

# June 2022 spotlight



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



**ANWCC**  
Association of North Western Car Clubs

**ANCC**  
Association of Northern Car Clubs



ANCC  
.CO.UK



**CORBEAU**  
SEATS RALLY  
TENDRING & CLACTON  
23<sup>RD</sup> & 24<sup>TH</sup> APRIL 2022



**IOAN LLOYD**

*Photo Courtesy of  
Jakob Ebrey*

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

Volume 13 : Issue 6 : June 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**

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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 = 15,000 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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# Chairman's Chat June 2022



SD34 MSG held the first face to face meeting this month since I took over as the Chairman and the Covid issue! It was great to have 17 persons attend! This was more than I expected and more than most regional associations achieve. The travel distance for some, means an overnight stop could be required. Thanks for putting the effort in, to all that attended. Many items were covered during the meeting; the **notes of the meeting** are on **page 6**

The July meeting will be on Zoom to allow more to attend, BUT we have booked the Poachers for 21<sup>st</sup> September at 8 pm and we can have the room from 18:30 for those that wish to have a meal first, all welcome. Again it was great for the 9 that travelled for the meal before the May meeting.

Once again we have new grass root items for you to read about in this month's issue. For those with an interest in Grass Root motorsport it may be worth reading **pages 7 to 11 ANWCC Chatter** from DVT. Another item on **page 64/65** is all about how clubs are welcoming families to grass root motorsport events. Taster events are also in the news this month to promote just how cheap motorsport can be...If you look at **page 66/67** you can read about a great PR day that SD34 MSG Clubs put on.

70% of those involved in motorsport do not know about all other disciplines of our sport or the work that goes on to just run a motorsport event. On the weekend, 21/22 May, The clubs I am involved with were running a little event at Lymm. Another one of our member clubs was running the Plains Rally. This rally had 5 stages I think, I also think it would have taken 15-18 months in planning and require a team of around 300 folk on the day for the safety and controls on the event; then the extra the in-stage marshals. Well done to all our clubs and marshals that helps run these events. Without our motorsport **'Professional Volunteers'** even the humble autotest would not run. **Read Cones 'R' US! Pages 38 & 39**

I note the entries opened this Monday 23<sup>rd</sup> May for the Greystoke Stages, this is the only rally I have done were a service area is marked out for all the cars and I have a space allocated for me! I do feel a valued customer at this event. This is a great rally; I have Photos of 12 inch of snow on that stage from the Lakeland in 1981! I never, 41 years ago, thought that I could afford to do a stage rally! Normally the 55 car entry is full within the hour; it has been known to be full in 10 minutes! **NOT this year, 1 hour after the entries opened only 15 cars had entered....** is this a new sign of the times?

Money is tight and for two years Stage Rally cars have lost life on seats, belts and other items, without turning a wheel due to covid-19. Perhaps Motorsport UK need to revisit this area in rallying? I can see that money will be tight now for the next 3 to 5 years at least; the rule makers just keep adding to the costs in Rallying. I do know many that have hung their helmets up due to the ever increasing costs.....

Well done to John Goff (**page 71**) with the MINI challenge, this has for taken over from F1000 with a one make easy to run championship. It would be great to get these cars out on an AutoSOLO or two both the driver and co driver could drive and have change for £100 per event!...who remembers the Austin Rover MG Maestro Challenge?.... we could have our own North West Challenge with ANWCC! --- Oh we have it is called the ANWCC-Allrounders and the SD34MSG Allrounders They have been running for 30+ years! There is even one for under 25 year old drivers, ANWCC and SD34MSG do lead the way in championships.

How is Motorsport UK going to shout out that we have motorsports best kept secret? No overalls, No helmet and drive your every day car if you wish! We all have a part to play in bringing a new member to the motor clubs. Motorsport is not just at 'fixed venues'.

Drive safely

**Steve Johnson**





# SD34MSG

## May Meeting Notes



**8PM Wednesday 18 May 2022 @ The Poaches, Bamber Bridge**

### **Representatives from Clubs present at the meeting:**

Clitheroe & DMC, Accrington MC, CSMA, Garstang & Preston Motor Club, West Cumbria MSC, Pendle & DMC, Wallasey MC, Kirkby Lonsdale MC, Preston MSC, Under 17MC, Knowl Dale CC, Wigan DMC, + officers.

