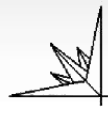


# April 2022 spotlight



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



**ANWCC**  
Association of North Western Car Clubs

**ANCC**  
Association of Northern Car Clubs



Standard & Driver Motor Club

**Tour  
of  
Cheshire**  
Historic Road  
Rally  
5th March 2022



**Tour of Cheshire**

Historic Road Rally

5th March 2022

*Dave Leadbetter*

*Cath Woodman*

*1974 BMW 2002Ti*

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

Volume 13 : Issue 4 : April 2022 : Maurice Ellison



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## Comprising the following 10 Clubs



**Blackpool South Shore Motor Club**

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



**Clitheroe & District Motor Club**

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



**Ecurie Royal Oak Motor Club**

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



**Garstang & Preston MC**

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



**High Moor Motor Club**

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



**Preston Motorsport Club**

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



**Stockport 061 Motor Club**

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



**Warrington & District Motor Club**

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



**Wallasey Motor Club**

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



**2300 MC**

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

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## ADVERTISING in 'SPOTLIGHT'

**Readership in Excess of 15,000**

**1/4 page (ish - we are very flexible) advert  
for a full 12 issues (1 year) for just £100**

**Sent to all 28 member clubs and then  
forwarded to club members**

**+ another 7000+**

**on the distribution list**

**(28 X 100 + 7000 = 10,000 ish+ readers)**

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

**All advertising revenue helps to fund SD34MSG**

**Contact either Maurice Ellison  
or Steve Johnson for more details**

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It is with sadness that I have to inform you of the passing of **Les Fragle, SD34 Vice President**. He was a former SD34 Secretary for 28 years until stepping down two years ago, please see page 9.

Grass root motorsport is run by many hundreds of volunteers, The LFNWS proved that point, the skills and time, that the organising team require to put any event on is eye watering, if you need to pay for their time! Thankfully many clubs have these 'professional volunteers' that run the events and most will be willing to accept your help. All event organisers need to ensure they manage them to MSUK and Health and Safety requirements. Also events need to work with landowners, residents, doing risk assessments and keeping all safe at the event, this is a great achievement by all events, just to run them.

**I note many emails from motorsport UK during this month, including the following.**

### Bulletin - 196

- Arm the plumbed-in fire extinguisher system and remove safety pin of hand-held fire extinguisher before taking part in any on-track session competitors must:
- Arm the plumbed-in fire extinguisher system in case of electrical activation.
- Remove the Fire Extinguisher Safety Pin from the plumbed-in fire extinguisher system **and handheld fire extinguisher** before they enter a special stage or circuit.

The above advice for hand held fire extinguishers could be classed as a dangerous occurrence or at least a 'near miss' as the request is an unsafe instruction in my opinion of 40 years managing H&S and servicing fire extinguishers, I await Motorsport UK response to my enquiry about this change regarding hand held extinguishers. Just think if a dry powered was to go off mid-stage on a rally or during a race!

Still, thankfully most licensed officials will not have read the bulletin; it was not acted upon on the North West Stages or the Malcolm Wilson rallies.

### An open question to rally car owners in our sport of rallying.

If rally car has not been used for the last two years due to Covid -19 issues; should the seats and seat belts loose 2 years of their life?

### Please discuss in your clubs;

If you are not happy at losing 2 years life on this equipment, then go to your regional association meetings and tell them you are not happy about it!

Grass root stage rallying has always been costly. I like many, find the costs very hard to justify. You can see the attraction of road and targa rallies, or event sticking with AutoSOLOs, much more fun for the £.

And Finally I came across this item in my SD34 file. Happy reading!

**Steve Johnson (SD34MSG Chairman)**

8

MOTORING WEEKLY, Friday, December 15, 1989.

MOTORING WEEKLY

# Power game goes spinning ahead

WINNING the RAC Rally has got to be power to the elbow when it comes to negotiating any deals for the forthcoming season.

News is just filtering through that Pentti Airikkala has also signed with Ford to drive the second 4WD Cosworth Sapphire. Pentti's RAC result gave him an immediate A seeding, but the result means that the Ford will be the first car off the starting ramp on next year's RAC Rally.

They have not enjoyed that position since 1980, when Hannu Mikkola led the field away in the Escort RS. Sadly, they were not first at the finish, the event being won by the late and great Henri Toivonen in the Talbot Sunbeam Lotus, putting an end to eight consecutive years of Ford Escort RS domination of the event.

Whether we will ever see a repeat performance from the Ford, particularly on our home World Championship event, time alone will tell. The competition at the top level of rallying has never been so intense, with just about every major manufacturer in the arena with high-spec 4WD cars. It can only be good for the sport to have so many different makes each capable of front running; we are finally moving away from the foregone results situation.

## Ian Grindrod's column

I have just been looking back over the past season's results that we achieved with the 16-valve GTE, and trying to compare them with those of the previous year when we were using the eight-valve car.

Because of our retirements, a direct comparison cannot be made for each event, but when we were going we generally felt that the 16-valve car was not as close to the opposition as the eight-valve, particularly on gravel and wet tarmac.

## Difficulty

For example, we managed third on the Scottish Rally with the eight-valve, compared with fifth this year. On the 1988 "Arctic" RAC Rally we were running sixth until retirement; this year we were 10th.

The increase in horsepower from 180 bhp to around 220 bhp has highlighted the fundamental difficulty in transmitting large power outputs through the front wheels.

It becomes an additional problem for the driver having to try to regulate the degree of wheelspin, yet drive the car as hard as possible at all times. It's second nature to plant

the right foot on the throttle, all the way to the bulkhead, when trying to squeeze the last drop of performance from a car.

On gravel, with the 16-valve, that just produces more wheelspin, coupled with a lot less forward motion. Various electronic devices that first measure the amount of wheelspin, then limit the maximum amount of throttle that can be applied, have been considered.

They sound like a good idea until you consider that left foot braking alone can give up to 20 per cent difference between the distance travelled by the front wheels relative to the rears under certain special stage conditions. These have been abandoned in favour of pursuing the only real solution with this sort of power... four wheel drive.

Our best results were definitely produced Down-Under, with a third in New Zealand and sixth in Australia, but not being disrespectful to the other competitors, the opposition did not compare with that on the recent RAC Rally. Nevertheless, they were still good results, as the events made big demands on the reliability of the car with cumulative stage times for each event around seven hours, and Malcolm using a minimum of 7,000 rpm.

## Reigning champs toppled

CLITHEROE Motor Club's three-year run at the top of the SD(34) Motor Sports Group inter-league championship is over. The Lees For Tiles-sponsored challenge has been won by Springhill, with Pendle beating Clitheroe into joint third place.

### Results

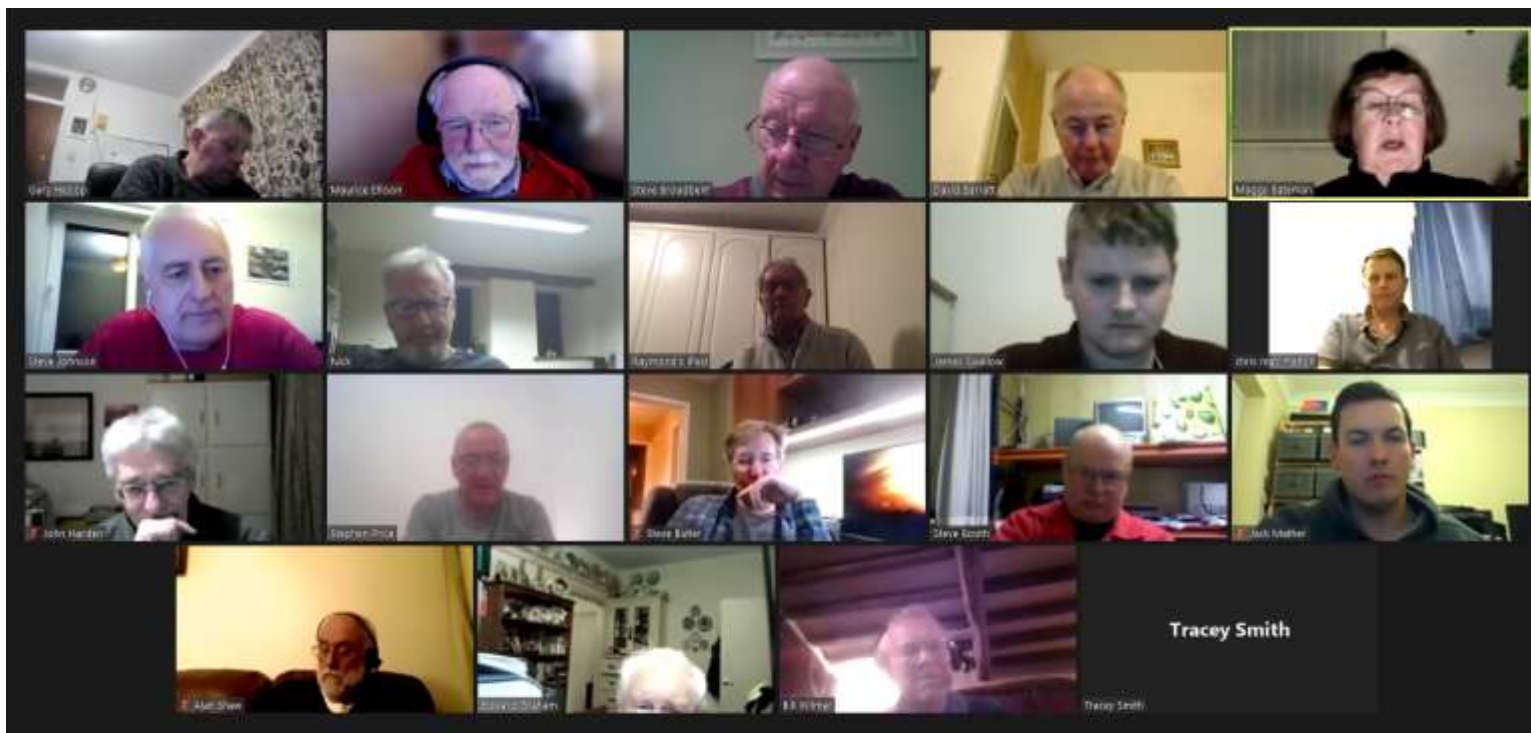
Division One — 1, Springhill Motor Sports Club, 614 points; 2, Pendle and District Motor Club, 578; 3, Kirkby Lonsdale and Clitheroe Motor Clubs, 470; 5, Bolton-le-Moors Car Club, 318.

Division Two — 1, Bury Automobile Club, 273 points; 2, Lancashire Automobile Club, 269; 3, Wigan and District Motor Club, 254. (Longton and District and Preston Motor Clubs resigned from the group in 1989).

Division Three — 1, Blackrod Motor Club, 90 points; 2, South Shore Motor Sports Club, 81; 3, West Lancashire Motor Club, 79 points; 4, Garstang and District Motor Club, 48 points; 5, Lightning Motor Sports Club, 40; 6, Knowlside Car Club, 6; 2300 Club Ltd, 0. (Blackrod and Knowlside clubs have been group members for nine and two months, respectively).

Individual championships are based on the number of points scored by a driver for his club. Drivers must compete in more than one discipline. Inter-League Champion, Ian Winstanley (Pendle), 170 points. Runner-up and winner in 1988/78, Steve Johnson (Springhill), 162 points. Third overall, David Barratt (Springhill), 112 points.





Before the meeting started in earnest, Steve made a note to the sad passing of Bob Milloy. A tribute to Bob, was in February's Spotlight,

## Matters Arising

There were no matters arising from the January meeting.

Gary stated he was struggling making contact with the company usually used for the trophies. Steve J added that no clubs had come forward to organise an awards evening..

## New club applications

Applications from, West Cumbria Motorsport Club and Wigton MC, both clubs were welcomed into the group.

## Treasurers Report

Most clubs have now paid their subscriptions, with just 1 outstanding.

We have received plenty of registrations, - currently 97. *Please keep up the good work.*

We have purchased new stickers at a cost of £350

## Championships

- Latest updates in spotlight and on the web site.

## Regional Association Reports

**ANCC** – Due to technical issues, nobody present managed to record much of note. Alan did mention that RLO's have commented that route applications are being received very very late, in some cases as late as 3 days before the event. SO just a note that if any club is considering running a road event, get your route in sooner rather than later!

**ANWCC** – John Hardman noted that the full minutes of the last meeting are now available on the ANWCC website. Iain Tullie was present and encouraged all to start reading Revolution, the MSUK e-magazine. Calls for volunteers as MOD liaison were also made at the meeting.

**MSUK** – John Hardman raised points from the rally sub-committee. Mainly environmental awareness around motorsport, and how as a sport we need to be looking at ways to improve matters, before we are forced to do so.

Steve Johnson raised a point made at the autotest committee, namely the misrepresentations surrounding the use of EV's on events. At an RS Clubman level, there is no reason why a standard EV cannot compete on an event if the organising club makes allowances for them in the regs.

## Electric Vehicles and AutoSOLOs

This topic has been around several years. Motor clubs can if they wish allow standard EV at certain 'grass root' motorsport events with in MSUK rules.

2022. current MSUK Autotest rule M.5.3. allows clubs to admit 'standard EVs' in all forms of Autotest. Also see J.5.23.9. This has been updated by the technical department for 2022.

To help motor clubs run events the MSUK Autotest committee have put the follow guidance out to motor clubs as a best 'practice help' to event organisers. This guidance can be found on the front page of <http://www.anwcc.co.uk/>

A standard EV should not have any extra issues with a Risk Assessment or Incident Plan when competing on an AutoSOLO or Autotest.

**INCIDENT PLAN FOR CLUB EVENTS** : **RISK ASSESSMENT** for event organisers.

The date of the next meeting is Wednesday 18th May 2022, starting at 8pm.

Bill Wilmer stated that The Poachers is booked for this meeting, all our welcome to join for a meal beforehand.

The meeting closed at 21:34. Minutes recorded by James Swallow (...and sent out at 21:36 to all clubs...)





... the recent weeks saw the passing of Bob Milloy and a very well-attended funeral to bid him farewell. His interviews and commentaries will be a very hard act for anyone to follow. As you will see on the website we have placed a "sticker" to remember him – click on it and you will get his obituary and some info on his life. RIP Bob.

... the Association now moves forward with a revised team, all now settling into their new roles. As always, we welcome comments and suggestions on how to improve our championships which, so far this year, are seeing a good increase in the number of registered contenders – as we go to press we have 275 – it would be nice to get to 300, or better to get 400+ as we had about 15 years ago!

... our rallies are getting strong support, with increased numbers for our Forest series which has seen very mixed fortunes for our crews on the three events held to date. The Rallyme MINI Challenge joined in for the Rally North Wales, with a new formula negotiated by John Goff - whereby the 15 cars tackled the first loop of four stages only (about 23 miles), ran first on the road for a smooth run, and were finished at lunch time after a very competitive battle!

... April sees the start of our revised Speed Championship, the first events being the double-header Sprint meeting at Anglesey – where the entry list has been full for some time, although they may have space for a couple of late entries due to withdrawals. Our "Events Info" section on our website home page lists many Speed events for this season, the speed organisers seem to get their regulations published and entries open with plenty of warning, and the lists fill fast.

... also starting in April will be our Trials championship, again starting with a double-header weekend in Wales. Will many times champion Rupert North hang on to his title, or will there be a serious challenge from others?

... it is really pleasing to see a wider than usual range of clubs being represented by our championship contenders. In the past few years, although we have about 125 member clubs, there have only been about 50 clubs represented in the Inter-Club Challenge. This year we have well over 60 clubs with competitors registered, and all are very welcome.

... we still have a few awards to hand out, and I hope to be at the Anglesey Sprint, Clwyd Vale Trial and the Under 17 Lymm event to make presentations!

... keep watching our website as that is where will put links to future events as we get told about them. Unfortunately these days there are so many ways of disseminating info – website, facebook, twitter, etc. so it is difficult to keep tabs on when regs are published and entries open – so we ask organisers to let us know so that we can have all the necessary links in the one place – that is the Events Info section of our web home page – a one-stop shop!

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

Keep checking the website for updates, and hopefully see you out on an event somewhere.

## Dave V Thomas

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

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

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



**Visit the ANWCC Website and Register for the 2022 Championships**



# Association of North East and Cumbria Car Clubs

One of our member clubs has been in conversation with Motorsport UK about insurance cover whilst setting up events, and I think this conversation is worth bringing to the attention of all member clubs.

The club were worried about whether they were covered by insurance whilst setting-up/laying-out 4x4 trials. They spoke to the permit department at Motorsport UK, and were given the following advice:

- Date(s) on the Permit are for the event day(s) only – you do not need to expand the date range to cover any set-up days.
  - You must use the comments box with the Permit application to detail the date(s) you intend to set-up (this provides Motorsport UK with a notification of your intended pre-Event activities in order to provide insurance cover – if they are not aware of pre-Event activities, they said they cannot insure them)
  - Setting-up can commence before the Event date, provided all persons are signed-on against the Permit number before they commence laying out – this then provides cover for them with the Motorsport UK insurance; provided the dates are shown in the Permit application.
- I was concerned about some of this since it did not tally with my understanding over many years, so I have had an email conversation with Simon Fowler who has said:

*“The permit insurance includes setting up, but the insurance is not open ended. Normal setting up is the day before or weekend before but if a club are doing anything out of the ordinary they need to let us know. Some clubs need the dates of setting up shown on the permit to show the landowner others we will include it in the notes on the permit. Like all insurance they are not going to cover something they do not know about so if there is anything out of the ordinary clubs should contact us with details”.*

Mindful of the comments made I will speak to our Safety Executive with a view to including further information for organisers in the Club News and the FAQs.

I think the message for clubs to take away from this is that if you are setting-up an event over a protracted period of time before the event, then it would be worth ensuring that the permit department are aware of this.

# ANCC

## Association of Northern Car Clubs

If you have not already please can I urge you to respond to Defra's consultation on the Landscapes Review. The deadline for submitting responses to the consultation is 11:45pm on Saturday 9th April.

This consultation poses a grave and very real threat to recreational motoring on green lanes, as it includes a question on whether recreational motoring on unsealed unclassified roads should be banned in protected landscapes or everywhere.

For advice on how to respond there is excellent guidance both on the [GLASS web-site](#) and [NMC website](#).

Please take action if you have not already done so. The threat to our pastime of motoring on green lanes cannot be overstated.

Best regards

**Chris Woodcock**  
**Chairman**  
**Association of Northern Car Clubs Ltd**

## See Pages 16 & 17





# Association of Northern Car Clubs

You may have seen that an event marketing company called Classic and Competition Car Events is promoting a series of events they are marketed as a tour with untimed special stages.

These events are:-

- **Mintex Rally Yorkshire at Church Fenton Airfield and Harewood 8/9 April**
- **Lombard Rally Festival Newcastle at Witton Castle 16 /17 July**
- **Classic and Competition Car Events Albemarle Barracks 2/3 September**

It should be made clear these event have not been granted a Motorsport UK event permit or a stage rally demonstration permit.

Our concern is that as it's not being run under Motorsport UK regulations this poses a threat to established events should anything unfortunate happen. Events that are organised by Motorsport UK clubs are respected for their safety, good organisation, and staffing by professional volunteers, including good PR work with the local inhabitants.

I am writing to strongly advise you that anyone from your club who plans to take part or be involved in any capacity at these events are made aware that they are not covered by any Motorsport UK insurance and they and their equipment are present totally at their own risk, and will not have access to Motorsport UK legal support if anything goes wrong.

If they do become involved, then it is as an individual and not as part of a Motorsport UK recognised motor club, and must not give any indication that they are there as an Motorsport UK approved official or a safety marshal or radio operator.

**The following statement has been issued by Motorsport UK:-**

*"Only Motorsport UK events held under Organising Permit or Certificate of Exemption are covered by Motorsport UK Master Insurance Policies in respect of Public Liability and Personal Accident. At other events not held under Motorsport UK Permits it is wise to check adequate insurance is in place to protect; drivers, entrants, passengers and officials. Motorsport UK Liability cover is up to £100,000,000 for any one accident*

*Motorsport UK events are also Authorised under the Motor Vehicles Off Road Events Legislation where applicable, which exempts drivers from Sections 1,2 & 3 (dangerous or careless driving) of the Road Traffic Act whilst driving within the rules of the event off the public highway.*

**Best Regards,  
Chris Woodcock (Chairman ANCC).**



- 
- What happens when a frog parks in a no-parking space? It gets toad away
  - A lorry has just overturned on the M6 loaded with Vicks vapour rub. Police have said there will be no congestion for eight hours.
  - What do you get when dinosaurs crash their cars? Tyrannosaurus wrecks
  - I walked into a car showroom last night. I said to the salesman, "My wife would like to talk to you about the Volkswagen Golf in the window." He said, "We don't have a Volkswagen Golf in the window." I said, "You do now."
  - What snakes are found on cars? Windshield viper
  - What do you say to a cow that crosses in front of your car? Moo-ve over.
  - You know, somebody actually complimented me on my driving today. They left a little note on the windscreen. It said, 'Parking Fine.' So that was nice.
  - What did the jack say to the car? A. "Can I give you a lift?"
  - Scotland's friendliest motorway? M8.
  - What do you call a laughing motorcycle? A. A Yamahahaha!



# R.I.P. Les Fragle

Les Fragle passed away on the afternoon of Sunday 20th March 2022.

I am sure all SD34 Members, send their condolences to his partner Sheila, his family and his motorsport friends.

I first met Les Fragle as the Clerk of the Course on my first road rally in April 1981! The Twilight Rally organised by Lightning Motor Sport Club. The rally started at the Ford Garage in Warton and finishing close by Nr Kirkham, after some 150 miles of the Lancashire roads with a petrol halt at Forton Services, many of the roads used on that 1981 rally, were just short 'stages' for the Legend Fires North West Stages last weekend!

Then, when I started attending SD34 meetings around 1984, Les was the road rally complier. Around 1992 he became the secretary after Richard Murtha stepped down. Alan Shaw became the chairman and Eve Fisher became the treasurer; that team continued to run SD34 for many years.

Les stepped down two years ago as chairman, after 28 years of steering SD34 through ups and downs with changes that ensured it is at the centre of North West motorsport.

Les was truly a 'professional' volunteer in motorsport.

**Steve Johnson : SD34MSG Chairman**

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## Funeral Arrangements For Les Fragle

I have been overwhelmed by the number of messages, tributes, cards and flowers I have received following the sudden death of my dear Les. They have all been a great comfort to me. Being the organised person that he was Les left me a list of all the people to contact, which has been a great help, even though it is four pages long!!

**The Requiem Mass to Celebrate the Life of Les will be held on: - Tuesday 5th April 2022 at 10.45 at The Church of St Anne, Weeton Road, Westby Mills PR4 3PL.**

**A private cremation service will be held at Lytham Park after the service.**

**The celebration of the life of Les will continue after the church service at 12 noon with refreshments being served in the Woodlands Suite 2 at Ribby Hall Ribby Road Kirkham Preston PR4 2PR. My dear sister Ruth and her husband Michael will be there to greet you all until I return from the Crematorium. I hope to meet up with you all and share our memories of Les.**

**I would be most grateful if you could forward this email to as many people as possible who you think would like to attend.**

It would be much appreciated if you could email me if you are able to stay for the refreshments at Ribby Hall then I can make sure there are enough butties!!!

Many thanks

Sheila Russell

[sheila.russell2@talktalk.net](mailto:sheila.russell2@talktalk.net)







Knutsford & DMC

# Tour of Cheshire

5th March 2022

## *A Novice's View*

*Ian Clapham : 116 CC*

The Tour of Cheshire is organised by Knutsford & District Motor Club & part of the HRCR Clubman's & ANWCC Historic road rally championships, the route was on OS Landranger maps 117, 118, 126 & 127.

We received the Give Way junctions in the finals a few days before the event so that gave me a good idea of where we were going on the day, South Cheshire & North Shropshire. The route was approximately 150 miles with 10 Regularity sections & 10 Special Tests that are on private land.

The event started on Friday 4<sup>th</sup> March with Noise, Scrutineering & document collection at Reaseheath College in Nantwich, a great venue for this, there was plenty of room for parking along with a nice & simple process for document collection. In the rally pack we received 5 of the 10 Regularities to plot, Rally Plates, Test Diagrams, Time cards & the all-important Coffee, Lunch & Dinner vouchers!

As this was my first historic road rally I spoke to numerous experienced competitors to give me some pointers & this was invaluable! On the Friday evening myself, my driver David Blackhurst from Blackhurst Garage in Whitchurch along with David & Phill Bramhill reviewed all the information given to us & we managed to plot the given Regularities in good time ready for the following day.

We left early morning for the measured mileage located close to the start venue to set up the trip meter then parked up at the Bickerton Poacher just north of Malpas to wait for our start time of 09.10, from the start venue we had a very short run out to the start of the first Regularity where we received an amendment to the route, this was duly plotted & we started the first section on time and just over 14 minutes later we were at the finish of my first ever regularity dropping 1 minute 34 seconds, I will live with that considering we were pretty much ignoring the speed changes at this point!

*Continued on Page 12*





## ***Tour of Cheshire***

### ***Continued From Page 11***

Another regularity followed that took us from Prees Green to Rednal through Loppington, another 2 minutes 9 seconds dropped but positively we cleaned 1 intermediate section with no time lost.

Then a short run into Rednal Karting circuit for 2 tests, the first test was a short blast around the circuit, the second was a re run of test 1 but extended onto the gravel perimeter to a fast finish on gravel. Another short run out to a Potato farm where there was a short test around the cones in the farmyard, the little mini getting a good run out today!

Three more regularities took us towards Ruyton XI Towns, Baschurch, Grinshill & just south of Ternhill before a nice scenic drive north to Market Drayton, 3 minutes 46 seconds dropped on these Regularities but enjoying every minute, 3 tests in the cattle market took us to lunch where there was a lovely Roast Pork bap waiting for us. From there the route took us north to Regularity F where we took in the beautiful village of Ightfield before arriving in Whitchurch, through the town to the start of Regularity G, we got held up by tractors & cyclists dropping 3 minutes, then to Regularity H heading north towards Tilstone Fearnall, there was a sting in the tail at the end of this section with 15 crews missing the Intermediate time control, thankfully we plotted all the given Give Ways & we visited all the controls, we did drop just under 2 minutes on this Regularity though.

We promptly arrived at Oulton Park Circuit where 4 test were waiting for us, straight into test 1 without blinking that took us around the slippery test track, 13 second slower than the quickest, we will take that, the little A series pulling us round was doing a sterling job. 3 more similar tests followed then a well-earned halt for a brew. 2 final regularities took us towards Cotebrook, Clotton & Hargrave passing Bolesworth, we managed to clean another section that made us chuckle as we were not doing the speed changes properly due to being the first event, then on to the finish at the Bickerton Poacher again where there was a stunning carvery & a Cheshire Cheese for all the finishers.

Thanks to my driver David Blackhurst along with the support from friends, Blackhurst Garage & Lanes Group.

***Driver; David Blackhurst HRCR,  
Nav; Ian Clapham HRCR & 116 Car Club***







**Knutsford & DMC**

# Tour of Cheshire

**5th March 2022**

*Mark Lewis : Hexham & DMC*

One and a half crews ventured across the M62 on Friday to try their hand yet again at this challenging navigational road rally – the first round of the Historic Rally Car Register season.

The half crew seeded at no2 was Ali Proctor (driven by Paul Crosby in a 911). The other crew were our tail end Charlie pairing of Sallyann and Mark – well, if not tail end, certainly at no 65 toward the rear. For once this had advantages – they had decided to scrutineer in reverse order, so we were 3rd through, leaving the expert crews with less plotting time. This, as you will see didn't help us much, although it did allow me time to secure the driver's seat and to provide the redoubtable Mini Clubman with some brake lights before dark. Honest they were working just now.

The rest of the evening included finding the measured mile and admiring Cheshire Highways cost cutting achievements in road maintenance. Off to Crewe West Travelodge (not like last year Wrexham which was an hour away – I had learnt to look at a map of Wales before booking this year) and plotting till late.

The drivers briefing at 7:30 in the morning meant an early start to make sure a bacon bun was secured whilst we admired the range of machinery. The weather was very kind unlike for the John Robson as you can see.

As always, we started with a basic mistake as we turned right down the closed road the organisers had told everyone about. There was a sign too.

Still, it got a bit better – only 7 seconds out overall on first section but we got caught by not checking the plot on the second long regularity – a lesson again -so 10 minutes were lost – Sal did wonder why we were suddenly amongst the 40's. So did I. Ali of course showed his class and was 6 seconds in front.

*Continued on Page 14*





## **Tour of Cheshire**

### **Continued From Page 13**

Off to the first of the tests round a Kart track which we eventually found after an attempted short cut through the nearby industrial estate.

We weren't quite the slowest as some incredibly seemed to get lost on the second time round. Although we did claim that honour in the 3rd test round a farmyard - hesitating at Cone A. What's unclear about left of A?

Three more regularities – thank goodness they were running a joker system as we got totally confused at some railway bridges – must be my eyesight – so only lost 9 seconds. The leaders were dicing around one second early or late as usual. The last regularity of the morning was almost our undoing – the mini like most of the breed is temperamental approaching a watersplash. As is the navigator if he leaves the window open when we tackled the soggy Cheshire verge we had been warned about. We didn't stop in the mud – just - but we did after staggering to the end. Out with the paper handkerchiefs and with a dry distributor we made the secret check just as he was knocking off. Only 10 minutes for lunch. I can confirm Auction Marts represent the nearest to ideal rally catering establishments.

Car2 with Ali was leading at lunch on both regularity and test times, whilst we had confirmed our seeding as uncannily accurate. We had also changed the colour of the car to damask brown – at least on the passenger side. From then on it was “couldn't you afford a car wash”, “hope that isn't what it smells like” etc etc from every marshal we saw! I still haven't got it out of my hair.

The second half saw more excitement – at least at the back with runaway horses (a new hazard on a regularity section) alongside the “Just hang on a minute while I load this mini digger onto my trailer” and the “hang on mate while we sweep up after this accident” (fortunately not involving a competitor).

