman	N	11	Clitheroe	4

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
4	Matt Bramhall	76	Y	Liverpool
5	Stephen Holmes	68	Y	Clitheroe
6	Steve Johnson	62	Y	Boundless
7	Lauren Crook	50	Y	U17MC
8	Steve Price	48	Y	Wallasey
9	Chris Bramhall	47	Y	Liverpool
10	Phil Howarth	40	Y	Liverpool
11	Ian Swallow	26	Y	Bolton
12	Victoria Swallow	25	Y	Bolton
13	Joe Mallinson	17	Y	A&P
14	Mark Johnson	16	Y	Clitheroe

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

2022 NESCRO Challenge Calendar

2022 NESCRO CHALLENGE DATES LIST

• Sat 12th March	Mull Classic	Mull Car Club	Historic/Targa
• Sun 20 th March	Shaw	Whickham MC	Historic/Targa
• Sat 2nd April	White Heather Tests	Wigton MC	Historic/Targa
• Sat/Sun 30Apr/1stMay	Berwick	Berwick & DMC	Historic/Targa
• Sun 15th May	William Patterson	South of Scotland CC	Targa
• Sat/Sun 4/5 th June	Rallye East Yorkshire	Yorkshire Wolds MC	Historic/Targa
• Sun 17 th July	Northern Dales	Hexham & DMC	Historic/Targa
• Sun 31st July	Pennine Targa	Airedale & Pennine MCC	Historic/Targa
• Sun 14 th August	Blue Streak	Spadeadam MC	Historic/Targa
• Sun 4 th September	Wearside	Durham AC	Historic/Targa
• Sun 18 th September	Doonhamer	South of Scotland CC	Historic/Targa
• Sun 2nd October	Solway Coast Targa	Solway Car Club	Historic/Targa
• Sun 23rd October	Solway	Wigton MC	Historic/Targa
• Sat 12 th November	Saltire	Saltire Rally Club	Historic/Targa

BOLD Dates are 2022 confirmed. Those not in bold are not confirmed.

Solway Coast Targa date cannot be confirmed until later in the year, due to being run on MoD land.

Maximum number of counting rounds are 1/2 total + 1 (rounded up):-

EG 12 rounds = 7 scores, 13 rounds = 8 scores.

Bob Hargreaves

01229 587777

07742 313602

2021 John Easson Award Winner

2300 Club are pleased to announce Ioan Lloyd as the winner of the 2021 John Easson Award.

The three finalists travelled to Preston in very difficult conditions, as storm Barra raged causing travel chaos across the UK. The John Easson Award final went ahead as planned, Billy Grew, James Lepley & Ioan Lloyd all went in front of this years judging panel, which consisted of Ian Grindrod, Daniel Harper, Richard Winstanley and previous award winner Ewan Tindall. It was clear that choosing a winner would be a very difficult task, they were all excellent candidates.

It's always unfortunate that there can only be one winner and the young award winning driver, Ioan Lloyd emerged as victor on this occasion. We feel that he will be a worthy recipient of the prestigious John Easson Award, which is worth a total prize fund of £6000. We would like to wish runners up Billy Grew and James Lepley the very best of luck with their continued rallying.

2300Club would like to thank all the candidates who applied for this year's award.

John Cope : 2300 Club John Easson Award Manager





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



Legend Fires North West Stages 2020

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.



19 February 2022

Snetterton

13 March 2022

Donington Park

3 April 2022

Cadwell Park

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



Proflex Shockabsorbers UK Ltd.
Revidge Fold Garage, Revidge Road
Blackburn, Lancashire BB1 8DJ

Phone: +44 (0)1200 442345

Fax: +44 (0)1200 443050

Email: sales@proflexuk.com



New Instructions For Spectators on WRC Monte Carlo

For the new Hybrid era starting with Monte Carlo 2022 there will be new safety instructions for the spectators as the new cars will be partly powered by high voltage current and a similar protocol to Formula 1 will be applied. The new WRCs will be equipped with light signals on the front and the sides to warn spectators and marshals of a possible electrical or chemical danger should a component melt.

These signals will be:

Green Signal:

Car is safe

Red Signal or no signal:

Possible concern and vehicle should not approach as there is a risk of exposure to high voltages. Rescue teams equipped with insulating gloves will attend supervised by the FIA safety delegate.

Blue Signal:

Severe risk by FIA criteria requiring medical intervention and an audible signal to stop anyone approaching the vehicle.

MULL CLASSIC RALLY

Saturday 12th March
2022

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Rali Bryniau Clwyd
5/6th February 2022

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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



*Grizedale Stages
Rally 2021*

Grizedale Stages Rally 2021-ish - Cancelled

(Properly Cancelled This Time)

Sorry, we're chucking the towel in. Grizedale Stages Rally, re-scheduled for 14th & 15th January 2022 (having been postponed from 3rd/4th December 2021, due to the damage caused by Storm Arwen in the forests) is being cancelled due to a lack of entries.