### **Apologies were received from:**

NRR Championship, BSSMSC, Wigton MC, B-L-MCC, Liverpool MC, LDMC, Alan Shaw, James Swallow.

**Chairman** - Many thanks to Katy Mashiter from KLMC for taking the minutes at the meeting.

Steve Johnson took the meeting, his first meeting in person since becoming the Chairman in January 2020! After welcoming everyone, he led us in a minutes silence for Les Fragle and our lost Club members.

### **Matters Arising – Awards Night – Trophies**

Tracey Smith had said if no-one comes forward she would be willing to organise an event in the Accrington area (probably the new hospitality venue at Accrington FC) in Feb 2023. Members decided it was a good idea and that Tracey should go ahead and report back.

New club wishing to join SD34 – no new applications

### **Treasurers Report.** All subs have been paid.

**Dates** Promenade Stages 9/10 September Marshals & Sponsors needed

### **Championships**

Thanks were recorded to the Championship compilers. Steve Lewis had sent out a proposal for a scoring system for the Inter Club League Events (a copy of which is attached). It was proposed that Steve L, Tracey and Alan Shaw have a discussion about its pros and cons and report back to next meeting.

PR At the NWS there were several 'noisy cars' identified at Environmental Scrutineering and this was overridden by the CoC. Could this be part of the reason the next NWS will be in 2024 as they may need to source new venues etc?

### **Spotlight update**

Hugh Chambers mentioned Spotlight in his editorial for Revolution, the magazine e-mailed to members by MSA. Adverts in Spotlight are welcomed from businesses/companies with a page costing £200 for 12 months.

### **Association reports**

ANCC Nothing to report

ANWCC Meeting was held previous week and attended by Mr Johnson

MUK Marshal Pathway – seems to have ruffled feathers in both Race and Rally disciplines results to be release soon.

Big rule changes going on. Issue raised from Scrutineers Bulletin re: Fire extinguishers has been addressed.

Street cars A promotional exercise to 'engage' people and get them into our sport?

Rallies Committee - A rule allowing no more than 10 tyres per event had arrived and was challenged and this was noted but was put forward to be ratified by the board!

### **AOB**

AOB Scammonden has been repaired with help from MUK

Can WCMSC ([mcmcsec@outlook.com](mailto:mcmcsec@outlook.com)) and Wigton be added to e-mail list please.

Could set up crews remember to sign on **before** starting to set up then they are insured by event

Bill asked why Radio Crews were being asked to 'man' junctions etc from outside their vehicles.

The answer was that they were marshals with radios.

The Timekeeper was the person who set, delivered and sorted out any issues with the clocks not the marshal that used them.

**Date of next meeting; 20<sup>th</sup> July meeting to be done via Zoom**

(possibly more attendees with holidays etc)

September meeting at The Poachers, booked and we can have meal in room beforehand

## **MOTORSPORT UK REGULATION CHANGES**

We know that many competitors, and club officials, don't read proposed changes to the regulations that govern our sport. These are published on the Motorsport UK website ([motorsportuk.org](http://motorsportuk.org)) and you can sign up to receive the changes automatically, selecting by disciplines.

The proposals are supposed to have a consultation process as stated on the Motorsport UK website, inviting comments and suggestions, with consideration before being ratified.

Recent issues have revealed that proposed changes are often pushed through with little resistance or thought as to the full effects of what they address. The consultation process has been shown to be not fit for purpose, and acknowledged by Motorsport UK. Allegedly, the members of the relevant committee were not even given the results of the consultation, so how can they discuss, or even support, the proposals?

One such proposal related to changes to the championship calendar.

This has been doing the rounds for years, but has come to a head with the proposal that, for Rally Championships, there be a maximum of just one calendar change during the year. As any organiser can tell you, date changes are almost certainly due to things outside their control – for example military land permission for use being withdrawn refused late due to military operations, as currently due to Rasputin and Ukraine. So, an early event can change date and the championship organisers accept the change.

However, if another championship event a few weeks later also has to change date then it has to be removed from the championship – thereby causing potential financial problems for the organisers due to lack of entries, on top of any consequences in rearranging plans, whether it be accommodation, family matters, or other things.