More varied but straightforward navigation on a nice sunny day saw us get somewhere near scheduled times after lunch – we were even better than the eventual winners on one but the next section included the Not As Map horse and the one after the accident so we arrived in our normal position at Oulton Park for the final four tests round a narrow rally circuit. Here the power of the mini allowed us to dominate the back end of the field despite others attempts to go slower. It seems these tests decided the results as with two short regularities where we distinguished ourselves by being nearly 2.5 minutes early - we must have been flying along for once- we all retired to the pub to the usual excellent meal.

Despite challenging for the lead for much of the event Car 2 of Paul Crosby & Ali Proctor was narrowly pipped at the post by last year's winners. Some 20 minutes further back but 10 places higher than our start number and despite the mud Sal & I finished 55th - far better than we feared.”





## A View From The Shore

*News from Blackpool South Shore Motor Club  
by Phil James*

With the date of the Legend Fires North West Stage getting closer South Shore members have been getting some 'match' practice ahead of the big day.

Amongst the first in action this year was Chris Sharpe-Simkiss who contested the Riponian Stages as co-driver to Ken Sturdy in his Ford Escort RS2000 Mk2. Based at Thirsk and utilising stages in the North Yorkshire Forests the event was dominated by changing weather features. A mixture of sunshine, rain, hail, sleet and snow all added to the challenge but that didn't stop the Escort crew finishing second in class and fifteenth overall.

Sharpe-Simkiss will take up co-driving duties in another Escort when he contests the North West Stages as co-driver to Preston's Peter Jackson on the Myerscough College based rally.

The Questmead Stages at Wigan's Three Sisters Race Circuit provided the opportunity for two South Shore drivers to test their cars. John Stone, ably co-driven by son Alex, brought his VW Polo GTi R5 home second overall while Simon Bowen and Richard Robinson finished fourth in their Ford Fiesta S2000T. With torrential rain prevailing during the afternoon organisers cancelled the last two stages in order to give the marshals, a number of them South Shore members, some respite from the monsoon like weather conditions.

It's to be hoped the weather in the Garstang area on March 19<sup>th</sup> is somewhat drier!

**Phil James : BSSMC**



A lady goes to the bar on a cruise ship and orders a Scotch with two drops of water.

As the bartender gives her the drink she says, "I'm on this cruise to celebrate my 80th birthday and it's today..."

The bartender says, "Well, since it's your birthday, I'll buy you a drink. In fact, this one is on me."

As the woman finishes her drink, the woman to her right says, "I would like to buy you a drink, too."

The old woman says, "Thank you. Bartender, I want a Scotch with two drops of water."

"Coming up," says the bartender.

As she finishes that drink, the man to her left says, "I would like to buy you one, too."

The old woman says, "Thank you. Bartender, I want another Scotch with two drops of water."

"Coming right up," the bartender says.

As he gives her the drink, he says, "Ma'am, I'm dying of curiosity, why the Scotch with only two drops of water?"

The old woman replies, "Sonny, when you're my age, you've learned how to hold your liquor. Holding your water, however, is a whole other issue."





## **The Green Lane Association work with LARA and the NMC to fight a clear and present danger to motoring on rural roads**

The motoring and motorcycling umbrella organisations the NMC and LARA, have today called on riders and drivers to respond to a Government consultation which calls for views on whether motorcycles and four wheeled vehicles used for leisure and tourism should be banned on a wide range of unsealed 'green' roads and minor tarmac roads. This new campaign is supported by Charley Boorman, famous for his 'Long Way Round' round the world motorcycle adventures with Ewan McGregor, plus his other global journeys and TV shows 'By Any Means'.

The Government has issued the consultation on the back of a 'Landscapes Review' into National Parks and Areas of Outstanding Natural Beauty. Although the Landscapes Review does not mention motor vehicle use, the Government response to the Review has a section on the impact of recreational motoring on green roads. The new consultation includes questions on whether the Government should legislate to restrict recreational motor vehicles on unsealed and unclassified roads around the country. One suggestion is to widen this to include all types of minor road. The potential impact of this consultation signals a clear and present danger to motoring and motorcycling on green lanes and other tarmac rural routes.

There are several organisations which have long campaigned to ban the motorised use of green roads and these groups have seized on the consultation to launch a major push to get roads bans in place. The NMC and LARA are therefore seeking the help of riders and drivers to counter this threat and preserve countryside access for all.

Opponents of vehicles in the countryside cite damage caused by vehicles to unsurfaced routes, plus noise and anti social behaviour. But instead of being a nuisance, green roads motoring and motorcycling brings benefits to rural areas, including positive economic impact to local communities. The Trail Riders Fellowship estimates this at over £100million per annum for motorcycling alone. Green roads use supports local and rural economies by spending on campsites, B&Bs, pubs, hotels, local shops and local filling stations. A large number of motorcycling and four wheel specialist businesses are also supported by green roads users. A Government survey found the majority of traffic using green roads is for land management and agriculture. Given that land management and agricultural use is the majority of traffic on these road, bans aimed at vehicles used for tourism and leisure would do little or nothing to decrease damage on green roads.

Concerns about damage can be overstated and can be resolved by proper management of green roads. Each year hundreds of local conservation projects are undertaken by two and four wheeled groups, including inside national parks and other high profile areas. This has a positive value of hundreds of thousands of pounds supporting underfunded and under resourced authorities and contributes to the vitality of the countryside. Repairs are mainly required due to poor maintenance and water erosion, plus damage caused by heavy agricultural equipment, rather than major damage from motorcycles and four wheeled vehicles used for countryside access. Road bans would mean this valuable and essential work would stop.

*Continued on Page 17*



The road network inside and outside National Parks and Areas of Outstanding Natural Beauty must be for everyone to enjoy. Access must not be forbidden to any mode of transport without evidence that real and widespread damage, over and above that caused by agricultural vehicles, is being caused. Less than 2% of highways are green roads available for public motorcycle use, reducing this further will increase pressure on what remains.

Concerns over illegal use of specific areas of the countryside should be tackled using existing legislation and restrictions. No new laws are needed in this area. Experience shows that simply prohibiting vehicular access does not work because those who do damage green roads by acting illegally and irresponsibly will not be deterred. A blanket removal of rights would cause access problems for many land and property owners, damage tourism and deter other outdoor recreational activities. Additionally, driving on green lanes is one way that people with mobility problems can access the countryside, meaning that road bans on both green and sealed roads would be highly discriminatory.

The NMC and LARA are calling for riders and drivers to respond to the consultation, which is being managed by the Department for the Environment and Rural Affairs. Although there is an online questionnaire, this is a more complicated way to respond and covers a lot of additional areas. A far simpler way to respond is by sending an email to [landscapesconsultation@defra.gov.uk](mailto:landscapesconsultation@defra.gov.uk) by April 9th. Objections should be registered by saying that you do not agree with restrictions proposed in questions 13-17 of the online questionnaire and use the points made above as part of your email. **(Further guidance can be found at <https://glass-uk.org/lsr0222>)**

Global motorcycle adventure traveller Charley Boorman said: "Removing vehicular access from parts of National Parks, AONBs and other rural areas would have a very negative impact on the vitality of the countryside. Motorised recreation and tourism on green roads is not only positive economically and socially, but riding green roads has a very positive impact on the health and wellbeing of those who take part in this activity. I urge the Government to find against rural road bans and to work with organisations in a positive way to manage green and other roads, so that the countryside remains open to all."

LARA's Dave Waterman said: "Based on experience during the pandemic, if we are going to ban visitors to the countryside on the basis of the bad behaviour of a minority, then people on foot should be first. Fly camping, lighting fires, trespassing, damaging property, littering and worse. LARA members share the government's aim of preserving our network of green roads for everyone. They care as much, if not more than those who seek to ban motor vehicles use, but just have different - and more realistic - ideas on how to achieve that. We urge the Government to reconvene the currently dormant Motoring Stakeholder Working Group, so that sensible approaches to countryside access can be developed and implemented."

The NMC's Craig Carey-Clinch said: "The work of LARA and its members has long been vital in protecting green road access for motorcyclists and other leisure users."

**What we are now seeing is a full frontal attack on rural vehicle use, which is not just about green roads, but also tarmac routes. The extension of road bans via Traffic Regulation Orders to some tarmac roads during the pandemic was a sign of things to come and the DEFRA consultation implies the consolidation of this approach to further impact tarmac road motorcycling.**

We urge riders to respond to today's call from the NMC and LARA and email a response to the consultation."

**Send an email to**  
**[landscapesconsultation@defra.gov.uk](mailto:landscapesconsultation@defra.gov.uk)**  
**by April 9th 2022**



# Motorsport North West Ltd

## Legendfires

### North West Stages

19th March

**James Swallow : Bolton-le-Moors CC**

What a weekend on the Legend Fires North West Stages.

The atmosphere in Garstang was amazing on Friday night, and was a true indicator of what was to come on Saturday. Seeing the town buzzing for the sport was a great thing to see.

Being my first time back on the notes in almost 4 years, and with a new driver on closed roads, it had been a while since I'd had pre-rally jitters! A solid recce helped relax me a little though as I found myself soon familiar with the notes and what Kiaran was wanting from me.

Saturday came and unfortunately we got caught up in the leg 1 accidents and delays, managing only 1 competitive run over Beacon Fell. Long Knots and Nicky Nook were cancelled, and we got stopped on Hawthornthwaite after coming across Billy Bird sunny side up in his Escort across the stage. Luckily both crew got out unscathed.

Leg 2 we got the full loop in and started to find our rhythm, until Kiaran noticed a lack of power going over Hawthornthwaite 2 and off the line on Nicky Nook 2. Some diagnostic guesswork ensured as we made our way back to Myerscough for our next service.

We got back and discovered a crack on a boost pipe joint. Luckily though I had friends in handy places at the Myerscough Motorsport workshop. We owe (again) a massive thanks to Matt Watson and more specifically Bart Lang for sorting us with a replacement part off his own R2T.

We got the part fitted and I got my breath back (those of you who know me will agree I'm not built for running around service areas) and for leg 3 the car was the best it had felt all weekend. We completed the loop almost a minute faster this time round, and managed to haul the little Fezza to 53rd o/a.

A very respectable result for Kiaran on only his 3rd tarmac event, and first closed road event. A brilliant controlled drive, being as competitive as he could whilst he builds up his confidence and experience in the car. We had a great crack in the car and very much looking forward to some more events together.

A massive thanks had to go to the organisers, marshals, and everyone that made the event happen. What a show they put on, even with all the curveballs thrown at them throughout the day (big offs, milk tankers, re-routes, women going into labour to name a few), they managed it all.

I think the best way to round this summary off is to say this, helmets off to the motorsport fraternity, we did Dave Read proud

**James Swallow : Bolton-le-Moors CC**





Motorsport North West Ltd 

# Legendfires

## North West Stages

19th March



## Top Five For Bird On Legend Fires North West Stages Debut

Two months after sweeping to victory on the MGJ Engineering Brands Hatch Winter Stages Rally and following a successful ALMS GT campaign in Dubai and Abu Dhabi, Cumbrian driver Frank Bird was back in action when he contested the Legend Fires North West Stages Rally and came away with an impressive top five finish.

Making his debut on the event which dad Paul won on three occasions, Frank, from Penrith and Lake District-based co-driver Jack Morton were hoping for another strong showing in the Dom Buckley Motorsport-prepared and Frank Bird Poultry-backed Ford Fiesta Rally2 with assistance from Hager, MCE, Dragon Energy and Vodiatic.

The unique event ran over fourteen stages of closed roads around Preston and Garstang and up against the cream of British and indeed World rallying, and with it being the first event of its kind for Frank, he sensibly played himself in and ran inside the top ten for the opening loop of stages held in dry conditions.

Climbing to seventh at first service, the team made some adjustments to the car and the improvements saw the pair climb to fifth following the second loop of stages and continuing to set top four times, by the finish ramp, Frank had climbed to fifth place overall.



Frank Bird: A good day overall on my debut on the Legend Fires North West Stages. The stages were extremely fast and demanding which kept us very much on our toes. We had a little mishap on the first stage with a half spin but then after that made some changes to the car and the pace improved a lot, so I was very happy about that. Big thanks to Jack alongside me who had his work cut out with some stages, but he did a fantastic job and also thanks to the team for the work on the car. P5 at the finish after lying 14th on the first stage was a decent result so a great recovery and I thoroughly enjoyed the day. Thanks to all the organisers for a mega event and finally to all the sponsors and my dad for making it happen."

### Results

1	Chris Ingram/Craig Drew	Škoda Fabia	51m 27s
2	Paul MacKinnon/Paul Beaton	Ford Fiesta Rally	+ 52s
3	Mark Kelly/Neil Colman	Ford Fiesta R5	+ 1m 08s
4	Neil Simpson/Michael Gibson	Škoda Fabia Rally2	+ 1m 24s
5	Frank Bird/Jack Morton	Ford Fiesta Rally2	+ 2m 01s
6	Simon Bowen/Richard Robinson	Ford Fiesta S2000T	+ 2m 18s



# Motorsport North West Ltd

## Legendfires

### North West Stages

#### 19th March

**Barry Allman : Clitheroe & DMC**

It was time now for the "Legend Fires North West Stages" back with Jeff Simm in his stage prepared 1600cc Suzuki Swift Sport. This Closed Road Stage rally was based at Myerscough College, North of Preston and South of Lancaster with the Ceremonial Start on Friday night was in Garstang. Which was actually packed, which was great to see.

This time we gave ourselves time to do the recce on Friday with us scrutineering after 15.00 the roads were packed but we did manage to do a full recce just within the time limit. Back to the service area and completed the checks, noise and documentation all done. Car spanner checked again thanks Team ADGESPEED a cruise home for me and work on the pacenotes which we did alter a little. All excited and prepared ready for some fun.

The rally was run over three legs with two service opportunities. Just before 10 am we climb into the Sport ready for some grins. The first stage was a little under five miles with a tough start sharp bends and dropping downhill, hairpin over bridge, all in the first mile. A quick wizz around beacon country park to slot left onto a narrow section with two cars deep into the banking !! we stopped the clock on 6.50 (sure that clock got slower ?) A deep breath and onto Chipping and The Little Trough (all the stages have been used on local road rallies). We got there to find a long queue with the stage blocked by an accident, we were running car 116 out of 128 and so we knew there would be issues and blockages too. A long trip passed Dunslop Bridge and over The Trough to Abbeystead and another long delay. Time to stretch the legs and have a chat, finally the stage was reopened, let's get our helmets back on. It started in the car park by the bridge on some twisty roads, lots of mud on the road where the earlier cars had cut ! Then out onto the open moorland roads down to the crest, 90 right, hairpin left, 90 right and bridge. with just 125 bhp to play with we thought we would get caught but no that was a result, clock stopped at 5.53 for another under 5 mile stage. Another incident blocked stage four Nicky Nook and so back to Service at the college, three hours and just 9 miles of rallying, that is normal running at the back.



**Continued on Page 21**



## ***North West Stages : Continued from Page 20***

Just a quick check of everything, happy with the tyres so they stayed on ready for loop two. Which started this time at Lewth west of the college a two mile plus, wider, flat and lots of square bends. We managed to stop the clock on 3.12, which for a standard engined car wasn't too bad and felt quick. Jeff was now more comfortable with the car and finding the tyres limits, we do need to go testing and bed in some tyres and brakes. Back to Beacon Fell again this time 31 seconds quicker with 6.19 on the clock . Chris Ingram did it in 4.31 ....

The next three stages all went ok going faster than the first loop but with the back end getting more and more twitchy, checked for punctures etc but nothing, strange. Towards the end of the Nicky Nook stage just before second service the twitchy back end and series of bumps caused the car to spin 360 degrees ! A bit of a moment, luckily our car is so short it spun in the narrow lane !! In fact we did the damage 15 point turning to get out of the bank !

The next section was tight and twisty, Jeff was good and pushed on after a quick test of the brakes and steering.

Of Course it was Our Clubs stage with Heidi at the stage finish "Oh No" from her, BIG grin on Chris's face. We were now in a rally proper with a wounded car and wounded driver. ( thought I was going to roll for my 10th time). Thanks to Peter W from the club he found our wing mirror cover, cheers.

On the miles back to service car seemed OK ? then fuel light came on, Ummmm ? Thanks again to Team Adgespeed's Technicians ( Paul W, Bruno I and Taff (from the Valleys !) all check just a few scrapes. Rear dampers OK all bolts tight, tyre pressures OK. Ummmmmm.

My thought was lack of weight/fuel in the back, Popped in 30 litres/kg's and it drove perfect again, live and learn for the future.

Off to the last loop should have been 5 stages but Lewth was cancelled and so just the four again. Happy to say Jeff got his head down and pushed on setting our fastest times of the day. Still rally cars off in banks and hedges, some nice cars too. We got our little Sport Flying (one almight compression) lifting wheels at the chicanes, finally getting the measure of our car. With the sun going down quickly we were lucky to finish in almost daylight. HEH we finished, with Jeff not taking his nighttime glasses I ended up (like Hannu and Arne) driving/navigating us back to Garstang for the Podium Finish. It was funny as we drove

to Garstang (I was only doing 50 mph) Slow Down says Jeff I am feeling sick!! we had only gone a mile. "How do you call the notes, do the road book, sort out the timing, etc while I drive on the limit" It's a gift, brave, deathwish !!

We finished 70th o/a ( we were car 116) 11th in class on 1 hour 13 minutes and 54 seconds ( 22.27 minutes behind the winner Chris Ingram). Which means in my book we had another 22 minutes of fun ??

Jim Clark Rally next (Hopefully) . Plus we both played our JOKERS ( double points) in the North Of England Tarmac Championship ( we were 2nd in class after one round)



***Barry Allman : Clitheroe & DMC***



After a few false starts to the year with missed events due to various reasons my rallying year finally kicked off with the Legend Fires Northwest stages. After my original plan fell through i ended up alongside Dave Harris in his mark 2 Escort, seeded car 97. Despite Dave having led his class on the event on the 2019 running of the event with crews such as Neil Wearden in our class our plan was simply get round, finish and see what happened.

We set off in the 1st loop straight into a favourite road of mine my uni days, Beacon Fell. Unfortunately it wouldn't prove very kind to us as around a mile from the end the rear kicked up and we were thrown into a ditch. Luckily we were eventually dragged out by a tractor, having lost quite a few minutes (if anyone who tried to help is reading a huge thanks btw) and once out we realised something had been bent of the steering. With the plan being to take it easy over the next 3 stages we were relieved when we heard stage 2 and 4 had been cancelled so it was just a steady run through stage 3 to content with.

Once in service we changed the whole rack and lower arm on my side to be on the safe end, fair play to the Harris rallying crew they did a fantastic job to have the car done in 20 minutes. Off we went for the middle loop where we proceeded just go have a laugh and try not to have anymore issues. This went mostly to plan bar a moment on the grass near the end of stage 10 where we must have caught the brake line on something as the pipe split afterwards and we started to loose the brakes.

Once back in service the brakes were sorted, the new rack spanner checked and off we went again for the final loop. With all of the days issues up until that point there was little point going mad on the last loop so we decided to just take it easy and get round the last 4 at a safe pace. This went well for the 1st 2 stages of the loop with no dramas to report. Unfortunately fate wasn't going to let us off that easily as while we were parking up round the corner from the entry control of the penultimate stage a civilian car collided with our stationary car and caused enough damage to put us out the event. Understandably we were both gutted, annoyed and ready to go home after that so it was back to service where car was straight on trailer and off home for Dave and onto rally 2 of the weekend at Weston park for me.

All in all despite all of the issues when the event went well it was incredible, every bit as good as i imagined when i heard it was going to be on closed roads. A huge thanks to the organisers, sponsors and everyone else who helped put on an absolutely cracking event, it cant of been easy without Dave Read who im sure would of been extremely proud of what its become. Hopefully ill be back next year to finally finish this event!!!!!!!

***Jordan Joines : Wallasey MC***

With no time to waste after the disappointment of the previous day it was straight to Weston Park in a more familiar mk2, alongside my regular driver Ryan Fagan. With this being a 2wd only event and a year to learn the car we wer hoping for a good result, while still aware it was Ryans 1st

time at the venue and there were some very quick drivers entered. We got off to a better start than we imagined with 3 fastest overall on the 1st stage, only 3 off multiple winner Oliver Davies, not bad considering Ryans 1st time there!!!!

Unfortunately the good start wasnt to last as we span heading into the water splash on stage 2, loosing roughly 15 seconds. Somehow we emerged only 8 seconds down on 2nd place, but out of reach of the lead, which spurred Ryan on to try and push for a podium. Over the next 2 stages Ryan just the hammer down and we took manged to claw 3 sends back on 2nd and move upto 4th overall.

Stage 5 would see an end to our podium chances with 1 of the biggest moments ive ever had in a rally car that somehow didnt result in a crash. while heading into the courtyard Ryan realised he'd braked to late as the car tried to get away under braking. Despite his best effort slide the car in and scrub off some speed we ended up heading in backwards and stalling in the process, loosing another considerable chunk of time. With nothing left to fight for we decided to back off and get to the end safely over the last 4 stages, eventually finishing 10th. While extremely disappointed with the dramatic end to our podium challenge we could at least take away the positives that the car and pace was exactly where we wanted to be, making the rest of the year look promising.

***Jordan Joines : Wallasey MC***



The Jasper's Bakeries  
AGBO STAGES RALLY  
**OWEN MOTORING CLUB**





# Kirkby Lonsdale MC

## Malcolm Wilson Rally

### 12th March

**Barry Lindsay : Spadeadam MC**

We drove out of M-Sport the start of the Malcolm Wilson rally with a fresh clean Peugeot 206. Partially because most of the front end panels had been replaced following a 'Don't Cut' hairpin on the Riponian which I got to near a bank and dropped us in a large hole. We also had a wire come off the injection system so very few championship points and a lot of broken plastic and bent wings!

So for our second round of both the SG Petch ANECCC and Proflex ANCC championships we needed points but in my head we wanted big points! Road section took us up Whinlatter as we went to the first stage Hobcarton, with Caroline Lodge calling the notes, we had a good safe stage but opened up a class lead. From there back along the road to Stage 2 Comb. All was going well then near the end of stage the drivers side wiper blade broke free from the metal arm. Wipers off we lost class lead we had started the stage with. Next to Wythop Stage 3. An arrival I had marshalled years ago on an old road so rather than try getting past following crews We'd go straight to arrival and I'd do repairs there. There was no que and we only had two minutes of spare time. So with insulation tape and the remains of the blade I thought I'd tape it round and round. If its only a tape width not cleared it would be damage limitation till we get to Management service. Though when I got back in I realised the curve of the screen needs the arm to flex a lot more than my tape. I tried stretching the tape but to no avail. Now due time, we had to go in. Hind sight I should have used some late-ness. So dropping more time with heavy rain and muddy water splashing up through the stage but only a hand full of seconds lost as I concentrated hard on the distances in the notes.

Better tape job followed at Management Service and would at least clean the screen till we could fit the replacement in the van now at Penrith Service area.

Greystoke 1 we gave a good go, with stage in good condition and the notes inch perfect we regained the class lead by 4 seconds heading to Penrith Service.

Now followed a scenic drive along Ulswater down to Grizedale. Turned out to be a tight road section then the foreign campervans tootle along at 25mph and believe me there isn't many straight bits for passing.



***Photos Courtesy of Carl Leavold***

***Continued on Page 24***



## **Malcolm Wilson Rally** **Continued from Page 23**

Grizedale must be high up in the list of twistiest rally stages and what great condition they were but looked very different with a lot of wind blown trees from Storm Arwen still lining the route. Grizedale is where Caroline became fixed on rallying, where her dad used to take her marshalling then started competing on the Malcolm Wilson Rally 21 year ago. While I've competed in Grizedale since 1993. If we were going to attack a stage now was it. Belts tightened then an extra nip! Both stages flowed and the smiles at the end we knew there wasn't much more we could have done and returned to Penrith Auction via Thirlmere with a 48 sec class lead. Just one final stage remained a second run through Greystroke now in the sunshine and suprising how much it had dried out. finished the event 38th Overall Class winners by 1m10sec and 2nd Front Wheel drive car, good championship points hopefully. Next Rally will be the Border Counties in May but hopefully a Targa on White Heather first just to keep the seat time going.

Massive thank you to all Organisers, Marshals, Radio crews & Rescue / Recovery teams who made the event possible. Fantastic stages in great scenery. Well done.

**Barry Lindsay : Spadeadam MC**



**Photos Courtesy of Peter Wilson**

## **Knowldale Car Club** **The John Clegg** **Mini Miglia Tour** **Saturday 12<sup>th</sup> March 2022**

**Neil Johnson : 2300 MC**

IF Carlsberg did Touring Assemblies, even they would be hard-pushed to beat Knowldale Car Club's Mini Miglia. Now in its tenth year, the club's tribute to the classic Mini Miglia road rally attracted a capacity entry for 150 miles of famous lanes in Lancashire, North Yorkshire and Cumbria.

And among the entries were a sprinkling of well-known rallying names, including Andy Stanworth and Alan Ridehalgh, starting at car 12, Charlie Woodward and Rod Brereton, representing Pendle DMC, and former Fellsman Tour organiser John Hartley and Andrew Ogden in John's beautiful Porsche 964.

Simon Boardman, a familiar face in classic and road rallying, brought out his Volvo Amazon, while Mike Wood and Eileen Dyson opted for a more modern Ford Fiesta for their day out.

**Continued on Page 25**



**Photo Courtesy of Dickon Siddall**



## Mini Miglia Continued from Page 24

2019 Rally of the Tests winner Steve Entwistle was also making an appearance, this time on the maps alongside Neil Johnson in a Seat Arosa targa rally car.

And two of Steve's navigators, Jeff Smith and Bob Hargreaves were also in action, partnering Edward Smith and Austin Bell respectively.

A grey and wet Saturday morning greeted the crews at Cafe Ambio, near junction 36 of the M6, setting off at one-minute intervals before heading north along some very interesting and challenging roads through Shap and Appleby.

The tulip road book gave crews the option of taking the 'wet' route, through Leases and Smardale fords, or drier re-route. In the event, most decided to chance the fords, which were fast-moving but fairly shallow.

The warm and inviting Fat Lamb pub at Ravenstonedale gave everyone the chance to grab a breather – and some lunch – ahead of the afternoon run over some fantastic roads over Garsdale Head, Ingleton and Wray.

The final section, held in warm sunshine, included the Lythe Fell road to Slaidburn before the finish at Banny's restaurant in Colne.

A total of 31 code boards and marshal's signatures during the day kept the navigators on their toes, with 14 crews getting a full house.

Congratulations to Hudson/Bamber, Rowson/Cooper, Mather/Mather, Stanworth/Ridehalgh, Rowe/Pinder, Holt/Tickle, Briers/Earnshaw, Cook/Heywood, Johnson/Entwistle, Grisdale/Harrison, Henderson/Dennison, Hartley/Ogden, Taylor/Taylor, Andrews/Fox.

After a great day out on some great roads, Knowl Dale Car Club can be justifiably proud of their touring assembly, which carries the Mini Miglia name with pride.

**Neil Johnson : 2300 MC**





# ***NORTH WEST RACERS***

***With Dave Williams***

## **BMMC NW AWARD WINNERS 2022**

During our annual pre-season training day at Oulton Park, we had the pleasure of announcing the following award winners.

### **BARRIE WILLIAMS TROPHY NATIONAL BMMC MARSHAL OF THE YEAR**

For almost 30 years, Margaret Simpson has given continual, tireless work in the organisational side of running motorsport events in the North West in her role as Chief Marshal; a mammoth task that has been made even more difficult due to the Covid-19 pandemic. Margaret is always a fantastic presence at race meetings and makes the effort to visit marshals out on circuit to ensure everybody is happy and check on their welfare.

Always putting the wellbeing of marshals first at every event she is Chief Marshal for, and always 'fighting the marshals' corner', Margaret often goes out of her way to support marshals, whether that be hearing grievances and escalating them appropriately, or thanking marshals for their efforts at events.

Commenting after presenting Margaret with her award, BMMC Chair Nadine Lewis said: "Margaret's nomination was put forward by the NW region but her contribution has been recognised by the whole club. Her support for the marshals has been unstinting in ensuring their needs have been catered for as we have worked through the pandemic. "I am delighted to have been able to make this presentation at the NW training event and honoured to have presented it to such a worthy winner and a dear friend."

The trophy was named in 2018 in memoriam of former BMMC President Barrie 'Whizzo' Williams who was a versatile racing driver who began his career in 1960. He competed in many forms of motorsport, but most notably rallying, single seaters, sports and saloon cars, endurance and more recently historic events.



***Margaret Simpson  
National Marshal of the Year***

### **BELLINI TROPHY OUTSTANDING SERVICE TO THE REGION THROUGHOUT THE YEAR**

This year's recipient of the Bellini Trophy is a person that always arrives at meetings full of enthusiasm for the day ahead and always has a smile for everyone. On post they are an excellent flag and track marshal. Always willing to get stuck into whatever is thrown at them. Always encouraging fellow marshals on post and willing to mentor trainees by passing on the knowledge they have gained over the years. All this is backed up by a fantastic sense of humour.

This marshal is an amazing ambassador for our region when they assist at circuits all over the UK as well as attending international events. A shining example of the professionalism of the BMMC NW orange army.

The Bellini Trophy this year was won by Ashley Harwood however as the award wasn't available on the day, the presentation will be made at Oulton Park once the season is underway.

### **THE DON HALL TROPHY FLAG MARSHAL OF THE YEAR**

In 10 years of marshalling this person has only missed one meeting at Oulton and that was due to a borrowed car breaking down on the way to the circuit. This is a record few can match or even aspire to. This year a major test of stamina was manning Chief Flag duties single-handedly for the two days of the Ferrari Challenge. That alone was a fantastic show of endurance!!!

Having served time on the bank before being converted to the art of flagging, they have for the last 4 years been a valuable member of the Chief Flag team.

***Continued on Page 27***



In this time as well as becoming a very accomplished and reliable Deputy Chief Flag (a preferred role) this marshal has designed and constructed some of the equipment we use. They have also played a forward role on the annual planning and delivery of flag training. This marshal is well known and liked around the circuit and in the paddock. The committee received several nominations for this marshal.

Ultimately a role model marshal and an essential asset to the Club and Oulton Park.

The recipient of the Don Hall Trophy is Steve Cox.



**Steve Cox**  
**Flag Marshal of the Year**

## **CADET MARSHAL OF THE YEAR**

It has been a really close call this year to decide on the recipient of this award. Two new cadets have settled into their roles and have been learning quickly about our sport. Both are very organised in their approach and can work out what to do tasks-wise without supervision. Awards are made to acknowledge work well done and to motivate the cadet to push further in their development.