The finances don't add up in a world where there are virtually no variable expenses in running a rally. Due to the last minute postponement of the event in December 2021 – at the request of Forestry England – the Organisers were already committed to £10,500 of expenses. However, the 84 car December entry dwindled to just 54 at the closing date for the revised January event. This would represent an £18,000 loss, and considering the event has assets of c.£5,000 the organisers decided they didn't need an accountant to do the maths.

110 entries were received for the rally, representing a more-than-50% withdrawal rate.

Competitors will be refunded in line with the Supplementary Regulations if they send the Entries Secretary their account details. The Organising Team would like to express their appreciation of those competitors who remained loyal to the event and the revised date.

We know that you – as have many marshals, radio crews and officials – have lost money on accommodation etc and we are sorry for that.

All spectators who had bought car parking tickets (again) will be refunded (again). Coniston Mountain Rescue Team will also miss out on their annual fund raising.

For those of you who are not based locally, Storm Arwen caused significant damage. In fact, the West side of Grizedale Forest is still not open to the public, although the efforts of the local forest office were on track to have the stages clear and safe for the middle of January. Our appreciation for their efforts.

For the record, we should state that Grizedale Stages Rally has run every year since 1988 (except in 2010 [snow] and 2020 [COVID-related Forestry England restrictions]). During that time the event opened up 3 new forests for rallying – Broughton Moor, Chapel House Wood, and East Grizedale – and 3 new Service venues – Park Coppice, Skelwith Fold and Miller Bridge in the centre of Ambleside.

Since Motorsport UK introduced Safety Delegates in 2017, we have never had a single area marked below the required level of compliance – that's 50+ areas of safety and organisation that are assessed each year. There aren't many events able to claim this.

We are not in a position to comment on the future of the event, although you might want to ask your accountants to run you through the figures above. The figures do not take account of the hundreds of voluntary hours put in by the Organising Team, nor their feelings of disappointment at this outcome.

A 'Big Thank You' goes to everyone who worked so hard to try and make GSR2021-ish happen. Motorsport needs competitors, marshals, spectators, grafters, pen pushers, safety officials, a sense of humour.

Happy New Year!!

See you in forest sometime soon.

The Grizedale Stages Rally 2021-ish Organising Team.

Pro-Rally.co.uk

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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

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www.pro-rally.co.uk

Ripon MSC 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

rally

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trackdays

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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

WANTED

To Complete the Restoration of a Mk1 Cortina

- Front Bowl Sump from an early Crossflow to fit my later Xflow
- or a complete engine (any condition)
- Twin 40's Webber inlet manifold
- LSD for an English type axle

Dave Agnew 078018901

WANTED Austin 7

I'm looking for another Seven, needs to be an open car, preferably vintage.

I need to take the trials car off the road for a year or so to give it a comprehensive rebuild and would like something to use in the meantime.

Many thanks,

Andrew Wright.

andy@eamont.net





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and more**

1. When one door closes and another door opens, you are probably in prison.
2. To me, "drink responsibly" means don't spill it.
3. Age 60 might be the new 40, but 9:00 pm is the new midnight.
4. It's the start of a brand new day, and I'm off like a herd of turtles.
5. The older I get, the earlier it gets late.
6. When I say, "The other day," I could be referring to any time between yesterday and 15 years ago.
7. I remember being able to get up without making sound effects.
8. I had my patience tested. I'm negative.
9. Remember, if you lose a sock in the dryer, it comes back as a Tupperware lid that doesn't fit any of your containers.
10. If you're sitting in public and a stranger takes the seat next to you, just stare straight ahead and say, "Did you bring the money?"
11. When you ask me what I am doing today, and I say "nothing," it does not mean I am free. It means I am doing nothing.
12. I finally got eight hours of sleep. It took me three days, but whatever.
13. I run like the winded.
14. I hate when a couple argues in public, and I missed the beginning and don't know whose side I'm on.
15. When someone asks what I did over the weekend, I squint and ask, "Why, what did you hear?"
16. When you do squats, are your knees supposed to sound like a goat chewing on an aluminum can stuffed with celery?
17. I don't mean to interrupt people. I just randomly remember things and get really excited.
18. When I ask for directions, please don't use words like "east."
19. Don't bother walking a mile in my shoes. That would be boring. Spend 30 seconds in my head. That'll freak you right out.
20. Sometimes, someone unexpected comes into your life out of nowhere, makes your heart race, and changes you forever. We call those people cops.
21. My luck is like a bald guy who just won a comb.



FOR SALE

1959 Sunbeam Rapier

£10,000

- 60,314 miles,
- MOT until 16th December '21.
- Tuned 1900 cc Holbay engine
- Twin 40 Webers,
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- win ignition coils,
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- original handbrake,
- in line brake bias adjuster,
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Ring Stuart Oliver on 016974 76539

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- PRG Supersport 16 ft x 6 ft 6 bed
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£2,600

Located near Low Lorton (Cockermouth) .

Damon (01900 85255)



2022 Car Track Days:

29th January

19th February


three sisters
CIRCUIT

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



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 7th March
www.ancc.co.uk



Next Meeting,

Tues February 8th '22

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

ANECCC



**No dates on shown on
the Website Calendar**

<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