The publishing of the proposal to introduce a new regulation (R1.1.11) and the consultation took place during November/December 2021. It was alleged that “only nine” people wrote in, but unofficially we suspect the number to be higher. However, the changes are being pushed through without any feedback from the consultation process, the comments not relayed to the Committee at their meeting in March 2022.

If the regulation does become “law” then it could have a major effect on all championships run by all Associations. It could also mean that some events get cancelled, with the resultant financial loss and loss of faith and support by competitors.

Obviously, restricting championship calendar changes in this way can have a major negative effect on championships and events, and could affect every championship in the UK.

Below is part of a “white paper” drawn up by Dave V Thomas, Championships Co-Ordinator of the Association of North-Western Car Clubs. This has been submitted to senior officials of Motorsport UK and hopefully will be taken into account in a couple of weeks time when the proposals are put before the Board for ratification and adding to the Blue Book.

**Lots of questions being asked and requiring answers – but the response fails on that.**

### **MOTORSPORT UK PROPOSED NEW REGULATION R1.1.11, viz:**

*1.1.11 Contrary to D11.2 if a Championship round is cancelled, or changes its date, due to reasons of force majeure the Championship organisers may arrange for an alternative date, or date for an event to be included in their Championship calendar. Only one such change to a Championship calendar will be permitted during the duration of that particular Championship and the proposed amendment must be subject to motorsport UK approval and will only be permitted if less than 15% of the competitors registered for the Championship object to the change in writing.*

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

**Continued on Page 8**

**So, let's look at Regulation D11.2 as it is in the 2022 "Blue Book", viz**

***(D) 11.2.** Where a Championship Permit has been issued, Championship Sporting and Technical Regulations may not be amended after publication unless Motorsport UK and all competitors registered for the Championship agree in writing to the alteration. Such amendments must be circulated to all Registered Competitors, Championship Stewards, Eligibility Scrutineer, Clubs organising Rounds of the Championship and to Motorsport UK.*

**Why does the new R1.1.11 relating to Calendar changes refer to D11.2 when there is no mention of Calendar in D11.2?**

**How did the proposed R1.1.11 come about – who proposed it, and why? It would be appreciated if they could give a reason that is correct - D11.2 does not preclude calendar changes?**

**Why only one date change permitted, see the example I have given below, relating to our Targa Championship.**

**Relevant to this is regulation W1.4, viz**

***Stage Rallying (W) 1.4.** Normally only Clubs or Associations which have been recognised by Motorsport UK for more than two years are permitted to apply for Championship registration or a Championship Permit. Once a Club or Association has registered a Championship, or has been issued a Permit, it takes responsibility for controlling all Sporting, Technical, Financial and Calendar matters and must guarantee prize money as published.*

**That regulation defines four areas of a Championship – Sporting (e.g. points scoring systems and awards), Technical (anything to do with the vehicles, including class eligibility), Financial (such as entry fees and sponsorship) and Calendar (start and finish, and dates for events). W1.4 also states the permit holder takes responsibility, this is endorsed by W1.1.4.3, viz**

***Championship Regulation Section W ... 1.1.4.3.** The organisation and control of a Championship or Series shall at all times rest with the Championship Permit holder, subject to these Regulations.*

**Then we have ...**

***General (W) 1.1.8.** Where a Championship Permit has been issued, Championship Sporting and Technical Regulations may not be amended after publication unless Motorsport UK and all competitors registered for the Championship agree in writing to the alteration. Such amendments must be circulated to all Registered Competitors, Championship Stewards, Eligibility Scrutineer, Clubs organising Rounds of the Championship and to Motorsport UK.*

**Why repeat regulation D11.2 word for word? And ...**

***Stage Rallying (W) 1.4.1.** Proposals to alter any of the Sporting or Technical Regulations for the Championship after registration or the issue of a Permit must be notified to Motorsport UK for approval before publicity and must comply with D.11.*



**Again, no reference to Calendar changes.**

**The “only one change” will cause huge complications for every championship. To give an example, just look at the 2022 ANWCC Targa Rally Championship.**

**The first round had their venue withdraw approval for the given date due to wanting another event there - a new date was agreed and our calendar was changed, before entries opened.**