Whilst last year was this cadet's first season, they settled in well, were a practical thinker and a quick learner. We would like to hope that this award feeds an ambition to learn more within the sport.

As mentioned, the recipient started marshalling in 2021 but has been a regular "Spectator" at Oulton and Anglesey pretty much since being born. As they come from a Marshalling family they really didn't have much choice on what to do on a weekend!!!

They have shown an enormous amount of enthusiasm in rounding up lost cars, late-comers and assisting the scrutineers in their pre-qualifying checks. Whilst showing that they have got the hang of checking fire-extinguishers and other equipment there is a little bit of reluctance to get on the paddock microphone to call up the cars for their sessions. We are sure that in 2022 we will hear their voice across the paddock.

Just as a side note, the recipient was spotted chatting to Jonathan Palmer at length last season during the British GT meeting. However, they were innocently oblivious to who Mr Palmer was but said he seemed like an "Alright Bloke"

The recipient of this year's Cadet Marshal Award is Matthew Mitchell.



**Matthew Mitchell**  
**Cadet Marshal of the Year**

## **FRED BYATT TROPHY**

### **NOTEWORTHY ACTS OF MARSHALLING**

This year's Fred Byatt Trophy is being shared by two British Rally Marshals' Club (BRMC) North members, John Aston & Adam Smith, after an extraordinary two days on the Roger Albert Clark Rally.

These two marshals helped to set up the Falsone stage, just to the east of Kielder reservoir. The stage ran on the Friday of the event when Storm Arwen blew in and started to cause chaos.

After a big effort, all the competitors were able to get out of the stage, then John & Adam helped sweep the forest to ensure every retired competitor, marshal and spectator were clear. This process was undertaken in very high winds and snow with the added complication of trees starting to fall. Then they headed to the top of Monkside Fell, the highest point of Kielder, where the event's radio controllers were trapped by the extreme weather conditions.



**John Aston & Adam Smith**  
**Fred Byatt Trophy**



However, the route to the top of the fell was barred by fallen trees that had to be cut, then dragged clear with driving snow drifting across the road.

Eventually, their progress was stopped half a mile short of the summit as driving became impossible in whiteout conditions.

At this point, John took over the role of radio control as other stages were trying to clear marshals and competitors from the forest, this gave the original radio operators chance to try and clear the summit. One of their masts had been carried away in the wind and the cables needed to be disentangled from one of their cars. They tried to drive off the summit, but in the whiteout, it was impossible to see where the road went and they became stuck.

Meanwhile, John was co-ordinating efforts to get the stage commander of a different stage clear as they were trapped by fallen trees, it was now 02.00am. By 02.30am it became apparent that the radio controllers and stage commander were going to have to spend the night in their cars until the weather abated. Adam and John then headed back to their accommodation, cutting through more fallen trees before abandoning John's car when it too fell in a ditch. They made it into bed at 04.30am in a cold dark cabin with the electricity having been taken out by the storm.

At first light, they re-climbed Monkside Fell, dragged the radio controllers' car out of the ditch, helped de-rig and recover the radio equipment and then towed the other car that was up there down to the public road. Finally, they contacted the stuck Stage Commander to make sure they were OK. (It took 3 forestry teams 3 hours to cut their way to them).

Their efforts were outstanding and they are very worthy winners of this award

***Photos Courtesy of BMMC***  
***Dave Williams***

## **Cars to aSPIRE to!**

***Dave Williams***

While Jamie Cryer clinched his second CNC Heads Sports/Saloon Championship in a row at the end of the 2021 season in his little Class E Ginetta, the battle at the front of the field was often between the Class A Saker of Paul Rose and Jon Woolfitt's Spire which runs in Class B.

Rose and Woolfitt's duels have been a key feature of the series in recent years despite the Saker being powered by a 2-litre turbocharged Subaru engine compared to the Suzuki 'Busa normally aspirated motorbike engine in the Spire – albeit a long-stroke version with an increased capacity of 1,661cc instead of the 1,340cc the engine had when it left the factory in Japan.

Woolfitt's power unit also has a custom-built Simpson exhaust and a race-spec MBE 9A9 ECU.

The turbo motor and extra weight of the Saker makes it difficult to get away from the line so the script of a typical CNC race sees Woolfitt set off in the lead before Rose's power advantage allows him to zap past after a few laps.

Rose began racing in the 1990s with a VW Golf in the Road Saloon Championship but Woolfitt's motorsport career only got underway 5 years ago. He started off in sprinting before he joined BARC(NW)'s evergreen Sports/Saloon series, initially in a Caterham 7-style MK Indy Turbo which had great straight-line speed but wasn't so good in the corners. It also wasn't as reliable as Jon would've liked.



***John Woolfitt (94)***  
***leads Arch-Rival Paul Rose***



***The Spire of Danny Bird inspired***  
***Jon Woolfitt to get a similar car***

***Continued on Page 29***



## ***SPIRE Racing Cars*** ***Continued from Page 28***

His wish to be faster in the corners and have fewer retirements was the reason why Jon purchased the Spire having been impressed by the example that Danny Bird had been driving in the championship. He had very few problems during the 2021 season with the only issues being a broken front brake disc at Knockhill and a worn gear selector depriving him of sixth at the Oulton Park finale. The other repairs required were due to accident damage following a crash with Danny Bird in qualifying at Cadwell Park.

Although Woolfitt swapped marques, the Spire has its roots with MK Engineering as the proprietor – Martin Keenan – sold the rights of his GT1 model to Paul Nightingale who set up Spiresportscars as a hobby/business venture to run alongside his plant hire company. As it was based in Chesterfield – a town famous for a church with a crooked spire – his primary operation was called Spireplant.

When Nightingale began making cars having built a couple of Caterham 7-style kit cars and then an MK GT1, he decided to use the Spire name again even though the factory is in Alfreton, 10 miles south of Chesterfield.

The MK GT1 thus evolved into the Spire GTR with the first race version making its debut in the 2009 750 Motor Club's championship for Road-Going Bike-engined (RGB) cars with John Cutmore at the wheel. Paul had to make many changes to convert the road-going kit to a racing car. Separate rear spoilers were outlawed so a new rear canopy had to be designed and built while every area of the car was lightened bringing the weight down to 460kg which enabled ballast to be fitted to key areas.

After this race debut, the design of the Spire continued to be developed over the years as the GTR with its outboard suspension that used polybushes became the GTS. The initial square tube frame has been replaced with the latest Computer Aided Designed (CAD) Cold Drawn Seamless (CDS) round tube chassis with pushrod operated, fully rose jointed suspension. The bodywork is now designed using Computational Fluid Dynamics (CFD) and has been in the wind tunnel at MIRA on several occasions to confirm the software's accuracy.

To concentrate on the more advanced racing cars, around 4 years ago Nightingale passed on the older square-tubed road-going design to Aardvark Racing.

Spire can supply cars fully built-up or as a kit of parts – or anywhere inbetween these extremes. Their products are used by customers in a range of categories and disciplines – Sports 1000, Bikesports, CNC Sports/Saloon, Zeo Sports prototypes (formally OSS), Hillclimbing in Gurnsey, France and Scotland and several are used for Track Days only. They also have a Caterham-style RB7 model that competes in the CSCC Magnificent Sevens series and uses a 1,596cc Hayabusa engine which generates around 280bhp.

***Continued on Page 30***



***Jon Woolfitt added a Radical rear wing to his Spire***



***The Spire of James Walker leads The pack in a Sports 1000 race At Oulton Park***



***Jon Woolfitt's Spire doubles as a Power-***



***Spires are very popular in the Sports 1000 Category***

***Photos Courtesy of PS Images***



## ***SPIRE Racing Cars : Continued from Page 29***

Indeed, the cars have quite a wide variety of engines - Honda CBR1000 or Suzuki GSX1000 in Sports 1000, 1,340cc Hayabusa in Bikesports while, up in Scotland, hillclimber Charlie Fraser uses a turbocharged Hayabusa engine that generates 340bhp.

Nightingale no longer races, preferring to prepare and build cars for others although he does take part in the occasional Track Day when time permits.

His dedication and hard work has brought the Spire name great success – particularly in the 750 Motor Club's Road -Going Bike-engined Sportscar Championship which was rebranded as Sports 1000 in 2018. The Derbyshire marque has won the series in 8 of the last 9 years. These are part of a portfolio of 14 titles and 150 race victories.

Now Nightingale has decided to take a step back and plans to semi-retire at the end of 2022. This is the last season in which he will run a works' car in Sports 1000 and the Spiresportscar name will pass over to Tim Gray of Tim Gray Motorsport although Paul will remain involved to ensure a smooth transition. Nonetheless, he plans to run a couple of customer Spire RB7s in the CSCC Magnificent Sevens Championship as well as restoring an Historic Formula Atlantic car which will be a long-term multi-year project.

All the development work by Nightingale over the past decade and more has resulted in cars from Spire being really high-quality pieces of engineering. Jon Woolfitt says, "The car is lovely to drive – it is super on the brakes and the cornering is better than my talent can exploit although I am increasingly getting to grips with it."

His car develops a fair amount of downforce especially as the open CNC Heads Sports/Saloon regulations have allowed Woolfitt to fit the rear wing from a Radical. This Winter, Jon has also added a tunnel front splitter as front-end grip on corner exit is the limiting factor in the wiggly bits.

In the two years since he got the Spire, Woolfitt has been constantly developing the engine he fitted to the rolling chassis but he still wants more power – what driver doesn't!?! However, he does believe that his has less BHP than other similar motors. Jon is hoping to have a new cylinder head and throttle bodies fitted for this season but the time-scale is tight so the upgrade might not occur until later in the year. He expects these modifications to transform the straight-line speed of the car.

During the Winter, Woolfitt has been experimenting with the spring rates and anti-roll bars. His brother, Paul, who has been racing 10 years longer than Jon tests the Spire and makes suggestions with regards to set up. Paul also competes in the CNC Heads series with a highly modified Lotus Exige which makes race weekends a great social event for the Woolfitt family.

Jon's daughter Izzy (14) and Paul's son Charlie (11) have both caught the racing bug and are keen kartists which means the two brothers rarely have a spare weekend!

It's great to hear that motorsport brings so much joy to all those in the Woolfitt family and if the development work on Jon's Spire bears fruit then the pleasure could be even greater if it brings more outright victories.

***Dave Williams***



**CAR TRACK DAYS**

**11<sup>th</sup> & 25<sup>th</sup> April**

**9<sup>th</sup> & 23<sup>rd</sup> May**

  
**three sisters**  
CIRCUIT



**Beverley & DMC**

# East Riding Stages

**27th February**

**Barry Alolman : Clitheroe & DMC**

The end of Feb and I was back in a stage prepared Suzuki Swift Sport with Jeff Simm for the first running of the East Ridings Stage Rally run by Beverley MC and other local clubs. The weeks before the event, like most events, are busy preparing the car after it's last outing. 12 new SPARCO rims had been ordered and some new tyres from John Davies and Andrew from Slicks. Lots of spanner work and tidying up went on before we had a trip out to Preston to pop the car on a dyno and do a power run. BIG shock only around 100 bhp and with the revs limited to 5,000 rpm ! Much checking and head scratching went on that day, I had gone up to the dyno in my standard Red Sport. We had the idea of putting my Red Sport on the dyno and looking at the numbers, it has well over 125 bhp at 7,000 rpm running cleaner too !! More head scratching with only two weeks to go, maybe awap engines ? or ECU's. Then the light bulb moment, I revved Red Sport at standstill, rev limiter kicked in at 5,000 rpm (ish)

Turned out it was a EPS/ABS sensor fault, Phew! just get some new bits and sorted. Sensors where not a stock item and wouldn't arrive in time ! Luckily I had bought us a spare WHOLE car, Phew! again. Of course the sensors wouldn't pop out of the hubs and so more spanner work as we had to swap all the Hubs over. Which we finally finished after some brake issues on the Saturday morning of the event! Once around the car park onto the trailer and we where off ! #TeamLastMinuteRallying. Getting there just in time to do the recce of the route. Oh No with the new tyres/rims on more major issues, which turned out to be tyre hop !! No time to recce and getting to scrutineering JUST in time and we passed . Our rally was back on, time for food and sleep !

The day started nice and bright one last check over of the car, Thanks to all the ADGESPEED team ( Adrian, Bruno,Taff) plus Stephen Harvey and a good friend on Brews Cheers.

With brand new tyres on we only had the short run out to bed them in ! I had chatted to a few Co Drivers about the notes we had bought and got the ok. The stages where flat with lots of square bends and bridges, 3, 2, 1 and we where off, literally, cold new tyres and cold brakes ment third square bend in we did a neat 360 degree spin just nudging the bank ever so slightly.





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

We survived the first loop of four stages getting back to the ONE service with a slightly bent number plate . Phew. A quick brew and a butty, with Team ADGESPEED checking over our car to make sure the engine was still in place we went off to complete the second loop of four stage. The second half was fun, starting with "Who has the car's Fob" ?? to Jeff saying " Barry (Baz) it wont start (we did have our helmets on at the time in Jeff's defence). Look at the rev counter Jeff it is already going . he he he. With the tyres now dialled in and with Jeff knowing where he was going he drove really well, plus all the other 91 cras in front of us had all widened the chicanes. I had my head in the notes and a few times I head Jeff having a moment but got through OK. Second to last stage at the end was the car in front of us badly damaged !! Think it was a Renault Alpine Classic, we stopped to make sure both crew members where OK and they where, thank Goodness. We finished the rally in one piece being car 92 everybody had gone including the butty van. Another cracking event, well done to all who helped to put it on and helped on the day. We had registered in the under 1600cc two wheel drive class in "The North Of England Tarmac Rally Championship! we had won our class in that but one crew had played their JOKER and got double points. Even so more seat time with everything bedded in and more pace note experience and the car in one piece. Happy Day ....

***Barry Allman : Clitheroe & DMC***



**Beverley & DMC**

## **East Riding Stages**

**27th February**

***Adrian Atkinson : Wigan & DMC***

Well before you know it another season of rallying is here again. After re-prepping the car after last season which ended with a class win on the Protyre Asphalt Rally championship. The team were looking forward to this years challenges.

Welcoming back long term sponsor RED Industries Ltd ([www.redindustries.co.uk](http://www.redindustries.co.uk)) one of the UK's leading Waste Management companies Adrian Spencer and team Adgespeed had not yet decided whether to compete in a championship this year due to clashing other commitments and uncertainty surrounding the Protyre Championship, which has now been resolved. The team have entered several championships and will see how the year unfolds.

1st Rally of the year is the East Riding Stages rally a new closed road rally based in Beverley and using roads to the North East. This being a new event it was very well supported and the team were lucky to get an entry. As it was also a new rally and the 1st proper asphalt rally of the year there was a very strong entry, with people using the event to shake themselves and cars down for the coming season.

Seeded at car 20 and with Mark Hewitt on the notes the team set off on a nice sunny but cold day. The rally consisted of 2 loops of 4 stages and after the 1st loop and with no issues to report Adrian and Mark were 19th overall. The stages were good with fast flowing and technical parts to them and with dry weather, everybody was enjoying them. With the car running faultlessly it was only a clean and check over at the service area before heading out for the 2nd loop.

Stages 5 and 6 went well with improving times and Adrian and Mark moved up to 17th O/A, however on stage 7 and 8 Adrian had a couple of spins which cost some time, but fortunately no damage. The resultant time loss meant they slid down the result a couple places to finish 19th O/A All in all a very enjoyable and well run rally and to finish in the top 20 considering the entry was a great result for the team.

***Adrian Atkinson : Wigan & DMC***





Dukeries MC

# NORTHSIDE TRUCK AND VAN DONINGTON RALLY

13<sup>th</sup> March

*Peter Scherer : Race & Rally News*

## HENDERSON'S CLEAN SWEEP

Fastest time all seven stages of the Dukeries Motor Club's Donington Rally saw David Henderson and Sion Cunliff's Ford Fiesta R5 take a second successive win in the penultimate round of the MSN Circuit Rally Championship.

It was damp and greasy for the opening stage with Henderson taking an immediate four seconds lead over Championship leaders Neil Roskell/Andrew Roughead and Dukeries own John Griffiths/Nigel Wetton, both in Fiesta R5's too.

Barry Morris/Tom Hutchings' Darrian was a further second back in fourth, with Mark Jasper/Don Whyatt's Metro 6R4 and Ollie O'Donovan/Ashleigh Morris' Hyundai R5 completing the initial top six.

Henderson had opted for a super soft tyre on the opener, with most of his rivals having gone for wets. "Maybe it was a gamble but then I changed to softer again for stage two," he explained.

Quickest again the lead was up to 13 seconds as both Roskell and Griffiths had followed Henderson's early choice and lost out. "It was the wrong choice," said Roskell, "we ruined them," Griffiths added.

Morris was still in fourth, but had stiffened the Darrian's set up and opted for a harder tyre, "it felt much more stable," he confirmed.

After admitting to being over cautious on the opening stage, Dukeries Andy Scott/Laura Connell had moved their Fiesta S2000T into fifth, with Jasper slipping to sixth.

With another 11 seconds added to his lead on stage three, Henderson was looking comfortable, but behind it was getting desperately close.

Roskell was still second, but only one second up on Griffiths and Morris, now tied in third.

It was all change however on the next stage. "I have to stop trying different things and stop being so ambitious," Henderson explained, after his lead grew to 30 seconds.

It was Morris now in second with Roskell having retired from second place. "I had decided to up my game and on the first lap I was flying. As we pushed onto the Craner Curves the red light came on, we had snapped the belt idle pulley and it had punctured the radiator," he said.

Griffiths was still third, from Scott and O'Donovan, but Jasper was running two-wheel drive as his front diff had failed.



*Continued on Page 34*



## **Donington Rally** **Continued from Page 33**

The conditions were well suited to the Darrian and Morris was on a mission, but Henderson still had the edge by a second on stage five and continued to increase his lead.

Over the final two stages Henderson continued to lead the way, taking fastest time on every stage to secure a 38 second victory.

Griffiths had decided to push harder to try and close the gap on second placed Morris. "Then I pushed too hard, made a mistake and it increased the gap," he admitted, just holding onto third place by just two seconds, from fellow Dukeries driver Scott.

"It was that first stage that lost it for me, too cautious and twitchy under brakes," Scott reckoned.

"O'Donovan retained fifth, but was another who felt that the caution on stage one cost him dearly, while in sixth Jasper was delighted to hold his place having run half of the event with just rear wheel drive on the 6R4.

Josh Payton/Jamie Vaughan's Escort snatched seventh from Dukeries Martin Hodgson/Tony Jones' Escort after stage four, while Paul Murro/Callum Cross's Fiesta R5 and Darrell Taylor/Dylan Thomas' Fiesta Rally2," completed the top 10.

The top three in Class A remained unchanged all day, with James/Adrian Hardy's Nissan Micra taking victory by 57 seconds over Adam/Ray Ripper and Kay Thompson/Charlotte Wainwright's Micra's.

Dukeries George Morrison/Jon Quintrell were fourth in their MG ZR, after fellow Dukeries crew James Greenall/Peter Scott's Vauxhall Nova hit trouble on stage three.

With a 15 seconds lead on the opening stage, Ben/Andrew Wilkinson's Peugeot 106 Maxi took the Class B spoils by 1min 4 secs, with Alex Cannon/Alan Carfrae's Fiesta R2 another three minutes up on the Mini of James Tointon/Gary Dixon.

Dukeries Ian/John Dove had been third in class after the first stage, but retired their Nova on the second, while Marc Mayes/Ben Duke's Nova completed the top four.

In Class C Josh/Tamsyn Davey's Darrian set the pace on stage one and were ninth overall. "Then the gear selector broke, we had already lost fourth so pulled out," Josh explained.

Having been only third on stage one and 14 seconds off the lead Payton went for slicks on stage two, "we were braver and more sideways too," he added.

With both Davey and the Jason/Lee Wilson second placed Darrian out with clutch failure, Payton's lead started to grow over Phil House/Nick Beaumont's Escort.



**Continued on Page 35**



## **Donington Rally** **Continued from Page 34**

House had to weld a broken exhaust after stage two, but was being caught by Ryan Connolly/Christopher Allen's Ford Puma .

Payton won the class by almost three minutes and was seventh overall, with Connolly retaining second from Ken Sturdy/Andrew Funnell's Avenger and Stephen Sawley/Rob Johnson's Escort, after House retired with a broken alternator bracket.

In Class D it was Morris from Hodgson all day, with Seamus Morris/Jarlath Kelly's Darrian third. "I had no front brakes for a couple of stages, after oil leaked onto the pads," Hodgson added.

"We were in the top 10 after four stages but managed to knock the ignition off, so pushed hard to try and get it back," said Seamus after finishing 11th.

There were only two starters in Class E1, with Nick/Crispin Williamson's Mitsubishi ER5 heading home Dukeries Dean Hickling/Geoff Moss's Impreza.

Stephen Johansen/Colin Stephens were victors in the Mazda MX5 class, with 31 seconds in hand over Paul Gorge/Harriet Worth.

Other Dukeries MC members Marina Miller/Iain Davidson were seventh in class with their Micra, Andy Matthew/Elle Arnold's Citroen was eighth in class on their first event, Andy Wright/Nigel Powell's Honda Civic was ninth in class, Ian "Pip" Coulson/Jonathan Haynes' Ford Focus 13th in class, Ian Haynes/Andrew Tyler's Fiesta 17th in class and Andy O'Brien/Joanna Prigmore's Peugeot 20th in class.

In the bigger classes Alasdair Stables/Neil Jones' Chevette was sixth and Stuart Ranby/Ian Bass's Escort eighth.

#DoningtonPark #dukeriesmc #northsidevanandtruck #msncircuitrallychampionship #tarmacrallying



**Peter Scherer : Race & Rally News**

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# NORTHSIDE TRUCK AND VAN DONINGTON RALLY

13<sup>th</sup> March

*Paul Commons*

**David Henderson & Sion Cuniff dominated the 2022 Northside Truck and Van Donington Rally to claim consecutive MSN Circuit Rally Championship victories aboard their Fiesta R5.**

Having not witnessed a circuit rally for almost 8 years or a rally at Donington since the mid nineties for that matter, I was drawn to attend the 2022 Donington Rally, especially given the short commute and it slotting nicely into my schedule between the opening couple of BHRC rounds.

Overnight rain had left a damp tricky surface facing the 85 crews, less of an issue of course for the four wheel drive machinery and unsurprisingly there was a Fiesta R5 lockout of the podium positions after the first 2 long stages of the event, with David Henderson and Sion Cuniff managing the track surface and tyre wear to perfection to open up a massive (in circuit rallying terms) 13 second lead over championship leaders Neil Roskell and Andrew Roughead.

And the lead pairing continued their strong pace over the next loop of stages to extend their lead to half a minute from the now second placed Darrian T90 of Barry Morris and Tom Hutchings. The super lightweight rear wheel drive machine of Irishman Morris was more at home on the drier second loop and now right back in the championship hunt following disaster for pre-event championship leader Roskell; the Garstang and Preston MC man had been doing everything necessary to claim the title on the day but was forced into retirement when his R5 Fiesta suffered a snapped belt and ultimately head gasket failure on stage 4!

With just the 3 shorter anti-clockwise afternoon stages remaining Henderson and Cuniff could afford to relax a little, but if they did it was hard to tell as the Hexham MC man went on to claim a full set of fastest stages times (Stage 7 tied with Andy Scott) and take victory by an impressive 38 seconds, remarkably a third of the season for the in-form Henderson after claiming top spot on the recent Snetterton and East Riding Stage rallies.

Picking up their pace as the day went on, 2019/20 MSN Circuit Rally champions Barry Morris and Tom Hutchings ensured a final round shootout for the 2021/22 title by claiming 2<sup>nd</sup> overall whilst the local crew of John Griffiths / Nigel Wetton rounded out the podium positions in their Fiesta R5, the Dukeries MC duo not able to keep the Darrian behind as the track dried out.

*Continued on Page 37*





## **Donington Rally** **Continued from Page 36**

In the classes, 7<sup>th</sup> overall represented an excellent result for class C winners Josh Payton and Jamie Vaughan (above) aboard their MK2 Escort, the pairing even edging out the Class D machine of championship front runners Martin Hodgson and Tony Jones over the afternoon stages! Meanwhile Class B honours would go the way of Ben Wilkinson and Andrew Wilkinson aboard their glorious Peugeot 106 Maxi with 17<sup>th</sup> position overall whilst James and Adrian Hardy put in a mighty giant killing performance aboard their Nissan Micra to claim class A top spot in 34<sup>th</sup>.

Being a big Donington Park fan I couldn't imagine having a bad day at the venue but even I was impressed by the clockwork nature of the Dukeries MC organised event! It would be great to see some of the gravel perimeter roads used, similar to the RAC rallies of old, but I guess this is an asphalt championship and so, along with the logistical nightmare of ensuring us spectators stay where we are supposed to, doesn't necessarily fit with the needs of the championship.

Overall a thoroughly enjoyable day shooting through, over and around the (not too obtrusive) catch fencing which has left me massively tempted to try and shoe-horn the championship decider at Cadwell into my diary!

**Paul Commons**



## **Paul Commons Motorsport Photography**

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

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

### **Product**

- JPEGs, prints, press releases and reports.
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**Or visit the website**

**<http://paulcommonsmotorsport.com>**



I got really emotional at the petrol station earlier, I don't know why but when I eventually got to a pump I just started to fill up.

Went to the Zoo the other day. There was only 1 animal in it. A dog  
It was a Shihtzu !

Went to a fancy dress party last night, dressed as a giraffe.

Finished second, but I can hold my head high.

What does the number zero do all day?

Nothing



# VCRR

## 'Baby Bagger'

### 12/13th March

*Barry Allman : Clitheroe & DMC*

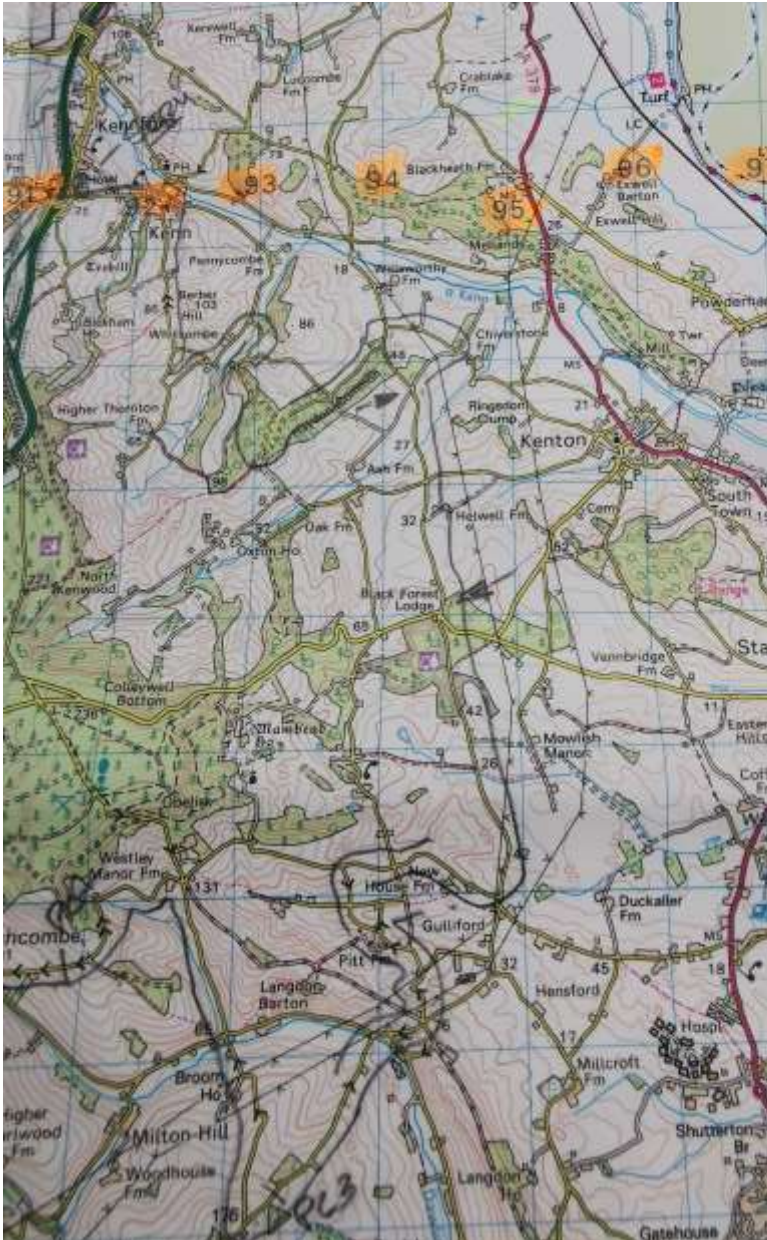
A whole weekend off meant it was the 11th of March and before I was heading off to Cumbria to watch some of the Malcolm Wilson forest rally, with a few people I know having a go on it. I also took the time to go and check out the slots I had missed on the last few 12 car rallies too. Saturday was going to be a busy day for me watching the rally on the first few stages and service areas. I like watching rallying especially forest events a good grin. A bite to eat / fuel stop and I was off the Devon ! Another new event "The Baby Bagger" and another new driver Ian Parker from Devon in another new car a Peugeot 206, what can go wrong ..

Half way to Devon the weather changed from Sunshine to Heavy rain ! Journeys end was a pretty little village in the middle of nowhere, a brew and chat with my new pilot and we were ready to go. Scrutineering was on a Petrol Station forecourt in pouring rain, it didn't take long and we passed, quick trip to noise test and then onto the Hotel for the documentation. Another brew and the food smelt so good but liquids only before an event, just in case ! Had a time to make new friends and have a good c. hat with Ian my new driver too, who had done a few events but not too many. Rod Carter and Martin Oglesby had made the trip down to Devon too. I also had a chat with a top navigator Andrew Lowe ( on his local patch ) who tonight was marshalling three controls.

We were allowed 90 minutes to plot the 150 ish mile route we just about managed it with minutes to spare. They had used tulips symbols with NO direction ball ? Luckily there was a map reference at the mid point and so I could work it all back and forward from that point. all done and ready to go ...

We had to get to Kenn ( Andy L was at MTC1 ) using various dual carriageways ! which meant the crews where out of order by TC1. 500 metres in the village was the first right hand slot as we approached there where rally cars going in all directions ! I found us the correct slot but there was a No Through Road sign at the entrance ? after a quick trip up the road I was sure the slot was the correct one. Pass the sign and over the crest was the control !

*Continued on Page 39*





## Baby Bagger Continued from Page 38

Phew. We were just to the North West of Dawlish in a local road maze ! The bad weather meant we missed a hidden slot and ended up in Dawlish itself !! by TC3. Back on the correct route again with my new drivers confidence in me ebbing away quickly and cars coming from all directions ! Time to get us flowing again, the next few controls and Passage Controls all appeared where I said they were as the rain got even heavier! the roads where now flooded and we even went through two fords. then the first of five map changes. By TC 10 we were close to going OTL and so it was time to cut some of the route and take the fails but get a finish as the lanes got more and more treacherous that slowed us down. Cutting a few controls we ended up at a ford with cars already queuing another detour got us back on route and back on time at MTC2. Time for a crew meeting to decide if to push on, as the weather was getting even worse or call it a night. My view is if you can keep going, then do, this weather was effecting everybody and the 206 seemed very waterproof.

Two yawns, it was already 02.30, a few Jelly Babies and Lucosade and Ian P decided to push on ...

The second half took us onto The Moor and we started to communicate better, with Ian now confirming what I was telling him as I had my head down on the maps. Lots of multi uses of staggered crossroads with folks stood on the banks cheering in Heavy rain, Thanks and impressed. The second half had a full on 2 hour section with no wrong slots we started to have fun, charging through the flooded lanes. It all finished too soon as we where getting

more and more into it. We even saw my friend Andy L mid route and then his smiling face at MTC4 and the finish. A super breakfast and then wait for the results, hoping to get at least a finish for Ian. Rod and Martin where one of the only 15 finishers from the 40 starters! We where technically excluded as they had made some of the controls into MTC's (normal for the south) and we had missed one when we cut. Gutted after such a tough night. They even only allow you to enter the control ON your actual minute, thanks for the info Andy L. Can't wait to have another go down there, unfinished business and Ian P is up for it too. We got back to his house went up his drive and the clutch cable broke !! perfect timing.

I had a sleep and then spent the day looking at the missing slots and a cream tea in Torquay.

V C R R RALLIES 2022 BABY BAGGER

SECTION 1 "Heydon Common"

PAGE 1

NO	TULIP	COMMENT	NO	TULIP	COMMENT
1	↑	MRS1	2	↑	
3	↑	PC1	4	↑	
5	↑		6	↑	
7	↑	PC2	8	↑	
9	↑	MR 94025 - 843 long way round	10	↑	
11	↑		12	↑	
13	↑		14	↑	
15	↑		16	↑	
17	↑		18	↑	N.A.M KEEP LEFT AT PITT FARM
19	↑		20	↑	
21	↑		22	↑	

BABY BAGGER TIME CARD 1

CAR NO 27

CONTROL	DUE TIME CAR 27	HRS	MIN	SECS	MARSHAL SIG OR CODE	TA
MTC1	00 12	00	12			
MRS1	00 27	00	27			
PC1					PC2 MLENNOX	
TC1s			34	50		
TC2		00	42			
PC3					PC4	
ITC3s		01	00	04		14
MRS2	00 58	01	07		EL	6
PC5					PC6	
PC7						
ITC4s		01	33	35		21
MRS3	01 25	01	40			6
PC8					PC9	
PC10						
ITC5s	01	56	2	3		10
ITC6	01	57	36			4
PC11						
ITC7s		02	07	29		8
MRS4	01 52	02	09			5
PC12					PC13	
ITC8s		02	33	41		10
MRS5	02 11	02	41			9
PC14					PC15	
ITC9s		02	54	29		14
GW1					GW2	



# Harlech & DMC Merfyn Hughes Memorial **Rali Llyn** 19/20 March

*Ian Clapham : 116 CC*

The Rali Llyn is organised by Harlech & District Motor Club & is part of the ANWCC, WBCC & ANWCC Road Rally Championships, the route was on OS Landranger map 123 The Llyn Peninsular in North Wales, the event was sponsored by Motorsport-tools.com.

This was the second road rally for Chris & myself & we were seeded at No 86 in the novice category. The start & finish venue was the Glasfryn Go Karting circuit, the venue is pretty good with a fair price for food & drink.

Once we had visited noise & scrutineering in the nearby village of Y Ffor at Garej Iwan we proceeded to the start venue to sign on & collect the rally pack, we received a number of Quiets, cautions & Blackspots to plot along with 4 A4 sheets of 'NAM' (not as map) diagrams that we are required to follow the correct route on during the rally. Our start time of 23.26 arrived pretty quickly, we collected the route handout that were 6 figure map references & we had to plot these onto the map within 110 minutes, thankfully we got this done with 15 minutes to spare.

Straight from the carpark we started the first selective following a series of arrows through the back of the circuit & onto the back road towards Llanystumdwy, a short neutral section that took us north to start SS4S, a short uneventful loop via Llecheiddior, a number of 'NAM's in quick succession brought us to the finish of that section at SS6S with 1 min 35 dropped, another short neutral section continuing north to Nebo, a great section of roads took us through the heart of the village, lots of cautions, a diversion due to a car blocking the road & smoke from the hill fire causing a little visibility issue we passed over the A487 to a little section over a deceptive bridge & into the next finish control.

Continuing north through Penygroes to start the next section before petrol took us west nudging the A499 then south through Aberdesach & Clynog Fawr we arrived at SS16F, 4 'NAM' diagrams, 2 triangles & 2 'bus stops' en-route were pretty straightforward, a little wrong slot lost us around a minute by the time we found a spot to turnaround & was frustrating, onto petrol & time recovery in Glandon Service Station in Pwllheli. SS17S was just past Abererch & the section took us past Penarth Fawr & south of Chwilog & back onto the A497 towards Pwllheli, a long selective followed through Llannor, Pentreuchaf took us west of the blackspot of Boduan where we found a lovely muddy track at Hendre, brave marshals signed our card on the track & off we went again towards Dinas, Sarn Melltteyrn, Garnfadryn finishing off having a blast around a huge farmyard at Nanhoron, very slippery & nudged a few bales but great fun.

The last selective took us from Mynytho to Llanbedrog via Llanfiangel & Cefn Llanfair, another 4 'NAM' diagrams en-route finishing at a triangle SS30F, dropped 2 minutes on this short section as we were taking it easy as the light was coming up pretty quickly & we were looking forward to breakfast! We waited for the provisional results to find we were 5<sup>th</sup> in class & highest 1400cc car.

Thanks to the organisers, marshals, my driver Chris with support from Ways Body shop in Kinmel Bay & Lanes Group Plc



**Chris Way & Ian Clapham : Car 86 Honda Civic 116 CC**



# Harlech & DMC Merfyn Hughes Memorial **Rali Llyn** 19/20 March

*Greg Harrand : Lampeter & DMC*

The weekend of the 19th/20th of March saw a welcome return of the Mervyn Hughes memorial Rali Llyn to the rallying calendar. Organised by Harlech and district motor club, this popular event, sponsored by Motorsport-tools, saw a 110 mile route on OS map 123. Entries filled very quickly with a large selection of well known faces in the road rallying community were among those entered.

86 crews gathered at Glasfryn Parc in Pwllleli, and seeded at car 1 were 2019 winners Kevin Kerr and Huw Rhys Manion in their Mk2 Ford escort, they were in fact the first of six Mk2 ford escorts on the entry list. Carwyn Evans and Dylan John Williams were seeded at 2, with Carwyn and Dylan being three time winners of the event in the past. Gavin Edwards and Daniel Jones took the number 3 whilst number 4 went to the four time winning driver Arwel Hughes-Jones, he would be partnered with Dafydd Sion-Lloyd. Iwan Jones and Steven Roberts took 5 and they were followed by Steven John Williams and Paul Roberts. The first non escort was at 7, this was crewed by Dewi Williams and Ianto Fon Jones, who were in a Peugeot 206. Rounding off the top ten were George Williams and Cadog Davies at 8, and Richard Jerman and Nick Bloxham at 9, both pairs in escorts, and Mark "GT" Roberts and Dale Furniss rounding off the top 10 in Mark's VW golf GTI.

The first half saw some 60 miles to be undertaken, with the route going out of Pwllleli before turning back east past Pencaenewydd. The first of the tight sections came here at selective finish 3 where everyone picked up penalties, least penalised were Arwel and Dafydd who stopped the clocks with 30 seconds gained. Steven John and Paul were next with 36 seconds, and then it was George and Cadog with 38 seconds.

The route headed north from here, near the village of Pant Glas, the front running seeds managed to pass through this section without gaining any penalties, although Guto Ifan and Ryan Griffiths were best of the rest with 9 seconds. Also doing well here were number 25, the expert class pairing of Adam Jones and Iwan Williams who managed a very respectful 10 seconds.

*Continued on Page 42*





More tight sections followed as the route ran around the maze of lanes making up the peninsula, and a tight battle was on among the front runners, with only a handful of seconds separating everyone. Sadly a few names appeared on the retirement sheet. Carwyn and Dylan suffering with head gasket failure, Iwan and Steven damaging a shaft and Dewi and Ianto losing their clutch all in the first half.

The petrol halt was located in Pwllleli, and Steven John Williams and Paul Roberts held a sixteen second lead with a count of 2 minutes and 50 seconds, Leading expert crews were Adam Jones and Iwan Williams who held eighth with 5 minutes and 27 seconds. Semi expert class leaders were Thomas Jones Thomas and Gwilym Wyn Evans who were in fourteenth with 6 minutes and 47 seconds, whilst leading novice crew were Meilir Llwyd Huws and Guto Sion Williams who were in thirty-first with 10 minutes and 1 second.

Refuelling done it was back out into the lanes for the next half, Selective finish 22 was the first tight section of the half where penalties were gained, Arwel and Dafydd were really pushing and managed the best time on 25 seconds. From here there were three more tight sections along the route as it wound round Garnfadryn. The final tight section of the night was at Selective finish 28 which was located between Botwnnog and Myntho. Here it was once again Arwel and Dafydd that did best, picking up only 33 seconds in penalties

Back at finish venue it was declared that the winners were Arwel Hughes-Jones and Dafydd Sion-Lloyd who won on 5 minutes and 1 second, second place had gone to Gavin Edwards and Paul Jones with 5 minutes and 51 seconds, whilst third were Steven John Williams and Daniel Roberts who rounded off an escort top 3 on 6 minutes and 8 seconds. Winning expert class were Gwynfor Jones and Chris Evans who were seventh on 10 minutes and 59 seconds. Semi expert class went to Thomas Jones Thomas and Gwilym Wyn Evans who were tenth with 12 minutes. Novice class was taken by Sian Elen and Eleri Jones in a very respectful 21st overall with 20 minutes and 32 seconds

**Photos Courtesy of G.Price**

**Greg Harrard : Lampeter & DMC**

## **LANDSAIL TEAM GERIATRIC GETS SET FOR BLYTON 'TEST' OUTING**

Wigan racer Tony Lynch will get his 2022 racing programme underway this weekend when he heads over the Pennines to Blyton for his first outing of the new season.

Tony and his Landsail Team Geriatric outfit will take part in the opening meeting of the new BTRDA Clubmans Rallycross Championship season as part of the team's preparations for the new Retro Rallycross Championship campaign, which gets underway at Lydden Hill next month.

The decision to contest the BTRDA opener has been taken in order to gain vital track time with the upgraded Team Geriatric Toyota MR2, which has undergone a full rebuild over the winter.

The extensive rebuild programme, carried out by the team alongside Paul Waldron Motorsport, came on the back of a bruising end to Tony's 2021 campaign which left the Toyota extensively damaged following a fire and an accident at Knockhill.

As well as fully repairing the shell, the team has worked hard to remove weight from the car to boost the power-to-weight ratio, with the engine also given a full rebuild and further work carried out on the suspension alongside team partners AVO to improve handling.

With the goal for 2022 being to try and secure the Retro Rallycross Championship crown, this weekend's outing will be used by the team as a test, with the focus firmly on readying the Toyota for next month's Retro opener rather than chasing an outright result.

"After a difficult end to last season, we took time to regroup over the winter and evaluated our plans for 2022," Tony said. "Clearly we have unfinished business in Retro Rallycross after the incidents at Knockhill cost us the title so having made the decision to return, it was all about what to do with the car.

"Repairing the Toyota hasn't been a small job in recent months so huge credit has to go to everyone in the team and to Paul Waldron for getting it prepared for the new season, and we now go into 2022 with the car in better shape than ever before.

"Given that we haven't been able to go out and test the car, the plan for the Blyton weekend is make the most of the track time available to make sure we are in the best shape possible for Lydden Hill when the serious business gets underway. The on track results aren't important and given that we will also be running outside our usual class, I've got to drive with my head and not try and get involved in battles I don't need to get involved in.

"Our programme this season wouldn't have been possible without the support of our loyal sponsors so a huge thank you as ever to **Landsail Tyres, Lucas Oil, Pemberton Tyres, AVO, Rye Motors, Wigan Car Paints, Signtec and Tootsies** as well as our latest backers **Feel Good Health Clubs**. Special thanks to Paul for the work that he has put in alongside my boys to prepare the car, and we look forward to working alongside him more closely as the season goes on. "I'm confident that we can have a successful season on track this year, and can't wait to get started."





# Whickham & DMC + Hadrien MSC

## The Shaw Trophy TARGA

### 20th March

**Stuart Bankier : Berwick & DMC**

Whickham & DMC tried a new venue on Otterburn Ranges for their Shaw Trophy on 20<sup>th</sup> March. Based in the Stewartshiels Plantation which is close to the airstrips they had two forest style tests and the plan was to run each test three times, turn them round and run the opposite way for a further three runs.

They had a full entry of 50 cars and the field was led away from the start by Simon Jennings / Colin Fish in their Peugeot 106 followed by Steve Retchless/ John Millington in an RS2000 and Ali and Lynsey Procter in their Peugeot 206Gti. Further down the field were several Berwick & DMC crews including Peter Humphrey/ Neil Morrison in their Volvo PV544 and David and Brenda Bond who on this occasion had forsaken their Cortina GT for a Peugeot 305 S5 which is basically a 205Gti in drag. David first bought the Peugeot in 1988 but that is another story. The entry included a great range of cars from the usual MX 5 to three Volvos: PV544, 142 and 122, three Minis and Bob Cook's wonderful Chevrolet Coupe. There were also some very nice modern hatchbacks that were beautifully prepared, one of the nicest being the MG ZR of Steve Flynn and Barry Allman.

We were running the start and finish, plus several mid points of the first test which was a real forest stage but with lots of cones to tighten things up and a stop astride. We got off to a prompt start but it wasn't long before Liam Charlton and John MacWhirter beached their MX5 on a tree stump at Cone A, 50 yards from the start, and it defied all efforts to drag it off. In the end we left it there until the rest of the entry had gone through the test and Michael Glendinning lifted it off with his recovery vehicle. The second and third runs went Ok but it was really starting to cut up at each cone. The fourth run was a bit of a challenge for the lower slung cars and Jonny and Tony Chrisp beached their Ka at the stop astride and after a few other cars joined the queue mid test Geoff and Maggie Bateman towed them off the gravel pile only for the Ka to go charging off round the rest of the test and go off at Cone A getting stuck again.

Meanwhile the results were showing that the Procters were gradually edging heading of the vastly experienced Retchless/Millington with Jack Morton/ Essi Salonen ( Peugeot 106) and Chris Dodds/Hannah Davison (Proton Satria) snapping at their heels. The tests were proving tough on the cars though with the Minis in particular having a challenging time and Peter Humphrey / Neil Morrison retired at the end of Test 7 when the bottom spring pan broke away from the wishbone on the leading edge allowing the spring to come out. They actually found the spring but it was time for the Volvo to go back on the trailer.

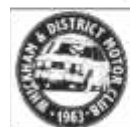
After a degree of modification to the test to avoid the worst of the ruts it was run again for the fifth time. Again not without drama as Daniel Place/Matt Bradley got a puncture in their 309Gti and Robert Pigg and Philip Dean again beached their Cooper S for a short time.

Stewartshiels Plantation is a pretty extensive area so if Whickham can persuade Landmarc (the MOD really) to release a few more tracks and reduce the double usage then it would be a really good venue.

Whickham & D M C and Hadrian MSC



Sunday 20th March 2022



**Stuart Bankier : Berwick & DMC**



# Whickham & DMC + Hadrien MSC The Shaw Trophy TARGA

20th March

*Barry Allman : Clitheroe & DMC*

After a nice meal and a rest after Saturday's Legend Fires North West Stages ....It was time for The Shaw Targa Rally at Stewartshiels Plantation, on the Otterburn army ranges.

I was in Burnley and after a quick sleep, Stephen Flynn and with his trusty MG ZR 1400cc all loaded up on his trailer where off to Otterburn ( 04.00) it was going to be another long day. Our towing car took the strain and onto the M6 motorway and cruise control. Along the A 69 and heading towards Hexham (John Robson country), along a B road then up the A road to Otterburn and onto the ranges. Scruntneering/ noise and trailer park where on the airstrip ( if you know the area) all passed as usual. After a quick discussion about rear seats, with a few cars not actually in road rally trim ?

A short drive took us into the forest for documentation and Route info. there where 50 cars there, a nice range of old and new ( even a Suzuki Swift Sport) it was good weather and a super location.

It was the first use of this venue, managed by Landmark with observers there, no four wheel drive cars or gravel tyres where allowed. There where 12 tests in total, 6 before lunch 6 after . the tests where around 2 miles with a short road link section.

A brew and quick check/mark up of the test diagrams then drivers briefing, a last car check over and we where ready. Testing out the new R65 gearbox Stephen had fitted ( after gearbox issues on the Primrose RR and two broken boxes) fingers crossed nad time to line up. We had a MX 5 in front (RWD) so hung back as the stones flew, a short drive took us to test one ( including my favourite bit on the road section, FIVE switchback crests, as per Sweden !!). electronic timing lights, Three, Two, One and we where off ( Two A4 pages for test one) we came over the first crest to find the MX 5 blocking cone A, the marshal waved us through. It was amazing, proper forest tracks, we went the correct route and did all the Stop Astrides too stopping the clock on 4.35 both grinning.

Half a mile link section brought us to Test 2 (tests 1,3,5 where repeats) ( tests 2,4,6 where the same to) It was longer with LOTS of hairpins we struggled as we hadn't got a front limited slip diff. Stopping the clock on 6.25.

Back to the assembly area and another Brew and chat. At the arrival control the marshall said you missed the two codeboards ( I wasn't the only one) Grrrr !!!! my fault. A further check of the diagrams and I found the small cb on test two ... two missed code boards meant a two minute penalty. What a great start but Stephen was cool about it !!

Repeat of test one saw us 18 seconds quicker good, the MX 5 made it to cone C this time before puncturing again. 19 secs faster on repeat of test two so happier (plus got the code boards two . on stakes in plastic boxes.

*Continued on Page 45*

Whickham & D M C and Hadrian MSC



Sunday 20th March 2022





## Shaw Trophy TARGA Continued from Page 44

Third loop had us 9 secs and 7 secs faster again, with the tracks beginning to cut up alot. Time for our lunch and a brew, with the weather still sunny but very chilly.

The Clubs Whickham and Hadrian put on a fantastic event with all cones marshalled as well ...

The route was the reverse of the mornings tests with one of the test cancelled due to it getting too rough. These second loop tests where well cut up by now and uphill too, Stephen drove as hard as he could with some FUN moments. Our lack of grip lost us seconds per each cone but even so we pushed on and with no further mistakes from me we got a finish and NO damage ( to our car at least)

The tracks had cut up quite badly and the organisers spent slot of time in the dark doing running repairs. I do hope that Landmark are ok with the venue, there was talk of the clubs providing 60 tonne of stone and Landmark doing the re-grading !!

That was thwe fastest I have been on forest tracks in a LONG time and was so much fun I can recommend it.

But Oh the stones hitting the underside of the car ...  
OUCH !!

We finished 37 o/a and 17th in class without my error we would have been 33 o/a and still 17th in class. We really struggled without a TRICK diff in . amyebe that will get fitted next

A Great Event, Thanks to all concerned, Well worth the long drive there and back home about 9.30 ish

Plus I entered us onto the Twyford Targa as Stephen was driving #OldDogsAndNewTricks

**Stephen Flynn and Barry Allman (TeamWallaceAndGromit) Clitheroe & DMC**



## Whickham & DMC + Hadrien MSC The Shaw Trophy TARGA 20th March

**Ed Graham : Hexham & DMC**

Ali & Lynsey Proctor took their Peugeot 205 to a dominant win on the new look Shaw Trophy Targa Rally, leading from the opening Test and finishing up with over a half a minute in hand over the pursuing Stave Retchless/ John Millington ( Yes, THE John Millington ) with Jack Morton/ Essi Salonen a full minute behind the winners in third place. The full entry enjoyed the day but fund the loose surface a bit of a challenge, indeed, behind the Proctors, the next historic entry was Colin Wilkinson/ John Scott in the ex John Bertram MK1 Ford Escort some way back in 11<sup>th</sup> place.

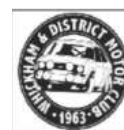
Having been both a road rally and a navigation event, the Shaw Trophy has now adapted the Targa format and this year, coming back after a Covid enforced two year break, they had been fortunate to acquire a venue at Stewartshield Plantation which is situated on the Otterburn Military Ranges, more often the setting for tarmac events. The large wooded area pretty much resembles a Forestry England venue such as Kielder but the roads aren't constructed in quite the same way

And cut up badly on the bends. It was, however, a brave effort from the organising club and great to see a new venue appearing on the scene.

Whickham & D M C and Hadrian MSC



Sunday 20th March 2022



**Continued on Page 46**



## Shaw Trophy TARGA

### Continued from Page 45

The Whickham & District Motor Club were rewarded with a full entry for the Shaw Trophy and the Peugeot 106 of Simon Jennings/ Colin Fish led the field away to the first of what would ultimately be 11 tests, the final scheduled one being cancelled. The organisers had laid out two tests, one of 1.5 miles and one a massive, by targa standards 2.5 miles, a whole lot different from the usual format. Each would be attempted 3 times in the morning's session and then, with the tests reversed, attempted a further 3 times in the afternoon.

The Proctors started as they meant to go on, quickest on the opener ahead of Retchless/ Millington, this was to be the pattern of the day. The prize for first "Off" went to Martyn Taylor who got sucked into the loose stuff and slid off, this same bend caught out Luke Tait/ Dylan Scott ( Escort MK2 ) and Liam Charlton/ John McWhirter ( Mazda MX5 ) who ended up perched a tree stump and had to be towed out. Tait/ Scot hit further trouble on the fourth test when the gearbox lost all it's oil, forcing an early end to their day. As the morning progressed the tests started to cut up really badly at any point where cars were doing tight turns and some of the historics such as Ian Guthrie's smart MGB and the standard Mini's of Peter and Alex Metcalfe and Robert Place/ Philip Dean went a fair distance on the sumpguard. The proctors, however, had no problems and arrived at lunch with a healthy lead, in contrast, Pete Jagger/ Jonathon Dyson ( Peugeot 205 ) and

Dave and Jake Sharp ( Fiesta ) both retired with suspension problems. There was a fair amount of activity in the paddock, Dave Short/ Roy Heath stuck two new rear tyres on to their Escort in a bid to find more grip while Chris Dodds spent a long time under his Proton Satria fixing the exhaust, three coke tins and two jubilee clips cured the problem !!.

Dodds emergency repair obviously worked wonders as she was quickest on the afternoon's opening test, Morton was quickest on the next one, starting a run of good times but the Proctors responded, equal quickest with Dodds on the next one and never more than a couple of seconds

Away from the quickest time on any test. Dan Place/ Mathew Bradley ( Peugeot 309 ) had to miss the last three tests with seized brakes, it should have been the last four but the organisers wisely scrubbed the final test as the corners were getting more cut up with some of the ruts over a foot deep.

At the finish, the Proctor's winning margin of some 38 seconds demonstrated their superiority on the day while Steve Retchless had been consistently quick to take second place, Morton's afternoon surge saw him come home fourth, marginally ahead of Chris Dodds/ Hannah Davison, the mid day emergency repair paying dividends, just behind was the Peugeot 106 of Simon Jennings/ Colin Fish, just reward for another smooth, steady drive from the former NES-CRO Challenge winner.

There was much praise for the event organisers who had put together an excellent day's entertainment and it is a great shame that the road surface cut up so badly although it was in no way a reflection on the excellent organisation of the event. It is to be hoped that the organisers can come to a deal with Landmarc to continue using the site as it has great potential as a motorsport venue with many more roads that could be used to enhance the event.

### Results :-

Ali & Lynsey Proctor	Peugeot 205	48:09
Steve Retchless / John Millington	Ford Escort RS2000	48:47
Jack Morton / Essi Salonen	Peugeot 106	49:09
Chris Dodds / Hannah Davison	Proton Satria	49:24
Simon Jennings / Colin Fish	Peugeot 106	49:54
Stephen Short / James Greenhough	Proton Coupe Evo	50:35
James Gratton-Smith/ Paul Nelson	MG ZR	50:49
Kevin & Philip Savage	Suzuki Ignis	51:16
Ian Cartwright/ Malcolm Dunn	Proton Satria	51:54
Gavin Murray / Chris Stewart	MG ZR	52:02





# Radio Mutterings Part 1 Malcolm Wilson Rally

12<sup>th</sup> March 2022.

*Ian Davies : Gemini 23*

It's an overcast and increasingly wet morning as I set out north up the M6 into Cumbria and along the shores of Coniston towards my destination SS5 Grizedale South. Driving along the eastern shoreline of the lake you can't help but notice the awesome power of nature from recent storms as fallen trees are everywhere to be seen. Once off the public road and onto the forest tracks the devastating impact of the gales is all too clear and perfectly explains why the previous Grizedale Stages had to be cancelled. It will be years before the forest recovers from the storms damage. I climb higher into the stage and 'sign on' at Arrival collecting my radio pack for Junction 15a and a much appreciated marshals goody bag. Thanks to Malcolm and the other event supporters for contributing to the bag, although I do wonder just how many Malcolm Wilson 'Thanks for marshalling' mugs are both now back at home and in a large warehouse somewhere !. The 'Radio' rally plate is much appreciated and can be added to the collection back home. I must also praise the excellent Safety Manual, a credit to the three organising clubs and officials.

I head into the stage for the drive through to Junction 15a, one of the closed footpath / cycle tracks that cross the stage and which must be marshalled. I safely reverse off the stage and block the track, providing myself with a clear view down onto the stage and also to both sides of the closed track.

Furness Control based I believe in the dry of the Malcom Wilson HQ carry out a radio check on MSAUK Channel 4 at around 09:55. Joining me on the stage are familiar Gemini callsigns Gemini 9 and also Gemini 65. The only issues in stage are that Control can't hear two of the Aire callsigns at Junctions 4 (a mandatory) and Junction 7 and Aire 5 at Junction 6 is deputised as a relay point for messages. Once the check is completed we have the necessary parade of various safety and officials vehicles, including the ever important Safety Delegate. All are happy with the stage and the green light is given as the rain begins again with gusto, it's not called the 'Lake District' for nothing.

At 11:03 Car 145 enters the stage and the competition starts with some real commitment, given the very wet and muddy conditions. As the next stage Grizedale North SS6 starts a short distance from the stop line of my stage, its' unfortunately not too long before the start here has to adjust to two minute intervals to avoid a build up of cars waiting to enter the next stage. In the end all 19 runners in the class safely make it through to the end of the stage.

After a nine minute or so gap the main field fire off the start line, with Car 3 entering at 11:40. Hardly has the action resumed before Keith, Gemini 9 is calling in a 'safety' as Car 7 stops at his location with apparent mechanical woes and pulls off clear of the stage. A short while later Keith calls in another one hitting trouble as Car 28 stops briefly partially blocking the stage, although thankfully they restart under hazards and proceed through the stage.

By about 12:20 Mason 2 on the stop line reports an ever lengthening backlog of cars queueing at the end of SS5 to enter SS6. Apparently, the latter is delayed due to having to recover a stranded Car 140, meaning that the start of the main field into the stage is delayed. With two lines of cars queueing, by 12:33 Control reinstates the two minute starting procedure into SS5.



*Continued on Page 48*



## Radio Mutterings

### Malcolm Wilson Stages

#### Continued from Page 47

Things seem to be progressing OK in SS5 until Control reports that car 87 has activated their SOS button around Junction 3 in the stage. JayJay 3 immediately sends runners with a handheld radio, the stage is stopped and the rally emergency services are deployed from the Stage Start to the incident. Ruby Rescue, MoMo 167 and Extractor 2 Recovery make their way to the scene. Calder Rescue parked in Hawkshead as the backup Rescue Unit immediately make their way towards the start of SS5 as backup. Thankfully the runners sent by JayJay 3 report back that the crew are out of the car which has hit a tree stump very hard and that Car 86, the following car into the stage has also stopped at the incident scene, well done to them. With the emergency services on scene we all wait for news and an update.

Time seems to pass very slowly as the crew of Car 87 are assessed by MoMo 167 (thankfully no major injuries) and plans are discussed with Extractor 2 as to the recovery of the car and where it might be safely parked off stage. In the end however time runs out and although an Interim Safety Car is on the start line, the Clerk makes the decision that the remaining runners will have to be convoyed non-competitively through SS5 if they are to have enough time to tackle SS6. So that's the unfortunate end of my Grizedale adventure and I head home after an enjoyable event, despite the stage being cut short.

As I fuel up the car for the week ahead, I do wonder with the Ukraine crisis worsening and the escalating price of fuel whether this will result in less marshals as wallets are squeezed hard. Personally, the trip north cost just shy of £50 and I suspect many in the weeks and months ahead will have to think hard about the cost of 'volunteering'. As for me the next event follows on a week later with the North West Stages.