**The second round already had a nearly full entry list when the venue owners withdraw permission – it is MoD land and was required for military due to Rasputin in Ukraine. A new date has been agreed, but if the proposed R1.1.11 was in force then the event would have to be dropped.**

**Is this the intention of the committee? How are we to encourage organisers and competitors with this sort of action. It has to be borne in mind that organisers of events, and championships, are volunteers.**

**So, where do we go from here?**

**The proposal should be scrapped as written.**

**The situation also gives rise to some other questions ...**

**... why is it only to apply to Rallies? There are many other disciplines, and calendar date changes are not unknown with other events. D11.2 is a Common Regulation applying to all disciplines.**

**Also relevant are the Championship Regulations issued by the Championship organisers, and which are submitted to Motorsport UK who have then issued the Permits:**

**In ANWCC (Association of North-Western Car Clubs) we have regulation 1.6, viz:**

*[1.6] The qualifying events will be a series of Interclub status events, or Clubman status for events that comply with D 4.5.4, organised by member clubs of the ANWCC. The provisional list of qualifying events is included with these regulations, the list is correct at time of going to press. If a change of date is enforced by instances outside the control of ANWCC then championship status may be retained at the discretion of the Championship Co-Ordinator, along with the Championship Stewards, whose decision is final. Changes will be published on [www.anwcc.co.uk](http://www.anwcc.co.uk) and in any newsletters published by the Association, either by e-mail or by post.*

**By signing-up for the championships the competitor is signing-up to the championship regulations, so is agreeing that changes can be made. The contract is between the competitor and the Championship organisers.**

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





# Response from motorsport UK

## **Response from Hugh Chambers, CEO, Motorsport UK.**

Dear Dave,

Thanks for your email. I think that the general intention from all concerned is not actually that far apart – there is a recognition that some flexibility to the calendar is desirable, and the change to R1.1.11 is designed to actually provide more freedom than is currently allowed. The intention is then to provide more freedom to club level championships and disciplines beyond rallying.

I hope you would agree that it is in everyone's interests to try and preserve as much of a calendar as possible, rather than it being a continuously moving feast, and therefore the debate is on what is reasonable. I can see that in your championships there have been some changes but not wholesale ones and that should be the right balance in my mind. But these things do need to go through the correct channels and committees.

We do appreciate your feedback, and I am sure that we will find a good balanced solution.

Kind regards,

Hugh

In fact, the wording of the R1.1.11 proposal has been changed, and now reads as follows, the difference highlighted. A2.4 is worth a read, along with A2.5!

**R1.1.11** Contrary to D11.2 if a Championship round is cancelled, or changes its date, due to reasons of force majeure the Championship Organisers may arrange for an alternative event, or date for an event, to be included in their Championship calendar. **Subject to A2.4**, only one such change to a Championship calendar will be permitted during the duration of that particular Championship and the proposed amendment must be subject to Motorsport UK approval and will only be permitted if less than 15% of the competitors registered for the Championship object to the change in writing.

I am sure that there will be championship secretaries, event organisers and competitors reading this article, and we will leave it to you to decide if these changes are really in the interests of grass roots motor sport.

**I was also expecting answers from the Chairman of the Rallies Committee**, the person who proposed the new regulation R.1.1.11 ... and the person who would have read my initial comments to the consultation ... here is what I have received:

*Still nothing received*

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

## “Regional Championships for Club Competitors”

Here is the link to the “Blue Book” online!

<https://www.motorsportuk.org/the-sport/regulations/>

The following are all linked from the above web page ... and here's the page for proposed regulations for consultation

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

and I found a page where they are archived!

<https://www.motorsportuk.org/the-sport/regulations/consultation-archive/>

and here is the contentious one about Calendar changes:

<https://www.motorsportuk.org/wp-content/uploads/2021/12/Action-Sheet-for-Consultation-v2.pdf>

... and here's a page of what has been approved:

<https://www.motorsportuk.org/the-sport/regulations/approved-changes/>



**Sometimes you  
just gotta sit  
back, grab a  
drink and face  
the fact that  
people are just  
idiots.**



# Liverpool Motor Club Spring Sprint Aintree

30th April 2022

## *Empirical Victory for Stephen Brown*

*Report by Steve Wilkinson*

Driving towards Aintree the weather looked set fair but on arrival, the strong wind meant it felt very cold. The sun remained out most of the day and several records would fall and lots of Personal Bests got broken. There was a lower-than-normal entry thus when the usual withdrawals and none arrivals were accounted for, we were down to 87 starters. We also 'lost' the lovely Brabham BT18 of Stanley Santer when a gearbox gremlin sidelined the Grantham driver.