**Ian Davies : Gemini 23**  
**MotorsportUK Radio Controller**



## MOTORSPORT FIRE EXTINGUISHERS

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Mechanical



Electrical



Mechanical



Electrical



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# Motorsport North West Ltd

# Legendfires

## North West Stages

### 19th March

## Radio Mutterings - Part 2

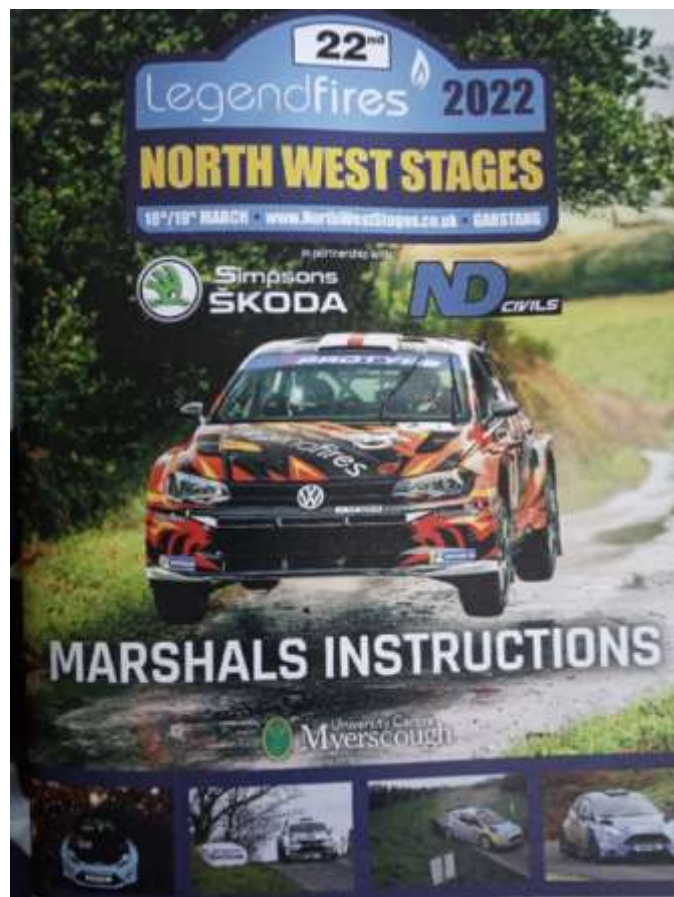
It's an early start before the sun rises to head north up the M6 the short hop past Preston and onto Beacon Fell my location for three stages of the closed road North West Stages 2022.

As ever with this event the paperwork at signing on was excellent, although like many I spoke to using the Sportity app was less convenient, with the need to copy or email content between devices to access material. I must also thank the organisers and their sponsors for a first class 'goody bag', including a bobble hat from the cancelled 2020 event, 2022 mug, pen and treats. Once signed on I headed through and on into the stage, along what by 07:00 was a closed public road. My location at Junction 4, included an access road back onto the public highway and a designated spectator area. Two marshals joined me at the junction and we soon had the junction closed up and ready. Warned by the Stage Commander to expect possible issues about access to a nearby fishery, in the event all of the fishermen were polite and abided by the access restrictions during the day, as at various times resident / pass holders could access the stage, before 'full' closure as the stages became 'live'. Legally the road remained closed throughout the event, but sensibly the organisers permitted controlled access at certain times before and between the three stage runs.

With an event of this scale using closed public roads the safety vehicles running before first car were inevitably numerous and included the initial Road Closed Car, unusually a 'Flock Master' and the MSUK Safety Delegate driven by a certain Dave Mitchell in a Skoda from one of the event partners Simpsons SKODA.

The Land Rover 'Gods' must have given Dave special dispensation, or maybe a few 'hail Mary's' were due after the event. The stage radios were almost a repeat of the previous weeks in Grizedale, with Mason 1 & 2 covering start and finish, along with Gemini 9 and Gemini 65 in stage. Although officially we operated via Kay Control, this was staffed by Gemini Controllers Stuart and Tony. Car 1 entered Beacon Fell SS1 on his scheduled due time of 09:02 and the action really began.

Almost from the first car the timekeepers reported issues with the start clocks apparently incorrectly set to minute and not 30 second starts, so manual starts were introduced. To be honest the clocks did eventually get themselves reset, although intermittent problems were reported through the day, not sure if technical or operator error ?. By now we had about 30 or so spectators at the junction, who on the whole were well behaved and followed instructions. Similarly, a few cars approached the junction, through the road closure prior to the junction but were understanding of the restrictions as the stage ran. First to hit trouble was Car 38 at Junction 2a, where Summit 7 reported the car stopped with a loss of power and they were pushed clear of the stage for recovery once the stage was finished. Next to report issues was Jay Jay 15 at Junction 10, where Car 36 stopped with apparent gearbox gremlins. Unfortunately, there was then a 'safety' shout from the next Stage which was stopped after 35 cars and the Rescue Unit and Medic dispatched when a car hit trouble. I believe that one of the crew involved sustained injuries and was transported by the Rescue Unit to RV with the North West Ambulance Service for onward evacuation to hospital (I wish them well and a speedy recovery). Back at Beacon Fell the action continued unabated, with the cars showing little signs of slowing as they powered their way through the 90 left junction at my location.



*Continued on Page 50*



## **Radio Mutterings Part 2 : LFNWS : Continued from Page 49**

Car 54 was the final in stage loss in SS1 as they stopped at Junction 6a. In the end we had a total of 124 cars start the event and 121 made it safely, more or less to the end of the first stage by 10:16.

With the Road Opening Car following the Sweeper into the stage we then had a window of time when residents / pass holders could access the closed road to egress or access various properties, farms and businesses. After the road was 'open' to pass holders a very late Car 126 arrived at the start line and was understandably denied access into the stage and was redirected off rally route to re-join the event later on in the day.

Given the mighty speeds of the competitors the road sign in front of the junction was somewhat ironic !!

Just after 11 o'clock the Road Closer Car re-entered what as now SS6 and the road was fully locked down to rally traffic only, or so we thought. About forty minutes later I became aware of a vehicle coming up alongside me at the junction, suddenly the driver floored the accelerator and crashed through the line of cones across the road in front of me, driving through and destroying the taped box junction, heading at speed the wrong direction into the stage towards Junction 3 !! A stupid, dangerous and ultimately illegal action, not to say frightening for myself and the marshals at the junction. I immediately made a 'safety' call to Control as the official's convoy was not far off entering the stage. Marshals with Summit 5 at Junction 3 managed to halt the vehicle and got a face full of abuse, before the driver of the silver pickup exited off the rally route. I'm aware that the details of the incident were passed to the Police in Rally HQ and I provided the Chief Marshal with a written incident form, once my hands had stopped shaking !!

The start of SS6 was delayed by events elsewhere and in the end we eventually started with Car 1 at 13:04 and the action resumed. By now spectator numbers at J4 had swelled to around 50 and I have never seen so many dogs on a rally and not perhaps the rural animals you would expect. It was more like 'Crufts' at Junction 4 than a motorsport event. Most of the animals appeared to be of the 'designer' variety, with their owners usually in white trackie bottoms and designer label tops !. Anyway, back to the action and after only eight cars into the stage, customers suddenly and unexpectedly dried up and the stage became silent, other than the sound of bird song. Minutes ticked by and Mason 1 at the start chased Control for an update but there was no news of the delay ?. In the end by the skin of our teeth we avoided the need for an interim safety car and after nearly 19 minutes the action restarted with Car 14. Elsewhere on the event, Control seemed to be playing a game of 'where's Wally' involving an ambulance and a police car accessing a property on what was SS2. Back at Beacon Fell and SS11, we next have a report of Car 56 missing between Junctions 6 and 8, although eventually they manage to restart the car and proceed slowly to the Stop Line. More seriously Car 118 rolls around Junction 7-8, with the crew out and OK and then Car 121 is reported as off with a big impact at Junction 5b. With the Sweeper and Road Opening Car into the stage the Rescue and Recovery units follow and check out the occupants of both cars who are subsequently reported as OK. A total of 104 cars in and a very creditable 102 cars out of SS6.

Once the road is 'open' to pass holders we facilitate a variety of residents, fishermen, burger vans and farmers in and out of the stage in a safe manner. As the road closure orders are time limited the organisers work hard to make up the earlier delays and we are informed that SS11 our final run of the day will only be around 9 minutes behind the intended schedule. To achieve the latter the safety vehicle convoy is 'pushed' through the stage and we hurriedly await the go ahead for first car. Car 3 blasts off the start line at 16:05 and we all treated to a spectacular final run through Beacon Fell as the cars really put the pedal to the metal. Unfortunately, maybe too much right foot and Car 11 is reported on top of a stone wall just prior to the Flying Finish and the stage is stopped. Thankfully the crew are both OK and after a short halt of eight minutes the stage is declared passable with a verbal warning at the start and the action resumes. Car 107 is next to hit trouble and is reported by Summit 7 at Junction 2a as "gently rolling back down the hill and safely off the stage". Our final loss in the stage is Car 77 who is reported by Mason 4 at Junction 6+ as OK and pulled off with mechanical woes. The final tally sees 94 cars into SS1 and 91 safely to the Stop Line.

For me that's the end of the action, with three runs through the beautiful Beacon Fell stage, only spoilt by the idiotic and dangerous actions of the fool in the silver pickup who crashed through the junction earlier.





# Gemini Communications



May I invite you all to take part in this year's radio operators championship . Last year was our 25th time we had run the championship and I wanted to make it a year with something special but Covid-19 took that away from us and the Decembers Presentation became a very small get together at the Hoghton Arms Hotel. Although for those who did attend had good afternoon and good food, some of the gang where still there at 9pm from an early afternoon start.

So not to miss out on the 25th year there is no reason we can't take it forward to this year ( Covid permitting ). It is free to entry for all Gemini Crews, there is no entry fee. Points will be scored for 10 points for each event run by the Gemini Team, 8 points for a GCE, that's where any event has a Gemini Controller running a stage and providing you work on that stage. This year the Recovery and Rescue Teams will also get 8 points for work on Gemini events. Lastly 9 points will be given for a Training day, Zoom or Day Meeting.

**All events to are now listed on the Gemini web page - [www.geminicommunications.org.uk](http://www.geminicommunications.org.uk)**

The list is not final, event can be added or cancelled, I can tell you that I am currently working on an invite to you for the Plains Rally where this year it will be moving up to the Clocaenog and nearby forests, hopefully get more info to you by next week. For some 18 months now I have been working on a new event to our lists the Rali bae Ceredigion running in September. This two day event is going to be big and possibly a good replacement to the WRGB event which we had in our area for many years.

I'd like to wish you all good luck.

***Bill Wilmer : Gemini Motorsport Team Co-ordinator***



O/A	Call Sign	Operator	Score
= 1	G 38	Sean Robertson	17 points
..	G 55	Steve Broadbent	17 Point
= 3	G 3	Les Fragle	8 points
..	G 9	Keith Lamb	8 points
..	G 11	Mark Wilkinson	8 points
..	G 13	Stuart Dickenson	8 points
..	G 16	Bill & Robbie O'Brien	8 points
..	G 23	Ian Davies	8 points
..	G 25	Chris Woodcock	8 points
..	G 33	John Ellis	8 points
..	G 56	Tony Jones	8 points
..	G 58	Geoff Ingram	8 points
..	G 59	Maurice Ellison	8 points
..	G 64	Brian Wragg	8 points
..	G 65	Brian Eaton	8 points
	G 1	Bill Wilmer	points
	G 4	Ian Winterburn	points
	G 5	Steve Coombes	points
	G 6	David Crosby	points
	G 7	Tony & Avril Lee	points
	G 10	Barry Kennedy	points
	G 12	Ricard WM Jones	points
	G 14	Adrian Lloyd	points
	G 17	Robin Mortiboys	points
	G 20	Peter Donnellan	points
	G 21	Derek Bedson	points
	G 24	Paul Henry	points
	G 26	Mark Dickenson	points
	G 27	Roger Schofield	points
	G 28	Andrew Taylor	points
	G 30	Ian Ackroyd	points
	G 31	Duncan Stock	points
	G 32	Bryan Flint	points
	G 37	Jermaine Jackson	points
	G 39	Kevin James	points
	G 40	Ian Smith	points
	G 41	Jerry Lucas	points
	G 42	Roger Whittaker	points
	G 48	Peter Langtree	points
	G 50	David Peaker	points
	G 51	Gerry Morris	points
	G 52	Steve Lewis	points
	G 53	Tom & Vicky Mercer	points
	G 54	Peter Shuttleworth	points
	G 61	David Bell	points
	G 62	Colin Evans	points
	G 66	Martin Rowe	points
	G 70	David Mainprice	points
	G 99	Tim Foster	points



# Gemini Communications 2022 Events Calendar

Stockport061MC

## Sun 10th April SMC Stages

Ty Croes, Anglesey

Knutsford & DMC

## Sat 21st May Plains Rally (BTRDA)

North Wales

Mull CC

**25/26 June**

## Argyle Rally (GCE ?)

Dunoon (Closed Roads)

West Cumbria MSC

**Sun. 3rd July**

## Legend Fires Greystoke Stages

Greystoke Forest

Warrington & DMC

**Sat. 6th August**

## Dave Read Stage Rally

Ty Croes, Anglesey

Bala MC

**Sun 21st August**

## Gareth Hall Memorial Stages

Trawsfynydd Ranges

Aberystwyth MC

## 3rd/4th September Rali bae Ceredigion

Aberystwyth (Closed Roads)

North Wales CC

**Sat 29th October**

## Cambrian

BRC & BTRDA

Clocaenog etc

Bolton-le-Moors CC

**Sat 5th November**

## Neil Howard

Oulton Park

Bolton-le-Moors CC

**November**

## Cadwell Stages (GCE)

Cadwell Park

C&A MC

**19/20th November**

## Glyn Memorial Stages

Ty Croes, Anglesey



## Bike Rides

Sun 10th July

Manchester to  
Blackpool

Sun 11th September

Manchester 100 mile

## Training

TBA

Fire Training

TBA

First on Scene

Darwen Services  
J4 M65

Gemini Team Awards  
& Social Afternoon

December

Dressers Arms



A Glorious sunny day for the **Tour of Cheshire** on the 5th of March. I am marshalling on two tests. The first one (Test 3) is at Radnal (in Shropshire?). There are 19 Marshals for a relatively simple test involving 17 cones in total. We are using Liege Clocks and for some reason the Test Commander opts to use just the one clock and is running backwards and forwards from Start Line to Stop line like the Proverbial Blue Ar\*\*\* Fly. The test is quick and not 'Too' demanding. However, as Competitors approached cone 'D' for the second time they were required to do a 180° Left but several crews attempted a 180° R before backing up and correcting themselves, only one crew carried on regardless and wrong tested.

When we finish at Radnal we hotfoot it Northwards to Oulton Park. We are assisting Liverpool MC with the running of Tests 9 & 10. We are on The Stop line. The competitors do Test 9 and then immediately have a second run on Test 10 (starting at 30s intervals).

The first run without headlights off and the second run with them on. This is so we know which clock to trip. Surprising how many competitors get the headlight thing wrong. It certainly kept us on our toes.

Dan Willan and Paul Crosby were visibly faster than the rest on both tests and it really wasn't a surprise for Dan & Niel to take the overall win with Paul in second spot. Paul Crosby had 2 Line Faults (one at Test 7 and another at Test 9) Ali Procter (sat in with Paul Crosby) took the prize for best on regularities so it must have been very tight between them for overall honours (9secs I have found out) Just one of those Line faults less and it would have been a victory for Paul Crosby by 1 second! Sorry Paul one of those line faults was at our stop line control.

On Pages 8 & 9 there is a report on the Tour of Cheshire from a Novice (doing his first Classic Rally) Interesting that they just went out and enjoyed themselves on their first outing and didn't bother overly much with the regularities. They will take things a step at a time and enjoy the experience as they gain both confidence and skills.

Whilst we were kept very busy on the Stop Line of Test 9 & 10 as we got to the back of the field we did have a little more time. Running at Car No. 69 was a very unusual vehicle - a Reliant Sabre driven by Chris Gallacher who is Rally Secretary for the Reliant Scimitar & Sabre Owners Club. I happened to mention that I had some documentation about the old Sabres given to me and stored on my computer at home. Email addresses were exchanged (He was on a rally and didn't have time to mess around chatting to me). Long story cut short. I couldn't find the file on my computer so I put him in touch with Phil Senior. Phils Dad Arthur (& originator of said documents) used to be a works driver for Reliant and drove a works Sabre on the Monte, RAC etc ,etc

**Continued on Page 54**

## ***Grumpy Old Git***

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





## Grumpy : Continued from Page 53

On the 8<sup>th</sup> of March it was Dave V Thomas' Birthday (21 again Dave !). Another year when I failed to send him a Birthday Card but belated birthday wishes to you Dave. Hope there are lots more to come. Dave works away doing ALL the championships for ANWCC and much more. Other Associations have a constant stream of Championship Co-ordinators for each championship. ANWCC has Dave and he runs more championships than anyone else. Then on top of that he runs the ANWCC Website and then seems to be at almost all the events too. I thought I was keen but Dave leaves me miles behind.



The Following Weekend (12th of March) I am doing the start line radio on the **Malcolm Wilson Rally** at SS3 Wythop.

Doing Start radio is not the most exciting duty on a Stage Rally and up to now I have managed to avoid it almost all together (Done it once before on Legend Fires North West Stages at Weeton) but someone has to do it and now it was my turn again. The nearest we have to excitement is when Kris Hopkins in car 146 (TR7), after booking in at arrival, drives past the entrance to the stage. Turns out they had lost all their water on Comb (SS2) and had a very hot engine when they got to us. They thought it might just be a V belt and would be able to continue but sadly it wasn't to be and they had to retire.

The most promising upcoming young people in Motorsport in the UK attended MSUKs new HQ at Bicester as the Academy of 2022 was announced. that Martyn Youngs son and CDMC Member [Callum Young](#) was one of only 8 Academy Codrivers to be picked for the year, he started yesterday with Nicky Grist And Paul Spooner amongst those running proceedings, a lot of different days await throughout the year. Callum did the Malcolm Wilson Rally on the Saturday and broke down between stages 1 & 2. On the Sunday he 'competed' on the Dukeries MC Rally at Donington but didn't even finish the first stage. Not having much luck are you Callum!

Tuesday the 15th and I am at Clitheroe & DMCs clubnight for a Marshals Briefing for the Legend Fires North West Stages Rally, Martin Young (Stage Commander for Nicky Nook - Stages 4 & 9) took us through the 'Does & Dents' as well as showing the 'First on Scene' Video, plus the schedule for allowing Residents access to and from their homes . All good stuff and a very good turn out of club members



*Continued on Page 55*



## Grumpy : Continued from Page 54

Wednesday the 16th and its a **SD34MSG** meeting via Zoom. Two applications from clubs to join SD34MSG have been received (Wigton MC & West Cumbria MSC) and both clubs were accepted and welcomed to SD34MSG (now 28 Clubs - more member clubs than some Associations)

Friday the 18th and I am at Myerscough College helping out Anthony Brindle with the Noise Check. Some very noisy cars out there. Several failed on their first attempt. A lot failed on their second attempt but eventually everyone got through. Then on the Saturday I am at Post 14 on Nicky Nook (SS4, SS 9 & SS 14)

SS9 and Jason Pritchard (Car 2) stuffs it off in big style just after Post 4. Big hold up until the stage is cleared then someone else has another off and time is slipping away so the Stage is Cancelled. Stage 9 & 14 run without too much drama but to get back on schedule SS10 also bites the dust and does not run. Beautiful Weather for both days - very enjoyable

Sunday the 20th and the sad news breaks that Les Fragle has passed away on the Sunday afternoon. For more years than I can remember he was both Chairman and Secretary of SD34MSG. When I decided that I might be interested in doing Radio with Gemini it was Les Fragle that Bill sent me to sit next to and learn. As I write this I know of no more details. I am sure they will be (with a bit of luck) elsewhere within Spotlight before I go to 'press'. RIP Les

Tuesday the 22nd is Bob Milloys funeral service at Beetham. The Chapel at Beetham was packed with friends, Family and the Motorsport Community were there in very large numbers, standing room only. Then back at the Crooklands Hotel for the wake it was 'tall tales' of motorsport experiences.

Friday the 25th and I am off to North Wales for the WKD Rally North Wales organized by Wolverhampton & South Stafford CC using Dyfi, Pantperthog & Gartheniniog (there were 4 stages run twice, 2 in Dyfi). On the Saturday it was an early start to get to the Gartheniniog and I managed to wrong slot in Aberangel Village. Eventually I found the right way and signed on. I was at Post 11 which was very near the flying finish of Gartheniniog doing radio. Nothing at all happened near my junction and I had a very easy job collecting Car numbers. The weather was superb which meant there was plenty of dust. Took ages to get home - a three car accident just before joining the M56 and the road works at the M6 interchange meant I didn't get back until well past 9pm

I have gone and ordered a new car. Nothing too ostentatious (a pretty little Aston Martin) but with my new riches (see email, on the right, that I received earlier this week) nearly £6m. I thought I should treat myself. All I needed to do was send my Bank Account details and pin number plus answer a few simple questions to verify that it was really me - Mothers maiden name, First Car etc.



My name is Barrister Joseph Dunford based in Togo, i'm contacting in connection with the death of my late client Mr Emil , a native of your country who bears the same surname as you. He died in a car accident on their way back from holidays leaving the sum of US\$7.5 million in the bank of Togo. After an unsuccessful attempt to find a next of kin to my late client I decided to contact you to stand as the next of kin since you are the relative and claim these funds from the bank of Togo.

Kindly reply to me for more detailed clarification on this topic.



# ***Inside the Industry***

## ***March 2022***

*with Paul Gilligan*

## **Ford Drop Van Bombshell**

This week I'm enjoying (or was enjoying) a break in the South of France when yesterday morning this arrived in my in box from one of our Ford Dealers, causing me to choke on my coffee and croissant:

### KEY MESSAGE

### **Temporary Order Table Closure – All Commercial Vehicles (excl E-Transit)**

### ISSUE/CHANGE

The purpose of this communication is to advise you of a temporary closure to ordering tables for Commercial Vehicles.

This temporary closure will enable Ford to review emerging supply and production challenges to ensure that our lead time guidance is realistic.

We will continue to monitor the situation but intend to reopen the order banks from 1<sup>st</sup> May 2022. Please note that E-Transit is expected to be announced on the OZEV grant during April so we will still support ordering of E-Transit as an exception by contacting Order Fulfilment via the DCC (Dealer Admin > Order Fulfilment > Vehicle Ordering > Order Creation). The attached Pro-forma needs to be completed and attached to the DCC ticket.

#### **PHEV:**

Please note that Transit and Tourneo Custom PHEV order bank will NOT reopen as we will cease production of these variants from June 2022, all current sold orders will be built out.

#### **Price Protection:**

Please note that it will not be possible to honour price protection for any customer orders dealers take during this period. As such we would recommend that new customer quotes and orders are not finalised until the Vista tables are re-opened and we can give certainty on both pricing and lead-times.

Dealers can still amend existing customer orders where required.

So let's get this straight. Ford is the top selling van manufacturer in the UK, taking over a third of the market. It is widely believed that all the money Ford make in europe is made by the van side of the business. Their most popular model the Transit Custom is the top selling motor vehicle in the UK, beating any car. Now Ford are in such a mess due to component shortages that they won't accept any more orders for 6 weeks! For a very long time Price Protection has ensured that the price ruling at the point you order is the price you will pay irrespective of how long you have to wait for delivery. Now this has been abolished at a stroke. We've been told we can input orders to our dealers who will place them in a queue for transmission to Ford in early May (or later). At that point we will be told the price which may or may not be different to today's price. In fact you can bet it will be different and in an upward direction I'd say?

Unprecedented to say the least. In 50 years in the industry I've never seen anything like this. Whilst a new car may be regarded as a luxury where delay is something customers can cope with, vans are a working tool essential to many businesses. Without vans parcels don't get delivered, neither does food. Roads and houses don't get built, businesses can't expand. Ford used to advertise their vans as "The Backbone of Britain". They weren't wrong either. For rival manufacturers who can supply vehicles this is an incredible opportunity. Not many can but Citroen and Peugeot seem to be doing best just now.

## **Ford & Toyota Working On Hydrogen Engines**

Ford have recently patented a turbocharged hydrogen fuelled engine in the US. Rumour has it the intention is to use this to power a future Mustang. Meanwhile Toyota and Yamaha are working on a naturally aspirated 5 litre hydrogen fuelled V8. This monster is intended to produce 460 bhp and 400 lb ft of torque with zero emissions. And it still sounds like a V8 apparently!

*Continued on Page 57*



## **Germany Backs Away From ICE Engine Ban**

Germany's Transport Minister recently indicated that his government is not happy about the European commission's proposal to stop sales of new petrol and diesel powered cars by 2035 – 5 years later than the UK of course. Germany intends to continue to allow internal combustion power provided the cars run on 100% synthetic fuels. Audi recently announced that their V6 diesel engines can now run on renewable fuels with a reduction in emissions of 70-95%. It's believed that Italy is keen to follow the same policy and also wants an exception for small manufacturers of very high performance cars. Like Ferrari and Lamborghini for example.

The 2035 rule for Europe is still a proposal not an agreement, looks like it may stay that way?

## **Raw Material Shortages Begin To Bite**

Whilst the concentration has been on semi conductor shortages other problems are starting to emerge because of the dreadful situation in Ukraine. Russia not only supplies Western Europe with a lot of oil and gas. 40% of the world's palladium, vital for manufacturing catalytic convertors, comes from Russia. Moving to electric cars means we become reliant on China who produce 80-% of the refined cobalt, lithium and nickel needed to produce batteries. 156 of the 211 significant battery factories either planned or already under construction in the world are in China.

Ukraine produces wiring harnesses for many European manufacturers, particularly VW Group. VW have already had to cut production as a result and say that to them the shortage of wiring harnesses is now more serious than the shortage of semi conductors.

## **New Car Discounts Continue to Reduce**

Autocar recently ran a report highlighting the continuing drop in the level of new car discounts available in the showrooms. They report the average discount available is now 4.3% or £1781 per car. This increases to £2454 if the customer is using finance and will typically receive a deposit allowance as well as a cash discount. Of course this is a broad average. Over 10% discount is still available on some makes and models but a much bigger number of makes and models are now "zero discount". Which explains why dealers whilst selling less new cars are making a LOT more money.

VW recently announced that their return on sales in 2021 was 8% compared to 4.8% in 2020, a direct result of less discounting. So on a £20000 car they are now grossing £1600 compared to £960 the previous year.

Meanwhile many new car retail prices have risen by more than 25% in the last three years. So add that to the reduction in discounts and the true transaction price is in many cases increased by up to 40%. The "Honest John" website advises customers to avoid the worst of these increases by seeking out pre registered cars. Clearly these cutting edge journalists haven't noticed that there simply aren't any pre registered cars any more.

The vital thing as ever is "cost to change". Whilst new car prices have increased so have used cars, more so in some cases so the amount of money the customer has to part with to swop his three year old car for a new one whilst up is not increased by as much as the new car prices.

Also the vast majority of buyers look at monthly cost not capital cost. For those looking for a new car the average budget is £422 per month. Men plan to spend £130 a month more than women, London buyers budget £650 whereas those in the East Midlands only £280. Space for a bit of levelling up here?

## **Fuel Costs Push Interest In Electric Cars**

I'm sure nobody needs me to remind them that petrol and diesel have got just a tad more expensive recently.



So it's no surprise that interest in electric cars has increased dramatically as people seek to avoid what looks like the soon to arrive £2 litre. Those interested in electric are more affluent (no surprise given the average price of electric cars) and older. In February 16% of prospective buyers visiting the Autotrader website looked at electric cars, now it's over 20% and continues to rise. At present on average an electric car is £140 cheaper to "fuel" for every 1000 miles covered, so well over £1000 a year for the average motorist

## Online Car Sales Continue To Increase.

Peugeot recently reported that 15% of their retail new car sales in 2021 were completed online, just over double the online share in 2020. If online continues to grow at this rate (and I see no reason why not) then within a few years more than half of retail new car sales will be transacted online. And research shows that online purchasers are willing to pay a higher price than those who still prefer to haggle in the showroom. The effect of all this. Together with the continued growth in dealers becoming agents selling at fixed prices set by the manufacturers the role of the dealer will change significantly and quickly.

Lotus who have now changed to a 100% agency model have added a further twist to it. It was always thought that even if dealers become agents selling at fixed prices there would still be a role for them in the valuation of the customer's part exchange car. Lotus are going the whole hog, they not the dealer will buy the part exchange from the customer. As in most cases that part exchange will be a Lotus this enables the manufacturer to control the second hand values of its products with the intention no doubt of forcing these values up. Which is good for their new car customers of course.

When Joe Bamford founded JCB in the 1950s he very soon made it clear that he would pay his customers more for used JCBs than anyone else. He would literally put his wellies on and visit building sites seeking to buy any used JCBs available. And he was as good as his word, he would outbid anyone and very quickly customers with a used excavator to sell didn't ask anyone else. Joe had the monopoly on used examples of his products so he decided the price they were sold at. Which was high. The reputation that JCBs had strong used values and therefore lower depreciation persists to this day.

Not rocket science this business is it?

## Sir Frank Williams

Straying from the industry to the sport for a moment if I may I've recently been reading up on Sir Frank who sadly passed away late last year. It's well known that in his early days Frank was permanently short of money. Not because he wasted it on a rock 'n' roll lifestyle but because every penny and more was spent on buying and building cars and racing them. To keep going Frank relied on the generosity of others.

One regular supporter was Bernie Ecclestone. He recounts how Frank borrowed £5000 off him (a considerable sum in the 1970s) for two weeks to get over a short term problem. Two weeks later bang on time Frank arrived in Bernie's office with a cheque for £5000. They shared a coffee and chatted about motor racing for half an hour. When the time came to take his leave Frank politely asked if Bernie could possibly loan him £7000 for a few weeks, which Bernie duly did.

A great supporter of Ford's involvement in motor sport at the time was Walter Hayes, Director of Public Affairs for Ford of Britain and therefore responsible for all the company's motor sport activities. Most famously perhaps he provided £100,000 of Ford's money to Cosworth to design and produce the DFV F1 engine. But Walter would quietly seek to help teams in smaller ways. He loaned Frank two new Anglia vans. Frank promptly sold them! How you sell a couple of vans when you don't have the log books (as it was then) is beyond me, but that was Frank.

*Paul Gilligan*

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# SALTIRE RC & MULL CC

## HI SERV

### MULL CLASSIC RALLY

#### 12th March 2020

*Geoff Bateman : West Cumbria MSC*

Thanks to the great efforts of Colin Wallace and the organising team this year's Mull Classic was able to go ahead and with new sponsors in the form of Hi Serv, Highland Services Building Materials.

Arriving on Mull on the Thursday afternoon after an uneventful drive up we found our way to the Craignure Inn which was to be our base for the next 3 days. Thanks to Scott Gray of G & M Services for sorting it out for us. Friday saw us taking the trailer up to Garmony to unload at the Rugby club before heading off to Tobermory which appeared to be closed, but at least it wasn't raining and it was quite pleasant just to have a stroll about. Returning via Salen we stopped off at the Bake House for a coffee and met up with some folks we hadn't seen for quite a while and had a good long chat over coffee and scones.

We got back to Craignure and took the Pug out to check the measured mile which took longer than expected due to a slight mistake with setting the calibration figure, but, with that done we were back for a coffee and then a trip to scrutineering at the bus garage. With that sorted, it was off to the Inn to pick up our documentation before heading to the bar for some food and liquid refreshment.

Saturday morning we woke up to Mull weather, not quite horizontal rain but coming down at a good rate. The forecast was a bit more optimistic saying sunshine and showers for later in the day but with the morning's rain and the weather over the last few days we were fairly sure the tests would be wet and challenging.

Start time came around and we set off from Craignure up to Garmony for test 1, a quick sprint up a track with just a couple of right flicks around cones to get in the way on a rough, cut up bit of track that once might have been tarmac. No problems, bit slippery around the cones but ended up 4 seconds inside bogie so that was a good start.

Off to test 2 which was Balmeanach 1 down on the way to the Fishnish ferry. This test had been used years ago as a stage and was quite challenging when we first did it in 2020. We arrived at the entrance to the test to be stopped by a chap in a Landcruiser who asked us to tell the start marshal that the test was now open again after they had removed a car which had been stuck. We drove down and joined a queue of 30+ cars waiting and walked down and duly delivered the message. I thought it must have been an early starter to cause such a long queue only to find out it was car 1, Andy Beaumont who had come off which immediately rang alarm bells about the possible condition of the tracks as he rarely has such problems.



*Continued on Page 60*



## **Mull Classic & Targa**

### **Continued from Page 59**

A few cars started and then after another couple of delays for other cars to be recovered our time came to start. "It's very slippery at the first cone, both chicanes and then the sharp 90 right" we were told by the marshal so when we left the start I let discretion play the better part and we had a pretty steady run through but still not without one or two "moments".

We crossed the Fishnish ferry road to get to test 3 which went back up through the forest. A fairly simple run on paper with a stop box, a flick left, a code board, another flick left and a run out to the finish. The grip was somewhat variable over a compacted track generously covered in a brown substance along with good amounts of wet grass. The tyres were certainly getting a good work out with the car rarely pointing exactly where I wanted it to go!

Test 4 was the third test of the Fishnish loop and started on some big loose gravel which had the car bouncing about as the front wheels tried to find some grip, before settling down a little as we went in to a 3 cone slalom before a slippery left to a left of cone 360 with stones flying out quite well as we executed it. A longish left, slightly down, then a double 180 around a couple of cones with mud and stones flying about well before heading out to a 90 right and a long right to the finish. Despite the loose surface we seemed to find some predictable grip for the first time that morning and were quite glad to get back out on the road again and up to Glen Aros for the next 3 tests.

Just north of Salen we had to brake quite hard to avoid an oncoming vehicle on the single track road and the front nearside locked up. On arrival at Glen Aros forestry office I got out to check and, sure enough, we had a puncture in the new front nearside tyre. We were only carrying one spare which was a right side tyre but it was what we had so it went on. We had to be careful now as we had 3 tests and 2 regularities to do and would not be able to get another spare until the lunch break.

Test 5, Chapel Road 1 is a test we've done at least 3 times in the past and I enjoy it as the surface is not too rough and it's nice and flowing. A fast start off the line to a greasy 90 right and then a run uphill before a kink right and 90 left round a cone before going through a gate. The work I'd done on the car the previous week, combined with the slippery conditions, meant we had a handbrake which was actually of some use and we got round with aplomb. A nice run downhill with a flick left took us to another flick right, 90 left before a code board slowed us down. The run out past a left flick to a tight left 360 clockwise round a cone got us to the finish and a short run down to the the next test Glen Aros 1. Another test we've done in the past and a bit rougher than the previous test but a good run. A couple of 360's to negotiate and a long sweeping uphill right hander to the finish were negotiated without too many "oops" moments and we returned to the road for the run down to test 7.



**Continued on Page 61**



## ***Mull Classic & Targa : Continued from Page 610***

Test 7 was run as a regularity, 0.75 miles at 25 mph and then 30 mph to the finish at around 2 miles total. Sounded pretty easy until we got there. The road had been regraded recently. The usual cricket ball sized stones had been replaced with ones which seemed to vary from half brick size up to full brick and beyond, and many with razor sharp edges. It was a task to just get the car up to 25 mph on this surface, let alone go faster to make a bit of time up. It got even more exciting after the control as we first of all tried to get to 30 mph and then hold it until the finish. It was quite a ride! On leaving the test we stopped and made sure we still had air in all four tyres and luckily that was the case. We headed down to Dervaig for Reg1 which took us all round Calgary Bay, back through Torloisk and over the hill road to finish just before Dervaig. There'd been a missing control which messed us up a bit but it happens I guess. The second regularity started on the road to Tobermory out of Dervaig and was pretty straightforward until the last part when we diverted through the Tobermory camp site before reaching the finish. Both regs had gone fairly well with no big problems with traffic or animals and we headed down to Salen for MTC2 and lunch. The plan was I'd drop Maggy off at Salen then drive down to Garmony to get the other spare and change the front tyre to the right orientation and get back and pick her up before MTC3 and out. I had a bout 30 minutes and managed to get it all done and pick her up only to find we were the last car starting as they had started the rest a bit earlier than planned. It's never nice having the course closer following you down the road!

Up to Glen Aros to repeat tests 5, 6 and 7 as 8, 9 and 10 being run for the second time. Tests 7 and 8 were pretty much the same but 10 now had a 30 mph to 0.75 miles and seemed even rougher than it had been the first time through. We had to get up past 50 mph to get on target and we were bouncing about everywhere. Fortunately after control the speed reduced to 20 mph and that made things a bit easier.

Down to Dervaig and round to the hill road for reg 3 start which then took us over the hill road and via Torloisk junction and down the coast towards Salen. About half way to Salen a magnificent Sea Eagle flew across the front of the car and landed on a fence post on the right. Wonderful sight but we couldn't stop and full marks to Maggy for not losing her place on the notes!

From the end of the last regularity we returned via Salen to do the loop of 3 Fishnish tests for a second time.

Test 2, now run as test 11, had not improved as far as I could tell and I still was treating it with respect. We passed 2 cars which were "off" before half way but managed the slippery 90 right and thought we were on the home stretch. Unfortunately as I tried to slow down for the 2nd code board on a very slight left the back end just slid over, the off-side rear dropping off the edge and dragging the rest of the car with it. No way out but to wait for the over worked recovery chap to come and pull us out along with the other 2 cars. Test maximum meant we lost 10 places at a stroke but that's rallying. Tests 12 and 13, reruns of 3 and 4 passed without incident leaving just test 14, a reverse run through test 1 back to the rugby club to complete.

We've done this test before and as it is substantially up hill we've never managed to get as good a time in this direction. This time I wanted to see if we could do better. Hard off the line and the first left flick was done without too much drama then up through the gears and hitting north of 60 approaching the second left flick. Braking too late, and much too hard, got the front wheels locked up and had us sliding towards a wall of cones. I let the brake off and the car shot left just missing the cones and off in to the scrub. Thought we might get stuck but keeping the foot in we managed to regain the track, some distance down, after some minor horticultural activity and the removal of a small tree. "Did you already have the weeds or did you pick them up along the way" said the marshal. We were just glad to not need another tow. However, mission accomplished as we had got bogie for the test.

All done and back to Craignure for a splendid buffet whilst waiting for the results. I think they must have thought they were feeding the 5000 there was so much lovely looking grub. I went back and loaded up the trailer and went back for the presentation and to see Fraser Hughes and Peter McInnes pick up the winner's trophies for a well deserved result for a couple of thoroughly nice chaps. Everything all done and back to the Craignure Inn for food, a few beers, good crack before retiring as we had an early ferry the next day.

Another excellent and thoroughly enjoyable Mull Classic, well, apart from 2 punctures (the second at the end of the 3<sup>rd</sup> regularity) and of course the excursion in to the ditch on test 11, but even that was eased by the great good humour of the marshal and the chap with the Landcruiser.

Once again a big thank you to the organisers and all the helpers that go to make this event the success that it is and makes it worth returning every year.

***Geoff & Maggy Bateman – West Cumbria MC/ Saltire RC – car 34 Peugeot 205 GTi***





**Photos Courtesy of Tony North**



# Cannock & DMC Windy Oaks PCA

February 2022

*Brian L Wragg : Liverpool MC*

Once again I was down at Curborough to marshal Cannock's Windy Oaks PCA. A 6 o'clock start saw me and my son Darrel at Curborough by 8 o'clock ready for a good days driving fun.

As usual I was on test 2, which is the Paddock area. It is really quite a narrow section of tarmac leading to a very small turning area. By cleverly laying out the drums and cones Will was able to design a quite challenging test.

There were lots of gaps to get through and two very strategically placed drums that acted as roundabouts.

3 times round the top drum and twice round the middle drum. This is just one of the three test that Will laid out.

Simon Wright and Kevin were the timekeepers, while myself and Steve Harriman were the cone marshals. During the first couple of hours we were kept very busy repositioning cones and replacing some of the bent ones, not to mention retying the tape on the no go areas.

As is normal for this test, 4 wheels off can mean a timing disaster for the unwary and more than one car found itself stuck very deep in the soft turf on the turning area. Fortunately, the ubiquitous Will turned up as acting recovery and pulled them to the safety of the black stuff using his own car to do the job.

Some drivers who successfully negotiated this test last December did not achieve the same result this time with disastrous consequence with regard to their overall timing.

Apart from watching the cars negotiating the test I was also able to watch the faces of the drivers. Apprehension, determination, worry, smiles and even laughter were just some of the expressions that I saw. It was just fun to watch them trying so hard to be the fastest of the day.

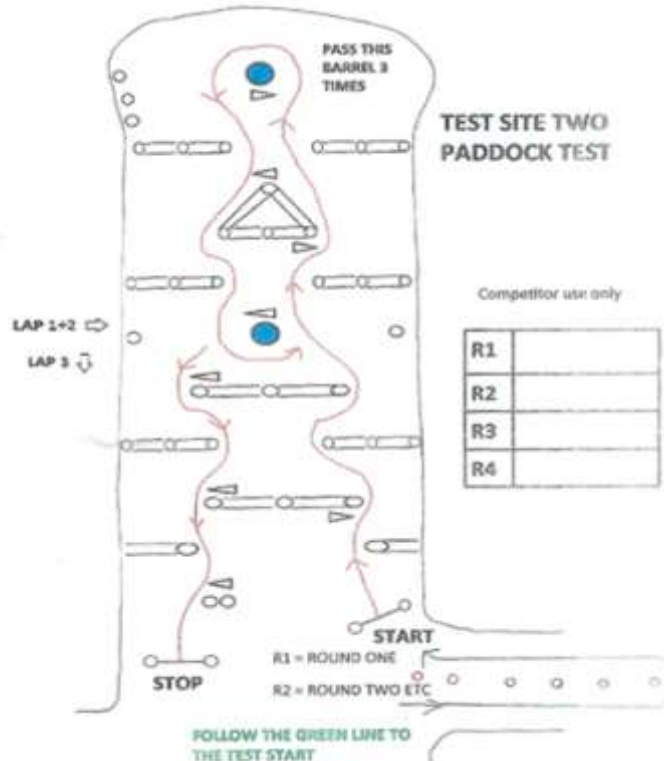
After last Sunday's battering at 3 Sisters it was nice to have a bright sunny day with no wind to speak of and no hint of damp in the air. The track was dry and this caused some dramatic tyre smoke on the tight turns, which also helped to keep some drivers from going 4 wheels off, but only just.

A really enjoyable breakfast was provided by the circuit catering staff at the expense of Cannock DCC. I thank you.

Finally I was able to chat with the owner of the following vehicle, It was not part of the days proceedings but just showed up to spectate.

It is a Grinnall Scorpion 3 wheeler. It has a 1400cc BMW engine with shaft drive transmission and is only 1 of 7 within the UK. There maybe more on the continent.

*Brian L Wragg : Liverpool MC*





# Is Grass Roots Motorsport for Everyone?

*Gail Millward-Jackson : U17MC(NW)*

Getting involved in motorsport does not always mean big budgets and bravery behind the wheel. For mum of two Gail Millward-Jackson, grass roots motorsport has opened the door to something that has now taken over her entire family. And they love it. This is her story.

“As a 36-year-old mum of two, I attended my first Under 17 Motor Club event in 2018 with a toddler in tow and a 13-year-old son and husband who were both big car enthusiasts. I myself was a keen motorsport ‘watcher’ having been brought up watching Nigel Mansell with my dad in the 1980s.

“After the first event my eldest son was hooked, closely followed by my husband and before I knew it there I was with a marshals vest on, stopwatch and marshal board in hand.

“The last three years have allowed me to be as fully involved as I want to, giving me the opportunity to build on a hobby I never thought previous to this that would actually be a reality for me.

“Prior to the under 17 Motor Club I always thought this kind of hobby meant handing over your bank balance for endless work on a car, membership fees and so on. But I couldn’t have been further from the truth.

“Being involved as a whole family, with our now six-year-old youngest son also heavily invested feels fantastic. My eldest son and husband compete at every opportunity, with our youngest even assisting with marshal duties, course set up and clearing. And, yes, I am now in hook, line and sinker too!

“I am now Events Secretary / Entries Secretary for the Under 17 Motor Club events. Our club founder, Steve Johnson, must have seen something in my abilities that I had not seen myself. I had enjoyed being involved in motorsport without having to get behind the wheel, but he asked if I wanted to take the leap and get more involved. “Many phone calls and emails later to Steve and Paul Kelly of Boundless by CSMA and there I was, managing the entries, updating databases, categorising entries and, on the day, helping to run the event. Most importantly, all of us a family unit now had our own roles

Along with my youngest son, we were checking competition licences, club membership details and watching fire safety training. He feels included and valued and there I was, doing something I had wrongly thought wasn’t possible. I was a woman actively involved in and loving motorsport.

“Why I was surprised? I do not know, as I only had to think back to most races that we attend, where I watch in awe as Lauren Crooke and Melanie Morgan compete and give the other competitors a run for their money. I had always been of the mind set that motorsport was predominantly a male orientated sport.

“Grass roots motorsport has proven to me that it doesn’t need to be that way. Lauren and Melanie both fulfil the role on many occasions as Team Leaders at events and Melanie is following suit and is going to learn the ropes of Event / Entries Secretary too.

“I see the presence of women at every level of motorsport and it amazes me. It doesn’t have to be just for men and boys. Thankfully, in our regional clubs, we are welcomed, encouraged, nurtured, and respected.

“So my answer to “Is grass roots motorsport for everyone?” is “Yes, it most certainly is! Will I compete one day? Quite possibly. Do I enjoy it regardless of my level of involvement? That’s an easy one... Absolutely.”



*Gail Millward-Jackson : U17MC(NW)*



# Kirkby Lonsdale MC

## February 12 Car Rally

### 24th Feb

*Rod Carter*



Thursday evening 24th Feb saw the KLMC 12 car gang turn up at Newby Bridge Motors for the latest serving of Martyn Taylor's navigation test. Martyn had decided to use Rally App Live, a system using clever satellite tech, which checks route and timing of rally cars, without needing many, if any marshals. Dare I say it was a great success. The route generally used the areas of South Lakeland as used by RL Brown and Towers Leck Rallies of old. The area was very conveniently kept within 3 folds of OS sheet 97, bliss, clearly an event planned by a navigator who understands these things.

Seeded no. 1 off and hot favourites of the moment were EVMC team of Tom Wilcox + Paul Allen on maps. Closely followed by KLMC regulars Tony Harrison and Phil Savage. Car no. 3 was a newly assembled crew hiding much promise, featuring Stephen Holmes and the much revered Rod Carter back out of retirement in the hot seat.

Having 15 mins of plotting time was useful, but barely enough to get all the route down on the map. A short run out to Staveley in Cartmel saw action begin with a dash along on old piece of the A590 which has been obsolete for at least 40 years but comes in useful for car rallies 3785. Rallyapplive was doing its stuff, showing a blue triangle for correct route checks. The system allows effectively an infinite number of controls and therefore 4 minute back to back sections have become a feasible reality. This was the case early on as we all negotiated the Field Broughton maze and made our way west to drop down to Striders 3581, where the venerable Bob Hargreaves was waiting with the 2nd route info hand-out for part two. Holmes/Carter lost a few minutes here at Wood Broughton with a silly wrong slot (aren't they all !)

A relaxed section took us to a layby on the A590 near Haverthwaite where there was just and so enough time to get all further plotting done, much helped by a co-operative driver to read things out. Martyn had included some Out Of Bounds to plot in the final instructions which was a nice touch as it helped to limit route options and certainly made plotting during the event a swifter affair. Information was in the form of up and down gradient arrows and spot heights which led crews along the tight lanes to Spark Bridge, then across the A5092 to Broughton Beck. The route was rather intricate with plenty of junctions and corners, a real treat for both sides of the car and plenty of opportunity for error. The route then made its way through Lowick Bridge and in the pre-plot info we had been given a blackspot here to keep us out of the main hamlet. Martyn had planned for this being obeyed by positioning a Route Check on the correct route. It was here that Carter's biggest mistake of the night was to unfold..... The pre plot Blackspot on Rod's map had been positioned on the wrong leg of the triangle. Most frustrating as this was done at home, on a stationary, well lit, unstressed kitchen table, mug of tea and toasted teacake to hand. Holmes / Carter picking up their first fail here for taking the incorrect route.

Across the A5084 and onto Bandrake Head. The back to back 2 mile sections were starting to take their toll now, Car 1 was doing nicely over towards Oxen Park until they got behind a late-night bob the builder in his Berlingo with ladder rack. Time was ticking away and Oxen Park was an enforced quiet. The Citroen eventually turned off route and incredibly, car 1 clocked in 57 seconds into their next minute, a close 3 seconds from losing their so far zero lateness. Martyn was at TC13 just north of Oxen Park to check on how things were going and he was the first and last manned control of the night.

The Rally App is very clear at highlighting Quiet Zones and really is an interesting new tool. The navigator does still have to look after the schedule and this is where some crews fell foul. Car 2 dropped a minute at TC5, clocked in early to get back on schedule at TC6 and then made up another minute by TC7. This must have meant some spirited driving and I'm sure they must have nearly caught up car 1 on the road somewhere up by Knottallow Tarn 2780.

The route then continued north weaving about in the Rusland and Grizedale areas to come out close to Near Sawrey where a particularly tight junction onto Dub How Lane had to be negotiated (3695). Sadly Car 2 missed this road and with it, TC17 all because of an incorrect approach grid ref plot.

*Continued on Page 66*



## KLMC 12 Car Rally

### Continued from Page 65

It was somewhere on this section that Car 3 had to pull up for Rod to leave his dinner behind. Another aspect looking out through the windscreen was the utter devastation that the recent wind and storms had caused. Trees down everywhere in spectacular fashion from one end to the other of Cunsey Wood.

On occasions, the app was flashing in what was thought to be a random fashion when eventually I deduced it was at give ways. We were supposed to stop ! We probably did , yes really. The last section included Finsthwaite area with some passage checks on triangles, and a sneaky little piece of old A590 white in 3484, then to the finish at the Anglers Arms in Haverthwaite. Most crews enjoyed a pint, (naturally) and the sandwiches provided. A notable mention to the first Novice crew of Neil & Claire Raven, mixing it with the experts. A good example of focussing on correct route rather than speed, getting only 4 Fails despite dropping 26mins

Rallyapplive proved it's worth and demonstrated itself as a useful assistant in running a cracking event. Well done Martyn for pioneering spirit and a real gem of a route. Now you need to run a workshop to show us how it's done....! No really, it is very intuitive and offers many advantages. Route Checks do not have to be put out or taken in, and are tamper proof. Results are instantaneous and provide very detailed analysis. Drivers enjoyed driving, rather than scanning the verge for cunningly positioned codeboards all night, and the event could be run according to how many marshals were available. The navigators could navigate and map read and deal with the regular inputs from the phone app. It would be a shame for a navigator to have all their skills replaced but who knows, maybe the ultimate would be a hybrid RallyApp and Secret Codeboards event.

At the time of writing, from a chair in the sun at latitude 27deg54minsN, it seems the next round has sadly been cancelled and that EVMC will fill the slot. They too deciding to give the RallyAppLive system a trial run. Long may the cooperation continue.

**Rod Carter**

**After a few adjustments to what the satellite thought we'd done, the results showed:**

O/A	Class	Crew	Penalties		
1	E	Tom & Paul	0 m	0 F	a quintessential clean sheet
2	E	Tony & Phil	6 m	2 F	
3	E	Stephen & Rod	18 m	2 F	
4	N	Neil & Claire	26 m	4 F	(despite everything)
5	E	John & Martin	4 m	6 F	1st Novice
6	N	Charlie & Dan	17 m	4 F	
7	N	Connor & Adam	8 m	8 F	
8	E	Peter & Barry	38 m	11 F	
9	N	Kurt & Brad	31 m	23 F	
10	B	Daniel & Cameron	0 m	34 F	
11	M	Ian & Peter	0 m	36 F	

**We live in a time where  
intelligent people are  
being silenced so that  
stupid people won't  
be offended.**

Television may insult your intelligence, but nothing rubs it in like a computer.

I bought a vacuum cleaner six months ago and so far all it's been doing is gathering dust.

Doesn't expecting the unexpected mean that the unexpected is actually expected?

How is it one careless match can start a forest fire, but it takes a whole box to start a campfire?

Every time someone comes up with a fool proof solution, along comes a more talented fool.

Politics is supposed to be the second oldest profession. I have come to realize that it bears a very close resemblance to the first.



# Kirkby Lonsdale MC

## February 12 Car Rally

### And one other 24<sup>th</sup> Feb

*Bary Allman : Clitheroe & DMC*



Do hope you have all had a few Great Motorsport weeks with all the seasons and championships starting again !!

Surprise Surprise ! I have been out and about on various events with drivers Old and New.

With the event count for this year at 20 by the end of March.

Mid February I was back with Peter Wilkinson and in his Suzuki Swift Sport for the Club's (Clitheroe and District MC) Tuesday night Scatter such a great format, plots linked to points and 90 minutes to get as many points as you can. Great for newer members and standard cars. Last one before the Summer break is the last Tuesday of the March ?

Thursday the 24<sup>th</sup> saw Peter and I setting off for Newby Bridge up in proper Cumbria for Kirkby Lonsdale's 12 car. But with Nick Townley and the gang involved a 12 car with a difference, the difference being they used the "RallyAppLive" GPS and Timing app another new system to learn and use. It was another plot and bash route plotting type, herring-bones, tulips, crossing grid lines the usual. We managed ( I/We are getting better) to get most of the route down in time, with just a little assistance. That got us to TC6 where the second half was given out.

The route was all to the west and the north of the start and so quite compact. From the petrol station to MTC1 was a few minutes away with plenty of time to get there It was strange for the app to tell us that we had arrived at MTC 1 with nobody there ! (there is a demo video on You Tube showing you how it all works). Our time card had the timings we needed and so at 20.04 we pushed the button and left the control. An error by me plotting meant we missed PCA not a good start (it looked like it was up a drive ?) arriving at TC1 just before our due time and so waited before hitting the button again (it is an app downloaded onto your smartphone). Got PCB (the screen just lets you know you have gone through it - no need to stop). To a Standing Give Way where you stop and wait for the screen to change colour (we where experts with the app by now). We got to TC5 with just the one missed PC but clean on time.

A neutral took us to TC6 and the next lot of route instructions I/we took and extra 10 minutes here to get the route right. Some super lanes I hadn't been in since the 1980's and The R L Brown Motoring News Days, Kevin Savage who won that rally with Clive Sisson's must have had something to do choosing the route ...

We got to TC13 (out of 20) dropping a few minutes here and there but wow the roads. Missing seeing the slot left just before a MAZE of junctions threw me off course, Peter was so cool (thanks) as we passed the same parked car for the third time! We got back on route and had great fun in the remaining lanes, going up and down Furness Fell. The sting in the tail was a cheeky white detour of 150m for the last PC to TC20 and the finish in a Pub.

Super Event again, THANKS all at Kirkby Lonsdale club we ended up 8th o/a and 4th in the Expert class.(see results on Page 58)

Big Thanks as always to Peter Wilkinson for a super drive and the "Sport" for taking the punishment !!

*Bary Allman : Clitheroe & DMC*

A woman gets on a bus with her baby.  
The bus driver says: "Ugh, that's the ugliest baby I've ever seen!"

The woman walks to the rear of the bus and sits down, fuming. She says to a man next to her: "The driver just insulted me!"

The man says: "You go up there and tell him off. Go on, I'll hold your monkey for you."

A group of chess enthusiasts checked into a hotel and were standing in the lobby discussing their recent tournament victories.

After about an hour, the manager came out of the office and asked them to disperse.

"But why?" they asked, as they moved off. "because," he said "I can't stand chess nuts boasting in an open foyer."

I said to the Gym instructor "Can you teach me to do the splits?"  
He said, "How flexible are you?"  
I said, "I can't make Tuesdays."

Police arrested two kids yesterday, one was drinking battery acid, the other was eating fireworks.  
They charged one – and let the other one off.



# Kirkby Lonsdale MC February 12 Car Rally 24<sup>th</sup> Feb

*Neil Raven : Ilkley & DMC*



When the announcement that Kirby Lonsdale would be running a 12 car, using the new rally app, popped up onto our Facebook page it immediately drew our attention. One because we would get to try the new app and two because we just like to drive as far as we can to take part in events, this was in the Lake District!

The start was 1 ½ hours away, just outside Newby bridge of the South tip of Windermere, which wasn't quite the normal 15 minute drive to the pub we were used to but it opened up some amazing roads and scope for us to have a play. We arrived at the Shell garage just before the roundabout at Newby Bridge to find a lot of like minded people stood around talking about cars with spotlights on. I looked for the car without spotlights which is where we found Martin Taylor doing the signing on. But before we signed on there was a very pressing matter which was the volume of liquid pushing against my bladder so a quick trip to the loo was required before any type of plotting could take place.

All the plotting was to be done in the cars and we had half an hour to get the route down before we had to find our way to the start which was a challenge in itself because we had no idea where it was! Not because we weren't told but we haven't really thought about that bit! As promised the plotting was fairly straight forward with a decent selection of navigational techniques taking us along a fantastic route through some very twisty and windy steep roads that we'd certainly never been on. We got everything plotted with two minutes to spare so set off down the road to where we thought the start was but what we thought and what was actually there were two different things altogether! We eventually found the start with a concerned looking Martyn waiting for us. We lined up in the rough area of the start and the rally app went yellow, we pressed the red executive button to accept the start time and we were on our way. After the delayed start we were running at the back of the field and about to learn how to use the app.

On the way up we had read the instructions on how to use the app but when you're trying to drive through dark country lanes and navigate drunk locals, a little glowing phone on the dashboard becomes irrelevant until all of a sudden it springs into life. A purple triangle flashed up on the phone then flashed off as we were frantically trying to tap the phone to accept it! We soon worked out you don't have to actually accept the passage control ones, they just confirm you're on the right route! No sooner had we worked out we were on the right route than we were serving around some large potholes which had claimed a crew a bit further UK the road. They had met some friendly locals who decided to help them out by blocking the road so no other crews could get through. This meant we had to turn round and take the main road up to join the route further on.

Once back on track we experienced the next rally app alert which was a yellow triangle which was counting down distance and flashed once you were at the control point. This time we had to press the screen to accept the time and on we went. This was great! We checked our time and we were 8 mins late so adjusted our next arrival time to suit. We passed another passage control then the app started going berserk, flashing, pinging and generally getting really upset. We were in a quiet zone and the app made sure we knew and kept on reminding us until we left the zone and it went off.

The navigating was going well and the route checks kept pinging and the control points flashing and accepted, we were starting to get used to it. The next feature of the app sprang to life on a stop giveaway junction. The app flashed to state it was a stop giveaway then counted down 2 seconds to hold you there to make sure you did stop. Very clever and a great way to make sure everyone does stop as penalties can be applied if the app detects the car hadn't stopped.

We were making good progress with a couple of miss slots but we corrected ourselves to get back in track and kept the controls flashing up in the app. It was a bit odd not to see anyone at the side of the road in an orange tabard and bobble hat waiting to greet us and sign our sheet. But on the other hand we kept going and as the app flashed we celebrated by adding a bit more time to our next due time!!

*Continued on Page 69*



## **KLMC 12 Car Rally** **Continued from Page 68**

The route was superb with some wonderful driving roads and the horizontal rain, Lake District sunshine, added to the evening. On one dark and poorly marked corner I decided to drive in to a farm yard where the owner appeared in the PIAA's beam in his boxer shorts and shirt trying to get his dog back inside! A brief lighthearted conversation confirmed we definitely weren't on the road so we beat a hasty retreat and left the chap to his evenings entertainment!

Beeps and flashes alerted us to the next quiet zone and then stopped, even though we were still in the village. We'd missed our turn so tiptoed through the quiet zone, I think the app was making more noise than the 1600 power plant of the Saxo which barely registers on the sound meters when we get checked on events! Back on route we purred up a steep twisty road to come across a Skoda intentionally pulling out in front of us. The driver stopped the car and came to have a word asking what a load of boy racers in their 50 bhp chav cars were doing driving on public roads past his house. Being the last ones through we got the brunt of his frustration but I had to laugh when he guessed the power of the Saxo without a dyno print out! He moved his car and we were free to go about our evening.