After two practice runs, we were straight into the timed runs and proceedings were as usual kicked off by the Standard classes. Three MG ZR140s contested **Class SA** and it was class record holder Chris Smith who led throughout with Phil Howarth and Clive Plested both setting new PBs in second and third. In **SB** we had no class record so Paul Gorge, as the only entrant, was bound to set the record on his first run and he went on to reset the record twice during the afternoon. In **SC** David Goodlad led home Mike Lawson, in a Clio 1-2. In **SD** Peter and Sam Rosenthal swapped the lead several times in their MR2 with Sam snatching the win on his fifth run whilst Peter finished second ahead of Peter Mes-ser's MX5.

In the Road Going classes, it was **1A** that kicked off proceedings. Andrew Till in the Fiesta ST led throughout setting his winning time (57.98) on his first and third runs! Stephen Akers was second and top classic Mini-man ahead of Stuart Ballinger and Peter Houghton. In **1B** Ian Butcher was back with his Integra after two years in a Porsche Cayman and on his fourth run equalled the class record. Initial class leader Daniel Brady brought his Clio home second ahead of Nigel Trundle's Fiat Abarth 500, Kraig Mycock's 206 and Rosemary Collins' ZR180. In **1C** Alex Gilchrist-Jones broke his PB en route to a comfortable class win with Colin Smith in his 'new' BMW 135i second, Zoe Shearman (Toyota Yaris GR) third and Julian Davies in his Saab 900 Turbo fourth.

Next, it was the sportscars in **1D** and Michael Thomson broke his own class record three times as Ray Worrall made it a Honda S2000 1-2. Peter Taylor brought his successful Mazda MX5 home third ahead of Lee Early in the third Honda S2000.

*Continued on Page 13*





## **Aintree Spring Sprint** **Continued from page 12**

The rest of the class was made up of Mazdas. In **1E** the entry was paired down to just two and the first runs would prove decisive. Aaron Perrot took the lead in his Aston Martin Vantage whilst Glen Shaw overcooked things at Country Corner and spun through 180 degrees slithering down the Armco barriers. The battered Nissan 350Z did reappear after lunch but by then Perrot had put in a sub-52-second run and was out of reach. Classes **1F** and **1G** managed just one Elise entry each so Phil Wood and Rob Holt took the wins without breaking sweat. The two Road Going kit car classes mustered just three entries!

In **2A** Martin Walker, whose pre-start tyre-smoking preparations in the Westfield are a sight to behold, took the win from Roger Abbott's Caterham whilst in **2B** Nigel Hinson took the solo win in his Caterham 620R – all three setting PBs in the process.

Next in the running order were the **Classics** in **6A**. Aintree regular Alan Wilson in his Big Healey led throughout whilst Steve Cole, whose entry caught the eye of the local press, maintained a competitive second in his Mk 1 Lotus Cortina. Third went to Peter Flanagan in "Minty" the Mini (which has an extensive history of racing including events on the full GP circuit at Aintree) with Rod Stansfield third in his MGB and finally the Triumph Stag of Edward Roberts.

Mod Prods were next and in **3B** Ian Johnson set a new PB in his Honda Civic Type R as he ran in unopposed. In **3C** Graham Kearsley in the Impreza impressed as he cruised to the win with Jonathan Ashford second in what looked like a pretty standard BMW Mini Cooper S. Final Mod Prod class saw Harry Moody take a solo win in his Westfield in **3H**. Just one Sports Libre pitched up and David Bickley set a new PB en route to the solo win in his Radical.