We were having a blast. Claire was reading out the route really well and I was describing what I could see ahead, 'building to the left, man in underpants ahead!' the app was pinging, flashing beeping and counting us down at junctions and the wipers glowing, trying to clear the sunshine pouring down. Surprisingly there were very few other road users out so we had these wonderful roads to ourselves to discover and play on. The devastation of the storms over the past months was everywhere with huge trees felled and roots lining the road like earthy spectating ghouls.

As we neared the end of the route the instructions said to take one white to the finish and having experienced Martyn's Targa events I was looking for a dirt track taking us on a tricky finish. And I managed to find it! Only problem was it was nothing to do with the event! I ignored Claire's doubts, the dead end sign and the fact the 10 cars ahead of us hadn't left any tyre tracks on the farm track we were going up. But I pressed on until common sense took over. It was clear it wasn't the right route so I reversed back down the track into a ditch, queue the swearing. Fortunately we had a tow rope in the car so Claire jumped into the drivers seat, I attached the rope to the car and set to pulling the front end as Claire accelerated. More swearing and pulling at the rope and the car eventually came out, we were lucky. We threw the rope in to the car, got back in and set off to the finish which is when we noticed the app had a message up saying something like 'We detect you haven't moved for a while, do you need assistance?' Another excellent idea and feature of this impressive bit of kit.

The pub lights came in to view along with the other competitors cars, which had no farm track mud on them, indicated we had made it back and we made a beeline for the bar. We ordered our drinks and signed the damage declaration on the app which then took us to the provisional results and all before taking a sip of well earned beer! Obviously being last in the results were just waiting for us but it was still another impressive feature, topped only by the sandwiches that had been put in for the competitors. They rounded off a fantastic evening learning a new system and adding to our experience of 12 cars on a brilliant route with some unexpected encounters. Martyn made sure any queries were checked and the results made final after 15 mins. Our plan to make sure we got the route right saw us only receive four fails which got us 4<sup>th</sup> overall and first novices. A great boost for our confidence both in the car and using the rally app which will no doubt be seen on more events in the future. A big thanks to Martyn Taylor and organising team for a great night out in the lanes, it was well worth the tootle up the A65!

**Neil Raven : Ilkley & DMC**





# Batteries, do not make electricity

Batteries, they do not make electricity – they store electricity produced elsewhere, primarily by coal, uranium, natural gas-powered plants, or diesel-fueled generators. So, to say an EV is a zero-emission vehicle is not at all valid.

Also, since forty percent of the electricity generated in the U.S. is from coal-fired plants, it follows that forty percent of the EVs on the road are coal-powered, do you see?"

Einstein's formula,  $E=MC^2$ , tells us it takes the same amount of energy to move a five-thousand-pound gasoline-driven automobile a mile as it does an electric one. The only question again is what produces the power? To reiterate, it does not come from the battery; the battery is only the storage device, like a gas tank in a car.

There are two orders of batteries, rechargeable, and single-use. The most common single-use batteries are A, AA, AAA, C, D. 9V, and lantern types. Those dry-cell species use zinc, manganese, lithium, silver oxide, or zinc and carbon to store electricity chemically. Please note they all contain toxic, heavy metals.

Rechargeable batteries only differ in their internal materials, usually lithium-ion, nickel-metal oxide, and nickel-cadmium. The United States uses three billion of these two battery types a year, and most are not recycled; they end up in landfills. California is the only state which requires all batteries be recycled. If you throw your small, used batteries in the trash, here is what happens to them.

All batteries are self-discharging. That means even when not in use, they leak tiny amounts of energy. You have likely ruined a flashlight or two from an old, ruptured battery. When a battery runs down and can no longer power a toy or light, you think of it as dead; well, it is not. It continues to leak small amounts of electricity. As the chemicals inside it run out, pressure builds inside the battery's metal casing, and eventually, it cracks. The metals left inside then ooze out. The ooze in your ruined flashlight is toxic, and so is the ooze that will inevitably leak from every battery in a landfill. All batteries eventually rupture; it just takes rechargeable batteries longer to end up in the landfill. In addition to dry cell batteries, there are also wet cell ones used in automobiles, boats, and motorcycles. The good thing about those is, ninety percent of them are recycled. Unfortunately, we do not yet know how to recycle single-use ones properly.

But that is not half of it. For those of you excited about electric cars and a green revolution, I want you to take a closer look at batteries and also windmills and solar panels. These three technologies share what we call environmentally destructive production costs.

A typical EV battery weighs one thousand pounds, about the size of a travel trunk. It contains twenty-five pounds of lithium, sixty pounds of nickel, 44 pounds of manganese, 30 pounds cobalt, 200 pounds of copper, and 400 pounds of aluminium, steel, and plastic. Inside are over 6,000 individual lithium-ion cells.

It should concern you that all those toxic components come from mining. For instance, to manufacture each EV auto battery, you must process 25,000 pounds of brine for the lithium, 30,000 pounds of ore for the cobalt, 5,000 pounds of ore for the nickel, and 25,000 pounds of ore for copper. All told, you dig up 500,000 pounds of the earth's crust for just - one - battery."

Sixty-eight percent of the world's cobalt, a significant part of a battery, comes from the Congo. Their mines have no pollution controls, and they employ children who die from handling this toxic material. Should we factor in these diseased kids as part of the cost of driving an electric car?"

I'd like to leave you with these thoughts. California is building the largest battery in the world near San Francisco, and they intend to power it from solar panels and windmills. They claim this is the ultimate in being 'green,' but it is not. This construction project is creating an environmental disaster. Let me tell you why.

The main problem with solar arrays is the chemicals needed to process silicate into the silicon used in the panels. To make pure enough silicon requires processing it with hydrochloric acid, sulphuric acid, nitric acid, hydrogen fluoride, trichloroethane, and acetone.





## Batteries

### Continued from Page 70

In addition, they also need gallium, arsenide, copper-indium-gallium-diselenide, and cadmium-telluride, which also are highly toxic. Silicon dust is a hazard to the workers, and the panels cannot be recycled.

Windmills are the ultimate in embedded costs and environmental destruction. Each weighs 1688 tons (the equivalent of 23 houses) and contains 1300 tons of concrete, 295 tons of steel, 48 tons of iron, 24 tons of fiberglass, and the hard to extract rare earths neodymium, praseodymium, and dysprosium. Each blade weighs 81,000 pounds and will last 15 to 20 years, at which time it must be replaced. We cannot recycle used blades.

There may be a place for these technologies, but you must look beyond the myth of zero emissions. "Going Green" may sound like the Utopian ideal but when you look at the hidden and embedded costs realistically with an open mind, you can see that Going Green is more destructive to the Earth's environment than meets the eye, for sure.



Greta Thunberg slams Ukraine for its ongoing use of petrol bombs and urges its citizens to consider using electric/hybrid alternatives or just throw a lettuce 🥬💣😬😬

## Kirkby Lonsdale MC

### CARS THE STAR SHOW

Holker Hall and Gardens  
Sunday 17<sup>th</sup> July



We welcome you to the 2022 Cars the Star Show, supported once again by the Detailing Studio. The date for your diary is 17th July in the magnificent grounds of Holker Hall, Cark in Cartmel.

**Trade and Car Entries are available at**

<https://www.rallies.info/.../2022/carsthestar/webentry.php>

Public admission tickets will be available soon

## Kirkby Lonsdale MC



### KLMC TARGA

Sat. 12<sup>th</sup> November

- Round of the BTRDA Targa Championship.
- Based on the Warcop Army ranges in East Cumbria.
- 4WD cars welcome
- No Tyre restrictions
- Evening section.



**Sitting 21st February 2022**

**Tony Scott Andrews (Chairman), Nicky Moffitt, Richard Norbury**

## **J2022/03 Inquiry: Brands Hatch Winter Stages**

This Inquiry comes before the Court at the instigation of Motorsport UK pursuant to General Regulation C.9.1 and relates to a round of the MSN Circuit Rally Championship, the AEMC and ASEM Stage Rally Championship, the ACSMC Tarmac Rally Championship, Brands Hatch Winter Stages on 14th and 15th January this year.

The Stewards Report referred Motorsport UK to an altercation between two competitors namely Mr Darrell Taylor and Mr Nick Whale, which could not be dealt with on the day, as a result of which this Court is now charged with ascertaining two separate matters. First, whether there was any breach of the Code of Conduct set out at General Regulation A.10 or of General Regulations C.1.1.4, C1.1.9 (which relate to conduct) and secondly of General Regulation R.24.6 (driving standards).

The Court has heard evidence from each of the said competitors and from their respective co-drivers, Mr Dylan Thomas and Mrs Sally Whale in person, and from David Town, Clerk of the Course, Mark Andrews, Assistant Clerk of the Course, and Suze Endean, a volunteer assisting in Rally Control, via a video link.

The Court also had the benefit of written statements from one Baz Cannon, Steve McNulty, Richard Weaver, James Avis and Dan Sutherland. The Steward of the Event, Mr Clive Grounds was present during the hearing and was able to provide clarification as to both the route of the relevant Stage and the Stage times.

The evidence given by Mr Taylor to both the Clerk of the Course at the Event and to this Court today is that he believed his progress on the Stages had been impeded by the car driven by Mr Whale subsequent to the point at which competitors joining the Stage merge with those already on track. He believed that his attempts to overtake had been deliberately thwarted by Mr Whale on numerous occasions.

The statement of Baz Cannon shows that, as team manager, he suggested that Mr Taylor's co-driver should report the matter to the officials in Rally Control. Mr Thomas duly lodged a Competitor Query via the official query system in terms that they had been held up by Mr Whale on Stages One and Three.

Mr Taylor's assertion that he had been baulked by Mr Whale was supported by the evidence of his co-driver and by the statements of James Avis, a spectator, Steve McNulty and Richard Weaver, competitors waiting to start the Stage.

It would seem that rather than await the result of that Query, Mr Taylor went to find Mr Whale with the intention of asking him why he would not let him pass.

Mr Whale's evidence is that he had not impeded Taylor and had run wide around Druids bend in order to let him pass, which Taylor had done. He further stated that a very aggressive Taylor had confronted him, was inches away from his face, threatened physical violence, told him not to mess with him and said he would barge him off the circuit next time around if he didn't get out of the way. Whale states he felt threatened by Taylor. Whale did, however, confirm that although Taylor had waved a finger in his face and had raised his fist, Taylor had not actually touched him, contrary to his earlier belief and assertion, one which Mr Taylor had always vehemently denied.

Mr Whale's statement is confirmed by Mrs Whale who stated that she was so concerned by Taylor's expletive laden remarks and aggressive attitude, she thought he would hit her husband. She shouted at Taylor to go away. In view of Taylor's threats she had concerns for their safety if they continued in the event. Whale referred the matter to the Competitor Liaison Officer and later provided a written statement.

Mr Dan Sutherland states that he saw the altercation and heard Taylor, who had a hugely aggressive manner, threaten Whale with physical violence and threatened to barge him off the circuit if he came across him again. Mr Taylor maintains that his conversation with Whale took place whilst he was standing on one side of the car and Whale was on the other. He denies threatening Whale, specifically any threat to remove Whale's head, and cannot recall saying that he would barge Whale off the track.

***Continued on Page 73***



With regard to the first matter before the Court, although the initial assertion that Taylor had touched Whale, which clearly inflamed the situation, was withdrawn, it didn't alter the fact that Whale felt threatened by Taylor. The Court accepts the clear evidence given by Whale, Mrs Whale and Dan Sutherland and finds that Taylor committed a breach of General Regulation C.1.1.9. and that he failed to show the respect to another competitor required by General Regulation A.10.1.3.

For these offences Taylor's licence will be suspended for a period of three months from today's date. That Suspension will, however, be suspended until 31st December 2022 on terms that the finding of any further, similar offence by Taylor will immediately bring the licence suspension into effect.

As to the Driving Standards issue, although there are several references to this, none are sufficiently specific or precise to persuade the Court to make a finding under R.24.6. Of particular relevance is the result of the Competitor Query lodged by Mr Dylan Thomas that the time difference between the two competitors "did not indicate any significant delay" and that "there were no marshal's reports of any competitor baulking recorded on Stages 1, 2 and 3.

"In view of the above findings Mr Darrell Taylor is ordered to pay a contribution to the costs of this Inquiry in the sum of £500 and is advised, as are all competitors, to give due regard to the Code of Conduct.

21st February 2022

## **Vagaries of English Language!**

- Ever wonder why the word funeral starts with FUN
- Why isn't a Fireman called a Water-man?
- How come Lipstick doesn't do what it says?
- If money doesn't grow on trees, how come Banks have Branches?
- If a Vegetarian eats vegetables, what does a Humanitarian eat?
- How do you get off a non-stop Flight?
- Why are goods sent by ship called CARGO and those sent by truck SHIPMENT?
- Why do we put cups in the dishwasher and the dishes in the Cupboard?
- Why do doctors 'practice' medicine? Are they having practice at the cost of the patients?
- Why is it called 'Rush Hour' when traffic moves at its slowest then?
- How come Noses run and Feet smell?
- Why do they call it a TV 'set' when there is only one?
- What are you vacating when you go on a vacation?
- Did you know that if you replace "W" with "T" in "What, Where and When", you get the answer to each of them?

## **How Do You Know When You Are Middle-Aged?**

### **Ten tell-tale signs . . .**

1. You don't understand what young peasants are talking about.
2. You Struggle to read Chaucer in weak candlelight.
3. You hate rowdy taverns.
4. You constantly worry that you might have the Black Death.
5. You don't know or care who Blondel is sleeping with.
6. You tell your wife that Crusaders look younger every year.
7. You struggle with new technology such as the heavy plough and the longbow.
8. You find Gothic architecture too modern.
9. You keep forgetting who the King is.
10. You dream of buying a second hovel in France

*(That's enough Middle Ages)*



# Frank Bird To Contest GT World Challenge Europe With Leipert Motorsport

Following a successful season in 2021, Cumbrian racing driver Frank Bird will once again contest the Fanatec GT World Challenge Europe powered by AWS Endurance Cup in 2022 after signing for German team Leipert Motorsport.

Frank will drive a Lamborghini Huracán GT3 along with teammates Brendon Leitch from New Zealand and German driver Dennis Fetzner in the Silver Cup class whilst Dutchman Max Weering will join the trio at the 24 Hours of Spa.

The GT World Challenge is known as the largest GT series in Europe with five-race events across Europe's most famous circuits, making up the 2022 race calendar. The experienced team has the direct support of Lamborghini Squadra Corse and is returning to the championship with the focus on developing young driver talent.

The series gets underway at Imola in Italy next month (1/3 April) with the highlight of the season being the TotalEnergies 24 Hours of Spa which takes place in Belgium from 28th to 31st July, which is only 150km away from the team's base.

Frank Bird: *"It's great to finally be confirmed in the Leipert squad for this season. It's a great team and they have a great history. I'm looking forward to racing in the Lamborghini, which is a new car for me, and building on last year's success. Thank you to the team, sponsors and my family for this opportunity."*

Marcel Leipert, Team Principal: *"We are very happy to welcome Frank to race with us. With his experience and speed, he is the ideal complement to Brendon and Dennis, and we are very confident that we can make a great comeback in the championship. With the support of Lamborghini, we will continue to pursue the path of promoting young talent and are very much looking forward to the start of the season."*



Two Irishmen walk into a pet shop in Dingle:

They walk over to the bird section and Gerry says to Paddy. "Dat's dem."

The owner comes over and asks if he can help them.

"Yeah, we'll take four of dem dere little budgies in dat cage up dere." Says Gerry.

The owner puts the budgies in a cardboard box. Paddy and Gerry pay for the birds, leave the shop and get into Gerry's truck to drive to the top of the Connor Pass.

At the Connor Pass, Gerry looks down at the 1000 foot drop and says. "Dis looks like a grand place."

He takes two birds out of the box, puts one on each shoulder and jumps off the cliff.

Paddy watches as the budgies fly off and Gerry falls all the way to the bottom, killing himself stone dead.

Looking down at the remains of his best pal, Paddy shakes his head and says. "Stuff dat. Dis budgie jumping is too dangerous for me!"

## THERE'S MORE.....

Moment's later; Seamus arrives up at Connor-Pass. He's been to the pet shop too and walks up to the edge of the cliff carrying another cardboard box in one hand and a shotgun in the other.

"Hi, Paddy, watch dis." Seamus says.

He takes a parrot from the box and lets him fly free. He then throws himself over the edge of the cliff with the gun.

Paddy watches as half way down, Seamus takes the gun and shoots the parrot. Seamus continues to plummet down until he hits the bottom and breaks every bone in his body.

Paddy shakes his head and says. "I'm never trying dat parrotshooting either!"

## AND IT IS NOT OVER JUST YET.....

Paddy is just getting over the shock of losing two friends when Sean appears.

He's also been to the pet shop and is carrying a cardboard box out of which he pulls a chicken.

Sean then takes the chicken by its legs and hurls himself off the cliff and disappears down and down until he hits a rock and breaks his spine.

Once more Paddy shakes his head.

"Not doin dat either, lads. First dere was Gerry with his budgie jumping. Den Seamus parrotshooting, and now Sean and his hengliding"....



# SD34 Motor Sport Group : Calendar 2022

Date	Discipline	League	Marshal	Club	Title	Venue - Notes	Champ
10-Apr	Stage Rally	Yes	Yes	Stockport 061 MC	Altratech SMC Stages	Anglesey Circuit,	Stage
24-Apr	Autosolo	Yes	Yes	CSMA	CSMA Autosolo 1	Lymm Services Jt 20	Non R/R
24-Apr	Autotest	Yes	Yes	CSMA	CSMA Autotest 1	Lymm Services Jt 20	Non R/R
24-Apr	PCA	Yes	Yes	CSMA	CSMA PCA 1	Lymm Services Jt 20	Non R/R
24-Apr	Touring Ass	No	No	Lancashire AC	St George's Day Run	Lancs & Yorkshire	None
24-Apr	PCA	Yes	Yes	Warrington & DMC	Spring Season PCA 1	Wern Ddu	Non R/R
30-Apr	Sprint	Yes	Yes	Liverpool MC	Aintree Spring Sprint	Aintree	S&HC
7-May	Touring Ass	No	No	Lancashire AC	Fellsman Classic Car Run		None
7-May	Targa	Yes	Yes	Stockport 061 MC	MOCP 061 Targa Rally	Weeton Barracks	Road
8-May	Trial	Yes	Yes	Airedale & Pennine	Classic Sporting Trial	Longnor	Non R/R
8-May	Stage Rally	Yes	Yes	Wigan & DMC	CompBrake Stages	3 Sisters, Wigan	Stage
13/14 May	Stage Rally	Yes	Yes	Manx A.S.	Manxs National	Isle of Man	Stage
21-May	Stage Rally	Yes	Yes	Knutsford & DMC	Plains Rally	North Wales	Stage
22-May	Autosolo	Yes	Yes	CSMA	CSMA Autosolo 2	Lymm Services Jt 20	Non R/R
22-May	Autotest	Yes	Yes	CSMA	CSMA Autotest 2	Lymm Services Jt 20	Non R/R
22-May	PCA	Yes	Yes	CSMA	CSMA PCA 2	Lymm Services Jt 20	Non R/R
28-May	Track Day	No	No	Liverpool MC	Aintree Track Day 1	Aintree	None
29-May	PCA	Yes	Yes	Warrington & DMC	Spring Season PCA 2	Wern Ddu	Non R/R
11-Jun	Hillclimb	Yes	Yes	L/pool MC / KLMC	Barbon Manor Hillclimb 1	Barbon	S&HC
12-Jun	Touring Ass	No	No	Lancashire AC	Man to B/pool Classic Car Run	Lancashire	None
19-Jun	Autosolo	Yes	Yes	CSMA	CSMA Autosolo 3	Lymm Jt 20	Non R/R
19-Jun	Autotest	Yes	Yes	CSMA	CSMA Autotest 3	Lymm Services Jt 20	Non R/R
19-Jun	PCA	Yes	Yes	CSMA	CSMA PCA 3	Lymm Services Jt 20	Non R/R
25-Jun	Sprint	Yes	Yes	Liverpool MC	Aintree Summer Sprint	Aintree	S&HC
26-Jun	PCA	Yes	Yes	Warrington & DMC	Spring Season PCA 3	Wern Ddu	Non R/R
3-Jul	Autotest	Yes	Yes	Knutsford & DMC	Tim Sargeant Autotest		Non R/R
9-Jul	Touring Ass	No	No	Lancashire Ac	Coast to Coast Classic Car Run	L/caster to Yorkshire	None
9-Jul	Autosolo	Yes	Yes	Under 17 MC NW	U17MC Autosolo 2	M65 Jt 4	Non R/R
9-Jul	PCA	Yes	Yes	Under 17 MC NW	U17MC PCA 2	M65 Jt 4	Non R/R
10-Jul	Autosolo	Yes	Yes	Under 17 MC NW	U17MC Autosolo 3	M65 Jt 4	Non R/R
10-Jul	Autotest	Yes	Yes	Under 17 MC NW	U17MC Autotest 1	M65 Jt 4	Non R/R
10-Jul	PCA	Yes	Yes	Under 17 MC NW	U17MC PCA 3	M65 Jt 4	Non R/R
16-Jul	Hillclimb	Yes	Yes	Liverpool MC / KLMC	Barbon Manor Hillclimb 2	Barbon	S&HC
17-Jul	Targa	Yes	Yes	Hexham & DMC	Northern Dales Targa Rally		Road
23-Jul	PCT	Yes	Yes	Airedale & Pennine	Haw Pike PCT		Non R/R



# SD34 Motor Sport Group : Calendar 2022

Date	Discipline	League	Marshal	Club	Title	Venue - Notes	Champ
6-Aug	Stage Rally	Yes	Yes	Warrington & DMC	Dave Read Stage Rally	Anglesey	Stage
7-Aug	Stage Rally	Yes	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton Barracks	Stage
14-Aug	Autosolo	Yes	Yes	Accrington MSC	AMSC Autosolo 2	Lymm Services Jt 20	Non R/R
14-Aug	Autotest	Yes	Yes	Accrington MSC	AMSC Autotest 2	Lymm Services Jt 20	Non R/R
14-Aug	PCA	Yes	Yes	Accrington MSC	AMSC PCA 2	Lymm Services Jt 20	Non R/R
20-Aug	Track Day	No	No	Liverpool MC	Aintree Track Day 2	Aintree	None
28-Aug	Stage Rally	Yes	Yes	Kirkby Lonsdale MC	Pendragon Stages	Warcop	Stage
3-Sep	Sprint	Yes	Yes	Liverpool MC	Aintree Autumn Sprint	Aintree	S&HC
4-Sep	PCA	Yes	Yes	Warrington & DiMC	Autumn Season PCA 1	Wern Ddu	Non R/R
9/10 Sep	Stage Rally	Yes	Yes	Wallasey MC	Promenade Stages Rally	New Brighton Prom	Stage
10-Sep	Hillclimb	Yes	Yes	Pendle & DiMC	Scammonden Dam Hillclimb	Scammonden Dam,	S&HC
10-Sep	Autosolo	Yes	Yes	Under 17 MC NW	U17MC Autosolo 4	M65 Jt 4	Non R/R
10-Sep	PCA	Yes	Yes	Under 17 MC NW	U17MC PCA 4	M65 Jt 4	Non R/R
11-Sep	Autosolo	Yes	Yes	Under 17 MC NW	U17MC Autosolo 5	, M65 Jt 4	Non R/R
11-Sep	Autotest	Yes	Yes	Under 17 MC NW	U17MC Autotest 2	, M65 Jt 4	Non R/R
11-Sep	PCA	Yes	Yes	Under 17 MC NW	U17MC PCA 5	M65 Jt 4	Non R/R
16/18-Sep	Touring Ass	No	No	Lancashire AC	Border Rievers Classic Tour	Scottish borders	None
24-Sep	Road Rally	Yes	Yes	Clitheroe & DMC	Clitheronian	Lancs Cumb, Yorks	Road
30/1st Oct	Stage Rally	Yes	Yes	Manx A.S	Chris Kelly	Isle of Man	Stage
1-Oct	Touring Ass	No	No	Knowl Dale & DMC	Autumn Tour	Lancs Cumb, Yorks	None
2-Oct	PCA	Yes	Yes	Warrington & DMC	Autumn Season PCA 2	Wern Ddu	Non R/R
9-Oct	Autotest	Yes	Yes	Airedale & Pennine	A&PMCC A/T 10	Rock & Heifer,	Non R/R
9-Oct	PCA	Yes	Yes	Airedale & Pennine	A&PMCC PCA 10	Rock & Heifer,	Non R/R
9-Oct	Stage Rally	Yes	Yes	Wigan & DMC	The Adgespeed Stages	3 Sisters, Wigan	Stage
13/16-Oct	Stage Rally	Yes	Yes	Mull Car Club	Mull Rally	Isle of Mull	Stage
22-Oct	Touring Ass	No	No	2300 Club	Andy Mort Tour	Clitheroe	None
23-Oct	Autosolo	Yes	Yes	Knutsford & DMC	Jubilee Autosolo		Non R/R
5-Nov	Stage Rally	yes	Yes	Bolton-le-Moors CC	Neil Howard Stages	Oulton Park	Stage
12-Nov	Targa	No	Yes	Kirkby Lonsdale MC	KLMC Targa	Warcop	None
12-13Nov	Road Rally	Yes	Yes	Clitheroe & DMC	Primrose Rally	Lancs Cumb, Yorks	Road
13-Nov	Autotest	Yes	Yes	Airedale & Pennine	A&PMCC A/T 11	Rock & Heifer,	Non R/R
13-Nov	PCA	Yes	Yes	Airedale & Pennine	A&PMCC PCA 11	Rock & Heifer	Non R/R
13-Nov	PCA	Yes	Yes	Warrington & DMC	Autumn Season PCA 3	Wern Ddu	Non R/R
19-Nov	Road Rally	No	Yes	Beverley & DMC	Beaver Rally	Yorkshire	Road
27-Nov	Targa	Yes	Yes	Knutsford & DMC	The Knutsford Targa Rally	Cheshire	Road
10-Dec	Autosolo	Yes	Yes	Bolton-le-Moors CC	Autosolo 2		Non R/R
10-Dec	PCA	Yes	Yes	Bolton-le-Moors CC	PCA 2		Non R/R



# 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](mailto:secretary@sd34msg.org.uk)), and is also the data controller for the purpose of GDPR and the Data Protection Act 2018. Our address is:- SD34MSG, c/o 6 Thistleton Road, Thistleton, Preston PR4 3XA.

The SD34 MSG GDPR Privacy Statement can be viewed on the Groups Web Site. At <http://sd34msg.org.uk/>

Please note all our (SD34MSG) Competitions are

**"Held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and any supplementary Regulations.**

**Please return the completed form complete with the £5 registration fee to the championship compiler.**

**This can be done by post to David Barratt, 54 Lodge Street, Accrington, BB5 6EH or by completing the form, print off, scan and then e-mail to [davidpbarratt@gmail.com](mailto:davidpbarratt@gmail.com). Cheques must be made payable to SD34 Motorsport Group**

**Register on Line at <https://form.jotform.com/203073542463349>**

**Registration fees may also be paid by bank transfer to:**

**Lloyds Bank**

**Sort Code: 77-76-05**

**Account Number: 49052568**

**Please enter your full name as the reference**

Name			
Address			
	Post Code		
Email Address			
Home Tel	Mobile		
SD34MSG Nominated Club			

Championship		Class					
Stage Rally	Driver / Co-Driver	A	B	C	D		
Road Rally	Driver / Navigator	Expert	Semi Expert	Novice			
Sprint Hillclimb	Driver	S	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)



Stage Rally Championship				
O/A	Driver	Class	Points	Club
1	Simon Bowen	D	64	BSSMC
2	Jonathon Mounsey	D	62	Clitheroe
3	Adam Williams	C	56	Warrington
4	Bruce Lindsay	A	54	Pendle
5	Mike Riley	C	53	Wallasey
6	Paul Murrow	D	32	G&PMC
= 7	Colin Blunt	C	31	Clitheroe
= 7	Steve Kenyon	D	31	G&PMC
= 9	Erdic Degimencioglu	C	30	Warrington
= 9	Andrew Potts	B	30	Clitheroe
= 11	Ian Curwen	B&D	29	KLMC
= 11	Robert Arnold	C	29	Warrington
= 11	George Clark	B	29	Warrington
= 14	Nick Stamper	D	28	Warrington
= 14	Graham Brindley	C	28	Wigan
= 14	Lauren Groves	B	28	Warrington
= 14	Oliver Hunter	C	28	G&PMC
= 14	Neil Roskell	D	28	G&PMC
= 19	Michael Judson	C	27	Clitheroe
= 19	Craig Kennedy	D	27	Warrington
= 19	Mike Riley	C	27	Wallasey
= 19	Kevin Furber	B	27	Warrington
= 19	Tim Millington	B	27	Knutsford
= 24	Roy Wadsley	C	26	Wigan
= 24	John Gribbins	C	26	Clitheroe
= 24	Mark Johnson	A	26	Clitheroe
= 24	Jeff Simm	B	26	Clitheroe

Sprint & Hillclimb Championship				
O/A	Competitor	Class	Points	Club
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
15				
16				

# SD34MSG

## Championship Tables 2022

Stage Rally Championship				
O/A	Co-Driver	Class	Points	Club
= 1	Dave Wilkinson	B	55	Clitheroe
= 1	Rachael Atherton	C	55	Warrington
3	Jonathon Kennedy	D	54	Warrington
4	Collin Blunt	C	52	Clitheroe
5	Callum Cross	D	30	BSSMC
= 6	Lauren Hewitt	D	29	Clitheroe
= 6	Stephen Landen	D	29	Warrington
= 6	Paul Stringer	B	29	Knowldale
= 9	Callum Young	B	28	Clitheroe
= 9	Terry Martin		28	Clitheroe
= 9	Mark Blunt	C	28	Clitheroe
= 9	Heather Stamper	D	28	Warrington
= 13	Rob Jones	B	27	Clitheroe
= 13	Steve Butler	A	27	Clitheroe
= 13	James Swallow		27	Bolton
= 13	Katy Massiter	D	27	KLMC
= 13	Andrew Millington	B	27	Knutsford
= 18	Barry Allman	B	26	Clitheroe
= 18	Steve Wilson	D	26	Longton
= 18	Andrew Medicott	B	26	Warrington

Non Race/Rally Championship				
O/A	Competitor	Class	Points	Club
1	Andy Williams	A	31.23	U17MC
2	Scott McMahon	A	30.82	U17MC
3	Lauren Crook	C	30.26	U17MC
4	Chris McMahon	A	30.11	U17MC
5	Ian Harcourt	D	29.98	Bolton
6	Nigel Fox	A	27.42	Clitheroe
7	John Jones	B	20.54	Accrington
8	James Williams	?	20.25	U17MC
9	Gary Sherriff	B	19.91	Bolton
10	Alec Tunbridge	E	10.12	Bolton
11	Jack Mather	B	10.00	Bolton
12	Milo Unwin	A	9.67	U17MC
13	Peter Sharples		9.58	Preston
14	Dave Graves	B	9.55	Bolton
15	Steve Johnson	A	8.99	Boundless



# 2022 SD34MSG Inter-Club League

## Division A

## Position

Club	Points	Div	O/A
Clitheroe & DMC			
Bolton-le-Moors CC			
Liverpool MC			
U17MC-NW			
Longton & DMC			
Garstang & Preston MC			
Warrington & DMC			
Wallasey MC			

## Division B

## Position

Club	Points	Div	O/A
Knutsford & DMC			
Airedale & Pennine MCC			
Accrington MSC			
Wigan & DMC			
Blackpool South Shore MC			
Stockport 061 MC			
Mull CC			
CSMA (NW)			

## Division C

## Position

Club	Points	Div	O/A
Kirkby Lonsdale MC			
Preston MC			
Pendle & DMC			
Knowlale CC			
Manx AS			
Hexham & DMC			
Lightning MSC			
West Cumbria MSC			
Wigton & DMC			
2300			
High Moor MC			
Lancashire A.C.			
Motor Sport North West			

*Last Updated*

## Marshals Championship

O/A	Competitor	Points	Club	Q
1	Brian Wragg	70	Liverpool	Y
2	Maurice Ellison	50	Clitheroe	Y
3	Jack Mather	40	Bolton	Y
= 4	Victoria Swallow	30	Bolton	Y
..	Eric Wilcockson	30	Bolton	Y
..	Stephen Mather	30	Bolton	Y
..	Ian Swallow	30	Bolton	Y
..	Dave Barratt	30	Accrington	Y
= 9	Steve Smith	27	Accrington	Y
..	Tracey Smith	27	Accrington	Y
=11	Jo Evers	20	Bolton	Y
..	Andrew Gillett	20	Bolton	Y
..	Mark Johnson	20	Clitheroe	Y
..	Steve Frost	20	Clitheroe	Y
..	David Gee	20	Liverpool	Y
..	Bill Gray	20	Liverpool	Y
..	John Harden	20	Liverpool	Y
..	David Hunt	20	Liverpool	Y
..	Mark Jagger	20	Liverpool	Y
..	Phillip Jagger	20	Liverpool	Y
..	Kevin Jessop	20	Liverpool	Y
..	Andrew Rushton	20	Pendle	Y
..	Allan Shaw	20	Pendle	Y
..	Steve Johnson	20	U17MC	Y

**Only showing Marshals that have Qualified**

**7 Clubs have provided Marshals**

**50 Marshal have claimed points**

**25 Marshals have Qualified**



**MOTOR SPORT GROUP**



## Road Rally Championship

[illegible][illegible]

## Individual Championship

[illegible]

## Under 18Championship

O/A	Competitor	Points	Club
1	Daniel Millward - Jackson	30	U17MC(NW)
2	James Sharples	9	Preston MC

## SD34MSG 2022 Road Rally Championship Rounds

Date	Discipline	Club	Title
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



## Championship Standings

In Brief : Updated 13<sup>th</sup> March  
go to <http://anwcc.co.uk>

### Road Rally :

O/A	Driver	Club	Points
1	Brynli Thomas	Bala	241
2	Chris Farrell	C&A	211
3	Mark Jones	C&A	195
4	Gwion Hugh Jones	C&A	183
5	Darren Moon	Ilkley	176
O/A	Navigator	Club	Points
1	Rob Bryn Jones	Clwd Vale	266
2	Corey Powell-Jones	C&A	195
3	Andrew Lowe	Mid Derbys	176
4	Chris Evans	Bala	169
5	Phil Savage	KLMC	150

### Stage Rally :

O/A	Driver	Club	Points
1	John Stone	Blackpool	223
2	Jonathon Mounsey	Clitheroe	211
3	Berwyn Evans	C&A	179
4	Howard Price	B&B	164
5	Edinc Dermirmencioglu	Warrington	121
O/A	Co-Driver	Club	Points
1	Jonathon Kennedy	Warrington	173
2	Simon Rogers	B&B	164
3	Steve Hallmark	ERO	148
4	Alex Stone	Blackpool	122
5	Lee Wilson	Wigan	121

### Stage Rally (Forest) :

O/A	Driver	Club	Points
1	Tom McKeown	North Wales	55
2	Boyd Kershaw	Port Talbot	50
= 3	Gordon Davies	ERO	47
= 3	Josh Taylor	60 & Worcs	47
5	Julian Burley	Bala	43
O/A	Co-Driver	Club	Points
1	Jamie Edwards	Clwyd Vale	105
2	Peredur Davies	C&A	88
3	Ian Jones	NWCC	81
4	Harry Stubbs	B&B	79
5	Chris Row	NWCC	77

### Autotest :

O/A	Driver	Club	Points
= 1	James Williams	U17MC(NW)	50
= 1	Lee Matthews	C&A	50
3	Stephen Dixon	West Cumb	47
4	Elis Matthews	C&A	44
5	Stephen Johnson	CSMA	42

### PCA (U 25):

O/A	Driver	Club	Points
1	Daniel Millward Jackson	U17MC(NW)	100
2	Lauren Crook	Knutsford	50
3	Oliver Matheson	U17MC(NW)	47
4	Milo Unwin	U17MC(NW)	42
5			

### AutoSOLO :

O/A	Driver	Club	Points
1	Ian Harcourt	Bolton	177
2	Andy Williams	U17MC(NW)	129
3	Scott McMahon	U17MC(NW)	120
4	Chris McMahon	U17MC(NW)	102
5	Steve Dolby	Cannock	91

### Sprint :

O/A	Driver	Club	Points
1			
2			
3			
4			
5			

### Hillclimb :

O/A	Driver	Club	Points
1			
2			
3			
4			
5			

### Trials :

O/A	Driver	Club	Points
1			
2			
3			
4			
5			



# Championship Standings

In Brief : Updated 13<sup>th</sup> March  
 go to <http://anwcc.co.uk>

## North Wales Stage Rally Challenge

O/A	Driver	Club	Points
1			
2			
3			
4			
5			
O/A	Navigator	Club	Points
1			
2			
3			
4			
5			

## Targa Championship

O/A	Driver	Club	Points
1			
2			
3			
4			
4			
O/A	Co-Driver	Club	Points
1			
2			
3			
4			
5			

## Historic Road Rally Challenge

O/A	Driver	Club	Points
1	Ian Crammond	3 Castles	50
2	Nuala Dowie	Wigton	45
3	Leigh Powley	HRCR	44
4	Bob Ward	HRCR	40
5	Phil Wood	Potteries	36
O/A	Co-Driver	Club	Points
1	Matthew Volkes	Knutsford	50
2	Brian Goff	HRCR	44
3	Karl Ellis	HRCR	43
4	John Youd	B&B	40
5	Ian Clapham	Clwyd Vale	36

## Allrounders Championship

O/A	O/A Driver	Club	Points
1	Ian Jones	North Wales CC	48
2	Rob Bryn Jones	Clwyd Vale	44
3	Ian Clapham	116 CC	42
4	Peredur Davies	C&A	30
5	Dave Pedley	Clitheroe	13

## Ladies Rally Championship

O/A	Driver	Club	Points
1	Nuala Dowie	Wigton	78
2	Lauren Groves	Clwyd Vale	38
3			
4			
5			
O/A	Co-Driver	Club	Points
1	Grace Pedley	Clitheroe	105
2	Mari Haf Evans	C&A	84
3	Heather Stamper	Wigton	82
4	Sasha Herriot	Malock	81
5	Lauren Hewitt	Clwyd Vale	76

## Mini Cooper Rally Challenge

O/A	Driver	Club	Points
1	Mick Smith		40
2	Mark Gellatly		30
3	Matt Chapman		27
= 4	K. Bounds		26
= 4	G.Butler		26
O/A	Co-Driver	Club	Points
1	Paul Stringer		40
2	J.Morris		27
3	K.Watkins		26
4	T.Horsfield		26
5	M.Jones		22

## Glynne Edwards Memorial Championship

O/A	Club	Points
1	Caernarvonshire & Anglesey	121
2	Broughton & Bretton MC	93
3	Clwyd Vale MC	84
4	Rhyl & DMC	84
5	Bala & DMC	68
6	Harlech & DMC	36
7	116 CC	35
8	North Wales CC	0



# COPPERMINES Grizedale Stages Rally 2022 is GO

Grizedale Forest,  
Coniston, Cumbria.

The Grizedale Stages organisers have consulted their accountant and confirm that the rally will take place on 2nd and 3rd December 2022.

Storm Arwen, in November, felled so many trees in Grizedale forest that organisers were forced to cancel the 2021 event 4 days before it was due to start. After refunding competitors, this, last minute, cancellation effectively bankrupted the rally, with so much expense already committed (printing, Rights of Way Closure, rally plates, marshals gifts, awards etc), and leaving its future in doubt.

The losses were covered by the promoters, Furness District Motor Club but that leaves the club with no funds to cover any contingency should a similar situation arise in 2022 (storm, snow, Russian invasion etc). However, a previous sponsor, Coppermines & Lakes Cottages, have come to the rescue of the rally both financially and putting up the Organising team in some of their fabulous cottages.

We remain best friends with Hippo Motor Group, our much-appreciated headline sponsor since 2016 and we would like, publicly, to thank Tom Preston and Hippo Motor Group for their invaluable support over that time. We'll still see you on the stages.

But for 2022, it's all aboard for the "Coppermines Grizedale Stages Rally 2022".

5-4-3-2-1-Gooooo!!!

## North Wales Road Rally Challenge

O/A	Driver	Club	Points
1	Brynli Thomas	Bala	86
2	Mark (GT) Roberts	Welsh B	82
3	Polly	Wolv & Staff	74
4	Chris Farrell	C&A	63
5	Mark Jones	C&A	60
O/A	Navigator	Club	Points
1	Rob Bryn Jones	Clwd Vale	86
2	Chris Evans	Bala	85
3	Chris Ashley	North Wales	79
=4	Dave Thomas	Newtown	69
=4	Ian Clapham	116CC	59

## Inter-Club Championship

O/A	Club	Points
1	U17MC(NW)	69
2	Caernarvonshire & Anglesey	65
3	Clitheroe & DMC	60
4	Knutsford & DMC	53
5	Bolton-le-Moors CC	51
6	Clwyd Vale MC	45
7	North Wales CC	36
8	Bala & DMC	29
9	Warrington & DMC	25
10	Liverpool MC	21

## Marshals Championship

O/A	Marshal	Club	Points
1	Brian Wragg	Liverpool	50
2	Maurice Ellison	Clitheroe	30
=3	Henry Kitchen	Ilkley	25
=3	Sioned Kitchen	Ilkley	25
=4	Tim Millington	Knutsford	20
=4	Jack Mather	Bolton	20
=6	Steve Frost	Clitheroe	10
=6	Steve Johnson	CSMA	10
=6	Jim Livesey	U17MCNW	10
=6	Rob Jos	NWCCD	10



**ASSOCIATION OF  
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CAR CLUBS**

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**RALLIES, AUTOTESTS, AUTOSOLOS, TRIALS, SPRINTS, HILLCLIMBS  
and more**





# ANCC

**proflex**  
SHOCK ABSORBERS

## Proflex Shock Absorbers Stage Rally Championship

Round	Date	Event	Organising Club	Event Type
5	01/05/22	<a href="#">Harold Palin Memorial Stages</a>	<b>CANCELLED</b>	Single Venue
6	03/07/22	<a href="#">Greystoke Stages Rally</a>	West Cumbria MSC Eden Valley MC	Gravel
7	07/08/22	<a href="#">Tyneside Stages Rally</a>	Alnwick & DMC Berwick & DMC	Tarmac
8	07/08/22	<a href="#">Heroes Stages Rally</a>	Garstang & Preston MC / Pendle & DMC	Single Venue
9	28/08/22	<a href="#">Rainworth Skoda Stages Rally</a>	Sheffield & Hallamshire MC	Single Venue
10	09/09/22	<a href="#">Promenade Stages Rally</a>	Wallasey Motor Club	Tarmac
11	09/10/22	<a href="#">Adgespeed Stages</a>	Wigan Motor Club	Single Venue
12	06/11/22	<a href="#">Malton Forest Rally</a>	Malton MC / Clitheroe & DMC	Gravel

## WHITE HEATHER TESTS

**Saturday 2nd April 2022**

Wigton Motor Club (WMC) will be promoting our Historic and Targa rallies at Kirkbride Airfield (12 miles west of Carlisle)

Run within the airfield where competitors will enjoy great tests and based at the White Heather Hotel, Entry fees include bacon rolls and coffee before the start, a light lunch and also the legendary White Heather roast beef dinner while awaiting the results and prize presentations.

Open to members of WMC and other NESCR0 clubs.  
WMC Members benefit from a reduced entry fee

Supplementary regulations can be obtained by emailing [wigtonregs@gmail.com](mailto:wigtonregs@gmail.com)



**Eastwood & DMC**

## **Harold Palin Stages Rally**

**Sunday 1st May 2022**

On behalf of the Committee and the Organising Team, I regret to announce that due to a variety of conspiring issues including a date clash with another event on another venue and ongoing heavy farming equipment work on our venue, the Club has made the sad decision to cancel the HP Stages for 2022.

We still shall be running the ever popular Phoenix Stages at Fulbeck on Sunday 7th August 2022 and we look forward to welcoming you all for a full entry and lots of Marshals, to a great days motorsport.







# NESCRO

Historic Motorsport In The North Of England & Scotland



## 2022 NESCRO CHALLENGE DATES LIST

• Sat	2 <sup>nd</sup> April	White Heather Tests	Wigton MC	Historic/Targa
• Sat/Sun	30Apr/1 <sup>st</sup> May	Berwick	Berwick & DMC	Historic/Targa
• Sun	15 <sup>th</sup> May	William Patterson	South of Scotland CC	Targa
• Sat/Sun	4/5 <sup>th</sup> June	Rallye East Yorkshire	Yorkshire Wolds MC	Historic/Targa
• Sun	17 <sup>th</sup> July	Northern Dales	Hexham & DMC	Historic/Targa
• Sun	14 <sup>th</sup> August	Blue Streak	Spadeadam MC	Historic/Targa
• Sun	4 <sup>th</sup> September	Wearside	Durham AC	Historic/Targa
• Sun	18 <sup>th</sup> September	Doonhamer	South of Scotland CC	Historic/Targa
• Sun	2 <sup>nd</sup> October	Solway Coast Targa	Solway Car Club	Historic/Targa
• Sun	23 <sup>rd</sup> October	Solway	Wigton MC	Historic/Targa

### NESCRO 2022 Historic Driver's Challenge

Pos	Driver	pts
1	Michael Read	93.3
2	Allan Clark	76.7
3	Andy Beaumont	60.0
4	Malcolm Davey	43.5
5	Bernard Watkins	26.7
6	Guy Waddington	10.0
7	Ian Dixon	5.0
8		
9		
10		

### NESCRO 2022 TARGA Driver's Challenge

Pos	Driver	pts
1	Fraser Hughes	105.5
2	Alan Ross	100.9
3	Andy Tong	96.4
4	Scott Gray	91.8
5	Sean Gunn	87.3
6	Tom Hynd	82.7
7	Craig Wallace	78.2
8	Simon Tomasson	73.6
9	Ryan Hay	69.1
10	Jamie Stewart	64.5



### NESCRO 2022 Historic Navigators Challenge

Pos	Driver	pts
1	John Lindsay	93.3
2	Ian Thrburn	76.7
3	Andrew Fish	60.0
4	Paul Slingsby	43.5
5	Adam Roper	26.7
6	Tim Waddington	10.0
7	Maurice Millar	5.0
8		
9		
10		

### NESCRO 2022 TARG Navigators Challenge

Pos	Driver	pts
1	Peter MacInnes	105.5
2	Gary Ross	100.9
3	Emma Steeley	96.4
4	Bob Shearer	91.8
5	Tom Howie	87.3
6	Sue Hynd	82.7
7	Clifford Auld	78.2
8	Finn Thomasson	73.6
9	Charley Sayer-Payne	69.1
10	Jack Stewart	64.5





# Competition & Classic Parts for Sale Vauxhall, Sunbeam, Peugeot & Ford

Over the years competing in motorsport we have accumulated a large amount of competition and standard parts including cars and projects. The time has come to slim down so we are now looking to sell much of what we have accumulated.

Below is just a selection of what we have but if you are looking for anything in particular please give us a call as we may have what you are looking for.

## Cars & shells:

### Vauxhall Firenza

Full Spec Historic Stage Rally Car in Martin Group Livery. 2.3L Engine on 45DCOE's, HD Rocket box, Salisbury 4HA Axle 4.54 LSD, Bilsteins, AP4 pot brakes and full supporting spec. **£34,500**

### Bedford Service Van in Martin Group Livery

fully renovated, MOT'd ready to go **£ 6,750**

### Sunbeam Shells

Choice of 2 **£ POA**

### Vauxhall Chevette Rally Car Project.

Well known ex Tyre Services Car from the 70's in need of renovation. Currently a rolling shell but can be supplied with most parts to build a great period Chevette HS **£ POA**

## Parts:

- 45DCOE Webers on pinto manifold **£ 650**
- Twin choke weber on crossflow manifold **£ 75**
- Sunbeam Ti Manifold **£ 50**
- Chevette HS Body Kit (Used) **£ 90**

## Engines & Transmissions:

- Vauxhall 2.3L Slant 4 built by Dave Brooks 208bhp. Big Valve Head, Forged Pistons, Kent VF3 cam, HP/ HC Oil pump 48DCOE Webers Suitable for Race or Rally **£ 12,000**
- 2 Litre Pinto Alloy Sump, Weber Carb **£ 700**
- Ford Type 9 GBox **£ 350**
- Sunbeam 1600 Engine **£ 600**
- Sunbeam 4.4LSD Axle with Alloy Brace **£ 1200**
- HD/CR Tracsport Rocket GBox **£ 1950**

## Wheels & Tyres:

- 4 Chevette 4 spoke revolution 6"x13" **£ 300**
- 6 Chevette Allycats 8"x13" **£ 360**
- 6 Chevette Allycats 7"x13" **£ 300**
- 6 Chevette Allycats 6"x13" **£ 240**
- 5 Peugeot 205 1.9Gti Alloys **£ 150**
- 5 Ford GP4 Allycats 6"x13" **£ 150**
- 3 Ford GP4 Allycats 7"x13" **£ 120**
- 2 Ford GP4 Allycats 5"x13" **£ 50**
- 12 Kuhmo Tarmac Rally Tyres



**Parts are located in East Yorkshire close to JN37 M62  
Phone Simon on 07785 308165 or Mick on 07748 347202**



**Wigton Motor Club** have presented two charities with cheques following fund raising in 2021. At the monthly Cars & Coffee Meet held at the Club's Motor House Club President Charles Graves handed over £250 each to Blook Bikes Cumbria and Hospice at Home West Cumbria.

With the club's 2021 season being curtailed by the pandemic, the same two charities will be supported in 2022. The main fund raising event will be the Annual Drive It Day gathering which takes place at Dalemain on April 24<sup>th</sup> from 11 until 4. Anyone owning a classic or vintage vehicle can come along during that time and there will be an donation entry of £5 per car for the nominated charities.



SUNDAY, 24 APRIL 2022 AT 09:00

**Boundless by CSMANW; Autosolo, Autotest & PCA**

Lymm Truck Stop • Lymm

**REGULATIONS AVAILABLE at**  
<http://anwcc.co.uk/regs-220619.pdf>

Please follow this link to your online entry; Fill in all fields. <https://autotest.sapphire-solutions.co.uk/register.php?sitename=nwmg>

This event will use the Sapphire-Solutions app timing system – this can be located at: <https://autotest.sapphire-solutions.co.uk/guide.php?sitename=nwmg>

**MID CHESHIRE MRC**  
**Scammonden Dam**  
**Hillclimb**  
**Sunday July 31st**



**Regulations & ENTRIES ON-LINE at**  
<https://mcmrc.co.uk/>



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# A.N.E.C.C.C SG PETCH STAGE RALLY CHAMPIONSHIP 2022



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**WE ARE BACK FOR THE 2022 SEASON**

**12 ROUND CHAMPIONSHIP  
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£10.00 PER COMPETITOR  
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REGISTRATION IS VIA ON-LINE,  
DETAIL'S WILL BE ON OUR WEBSITE &  
FACEBOOK PAGE

## 2022 CALENDER

RD 1 - RIPONIAN  
RD 2 - MALCOLM WILSON  
RD 3 - BORDER COUNTIES  
RD 4 - JIM CLARK RALLY  
RD 5 - KIELDER FOREST  
RD 6 - GREYSTOKE  
RD 7 - TYNESIDE STAGES  
RD 8 - RAINWORTH STAGES  
RD 9 - TRACKROD RALLY  
RD 10 - CARLISLE STAGES  
RD 11 - MALTON FOREST  
RD 12 - GRIZEDALE

DATE'S TO BE CONFIRMED

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# MR

MANX RALLY

13/14 MAY 2022

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## AN INTERNATIONAL/NATIONAL Event on the Isle of Man.

- Be part of the iconic road closed event
- Fast and challenging for man and machine. Classic stages with a friendly rally family spirit.
- Come and join us. We are recruiting. Marshals. Radio operators/ radio marshals, Timekeepers.
- Event travel discount offered.

**If you would like to join the team.**  
**Please contact us on**  
**Volunteermas@gmail.com**

### Four great confusions still unresolved

1. At a movie theater, which arm rest is yours?
2. If people evolve from monkeys, why are monkeys still around?
3. Why is there a 'D' in fridge, but not in refrigerator
4. Who knew what time it was when the first clock was made?

# Pendle POWERFEST

## 29<sup>th</sup> May 2022

You can't keep the North West's Premier show locked down ever

Proud to Announce That we have chosen Pendleside Hospice as our chosen Charity

Bookings will be open soon as we are hard organising this year's event and looking forward to have everyone back on showground at Nelson & Colne College.

Keep watching for more updates as we get nearer our event



What have Prince Andrew and Man Utd got in common? It all went horribly wrong when Fergie left 🤔😂



ALWAYS GIVE  
A 100% AT  
WORK

MON - 11%  
TUES - 24%  
WED - 40%  
THURS - 23%  
FRI - 2%





# For Sale Scalextrix Layout

For sale is a fantastic Scalextrix layout with lots of cars , lap timers etc.

Large track and stadium layout is presently set up in an attic room. It is approximately 8 feet by 5 feet and has many cars and accessories.

It was built by an electrical engineer and is a fantastic set.

An enthusiast required who needs to dismantle it himself as it is complicated so needs to know where everything goes.

Please contact [johnsontm73@gmail.com](mailto:johnsontm73@gmail.com) for further details.

Money isn't a big issue as they want it to go to an enthusiast who will give it a good home, some sort of donation in negotiation with John will secure it.





Pro-Rally.co.uk

1



## Motorsports Photography and Journalism

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

Phil James

Motorsports Photographer & Journalist

07771 76 86 57

01772 69 00 34

phil@pro-rally.co.uk

@ProRallyPhoto

Pro-Rally.co.uk

1

www.pro-rally.co.uk



## KLMC TARGA

Sat. 12<sup>th</sup> November

- Round of the BTRDA Targa Championship.
- Based on the Warcop Army ranges in East Cumbria.
- 4WD cars welcome
- No Tyre restrictions
- Evening section.

KICK START ENERGY DRINK

45<sup>th</sup>

## Rally of Derbyshire

[ 1973 to 2022 ]



2018 Winners Guy Robinson & Max Freeman

photo courtesy of S&H Photography

### SUPPLEMENTARY REGULATIONS

2 & 3 April 2022

Organised by

Matlock Motor Club



motor  
sport  
UK



Mull Car Club

## Dunoon Presents Argyll Rally

Friday 24<sup>th</sup> & Saturday 25<sup>th</sup>  
June 2022

Mull Car Club are pleased to announce that preparations for this year's event are going well. The Rally has had a lot of local support to bring the event back to Dunoon and the Cowal Peninsular. The success of last year's event is down to a lot of effort by everyone involved. Which we cannot thank you all enough for.

So, we would love to have you all back again this year, With Covid restriction being a lot less, we should be able to socialise in a more conducive manner. Maybe go as far as a pint or two.

Marshal Registration will begin at the end of January hopefully you will be able to join us again for the Argyll Rally 2022.



# BO'NESS REVIVAL Cancelled



After a great deal of discussion with the committee, it's with regret I have to tell you we have decided to postpone the 2022 Bo'ness Revival at Kinneil House. This very tough decision has been made in light of steeply rising costs for all of the services required to turn the estate into a live motorsport venue for the Revival. These increases simply make it unsustainable to continue with the event this year.

The committee members and myself will be at the April Breakfast Meeting on Sunday 3 April at the Park Bistro, Linlithgow to answer your questions and further explain the situation. We look forward to seeing you there.

I'd also like to thank all of you for your ongoing support through the past two years that have been so difficult for many of you. Anyone who would like to defer their BHCR membership from 2022 to 2023 is welcome to do so and please contact me on: [alisdair@bonessrevival.co.uk](mailto:alisdair@bonessrevival.co.uk). I'd also like to thank our sponsor Cask 88 for their ongoing support for the Bo'ness Revival.

While it is very disappointing to make this decision about the Revival at Bo'ness, we are working on other events. This includes the Doune Historic hillclimb on 21-22 May where BHCR will be supporting the event. This is a great opportunity to compete on one of the most challenging and highly regarded hillclimbs in the UK in a classics-only event. If you are not ready to compete, there is also the showfield being organised by BHCR where you can park your classic car. Again, please contact me if you're interested in this.

We are also looking to run an event at Forrestburn later in the year in conjunction with our friends at the Monklands Sporting Car Club. When we have firmer details of this, we will let you know and invite entries.

Thank you again for all of your support and enthusiasm for the Bo'ness Revival, and I look forward to seeing you at the Breakfast Meeting on 3 April.

**anglesey circuit tracmon**

**JUST £140 FOR THE DAY**  
PRICE PER TEAM OF DRIVER AND CO-DRIVER

**UPCOMING EVENTS**

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

**BOOK ONLINE AT [RALLYTRACKDAYS.COM](http://RALLYTRACKDAYS.COM)**  
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Anglesey Circuit's Rally Trackday events operate in a similar manner to a regular track day, featuring all-asphalt stages for drivers and co-drivers to run as a team. Featuring multiple, specially designed stages suitable for all cars and driver abilities, from novice to experienced rally teams.



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Machars Car Club have had to postpone the inaugural Coast2Coast Rally which was scheduled to run on the 6th/7th May due to insurmountable problems. Everything was looking promising following a physical reconnaissance and time schedule check of the full route two weekends ago and the organising committee commenced final planning.

However, since then two major problems have arisen which have proved to be impossible to resolve in the time available. With the rally just two months away there are certain legal requirements which have to be put in place within a certain time frame. Although this initial work had been done, any subsequent changes require notification to all interested parties which can further extend that time frame.

With that in mind, the organisers had little choice but to postpone this year's proposed event. With the rest of the UK rallying calendar now in place there were no suitable dates on which a delayed event could be run later this year.

It is therefore with bitter regret that the decision had to be taken to put plans on hold till next year!

Machars Car Club has been very grateful for all the support it has received so far from the vast majority of local residents and businesses as well as the valued support from Dumfries & Galloway Council, Roads Department, local community councils, Stranraer Development Trust and Police Scotland and of course the event sponsors Donnan Construction and SVM Port Services.

The event would have generated a substantial financial boost and increased tourism exposure to the Dumfries & Galloway region and although dismayed and disappointed the team behind the planning remain determined to organise and promote this event around a similar date next year.

For now the anticipation and excitement has been extinguished, but the team is confident that the call for, "Competitors - start your engines", will bring a spark of motor sporting life to Stranraer next year.

## **SD34MSG 2020 Championships Open to ALL SD34MSG Group Members**

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**Enter ALL for Just £5**

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**LAST DATE OF 2021  
SERIES:  
24TH APRIL**

**2022 DATES:  
29TH MAY  
26TH JUNE  
4TH SEPT  
2ND OCT  
13TH 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 & Individual
Alan Shaw	Marshals & U18
Steve Price	Sprint & Hillclimb
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)
Brian Wragg (L'pool MC)	Steve Butler (CDMC)
Greg Harrod	Tony Vart (CDMC)
George Jennings (WaDMC)	Keith Thomas
Tony Lynch (WiDMC)	Ian Clapham (116CC)
Tommi Meadows (CDMC)	Neil Raven (IDMC)
Bob Hargreaves (KLMC)	Tony North
Barry Lindsay (SMC)	Ed Graham (HexDMC)
Paul Goodman	Dave Williams
Niall Frost (IDMC)	Bill Honeywell (CDMC)
John Harden (LiMC)	Amy Honchoz
Dan Willan (KLMC)	Dave V. Thomas (ANWCC)
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Keith Lamb (Gemini 9) Ian Davies (Gemini 23)  
Peter Langtree (Gemini 48) Tony Jones (Gemini 56)  
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Adrian Spencer (Adgespeed) Phil Andrews  
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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



**Wed. 18th May**  
**8:00pm**

**The Poachers**  
**Bamber Bridge, PR 5 6BA**  
**Just of the M6 Junc 29**

Why not join us for a bite to eat before  
the Meeting - at approx. 6:30pm

## ANCC



**Monday 6th June**

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



## ANWCC

Association of North Western Car Clubs

**Tues May 10th '22**

**8pm at the Kilton Inn**

**Knutsford**

<http://anwcc.co.uk>

## ANECCC



**Thursday 28th April**  
**By Zoom**

<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 May'22 Edition is**

**Tuesday the 28th of April '22**

**which is due out on**

**Thursday the 30th of April '22**

**PLEASE Email Reports etc. ASAP**

**to Maurice Ellison at :**

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

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