Into the Racing Car classes and the single-seaters didn't disappoint. In **5A** Stuart Bickley stamped his authority on the class with a first run PB and then on Run 2 carved off another half a second. Eve Whitehead held second throughout in Craig Powers' OMS whilst Paul Webb in his OMS was third and Russell Edwardson fourth in his Mk 6 Jedi. The Formula Fords in **5B** were "The Usual Suspects" and it was Geoff Ward in his 1970 Macon that would lead throughout. Second was snatched on the sixth run by Phil Perks in a 1979 Royale whilst third went to the evergreen octogenarian Graham Curwen in his 1991 Van Diemen with Peter Ibbotson fourth in the pretty Sparton from 1981. In **5C** we were reduced to one runner with the demise of the Santer Brabham. However, Rob Tonge in the Force TA was not holding anything back. On his first run, Tonge set a new PB lowering it again on his second run. Just one entry in **5D** meant Steve Brown had the chance to experiment but soon ditched the idea of starting in second gear!



**Photos Courtesy of Steve Wilkinson**

**Continued on Page 14**



## **Aintree Spring Sprint**

### **Continued from page 13**

On his first run, Brown set a PB and then on his third clipped a tenth off that time to not only take the solo win but also Fastest Time of the Day. In the Classic Racing Car Class (**6B**) it was the Brogdens in their March 733 that had back in the day had been run by Masami Kuwashima in the British and European F3 championships that contested the win. Peter Brogden led throughout as the car was bedded in after a new clutch was fitted over the winter whilst son Tomos, who had only had one test session in the car, slowly brought his times down as he became more accustomed to the 'new' car.

In the **Aston Martin Owners Club** class, we only had two runners but with two Vantage GT4s, it was quality. Peter House led initially but on the second run before lunch, Tom Whittaker snatched the lead and held off House's challenge to take the win. Then it was the **Classic Marques Speed Challenge** runners; they don't have a class record due to the mixture of capacities but the quality and variety of the entry was excellent. In the championship, Aintree being the sixth round, they use an algorithmic handicap system to determine the points each driver scores. On scratch, Nigel Duffield was the quickest in the Reliant Scimitar GTE whilst David Barrowclough was second in the TVR Chimera and Peter Sherratt third in his BMW M3. Amongst the runners were two Morgan Plus 8s, a V8 Marcos Mantula, two Porsche Boxsters, a Sunbeam Imp Sport, a TVR Tasmin and a TVR V8S. To judge the overall competitiveness in the championship only 6 of the 19 competitors failed to improve on their PB.

In the final class, for **Jaguar Driver's Club** members, we had four varied runners. Up front David Rodgers smashed the class record in his F-Type on his first run and then lowered it again on his second. Former class record holder Anthony Taylor was second in his Aristocat "XK120" kit-car with Phil Taylor third in his Aristocat C-Type replica which is stunning although it did retire in the afternoon with what appeared to be a blown head gasket. Fourth was Geoff Mansfield in the Kougar-Jaguar prototype once owned by motor-ing journalist and commentator Simon Taylor.

The meeting ended at 15:30 and a huge thank you has to go to the marshals, start-line crew and organisers for putting on a superb event. With Three Class Records being reset and countless PBs, it was a successful day of club motor-sport at its very best.

And wasn't it great to see spectators back for the first time since 2019!

As usual, fully detailed results are on our results page <https://www.liverpoolmotorclub.com/aintree-sprints/archives/>

**Steve Wilkinson**



**Photos above Courtesy of David Shaw**





## IMPRESSIVE BRC DEBUT FOR IOAN LLOYD

IOAN Lloyd has got his British Rally Championship off to flying start on the Corbeau Seats Stages in Clacton.

The 19-year-old John Easson Award winner produced one of the best drives of the weekend, finishing 15th overall and fifth in class – all from a starting position of car 53.

“It was one of those events when everything went right,” explained Ioan.

“The car was perfect, my co-driver Sion Williams’ pacenotes were perfect, and the roads were pretty good too!”

Ioan’s brilliant result was set against a backdrop of firsts – first time out in his new Peugeot 208 R4, first time on the event, and first time using their own notes – all of which failed to hinder their progress up the leaderboard.

The Saturday night opener comprised two short stages along Clacton Promenade, which was guaranteed to catch out the careless.

“They are the sort of stages that won’t win you the rally, but can easily lose it for you,” said Ioan.

“So we took it very carefully, while trying to maintain a decent pace in the new car.”

That pace saw Ioan and Sion make up 23 places to start the 12 Sunday stages running in 30th.

From there on in, they gradually increased their speed to a level they were comfortable with, while not putting a wheel wrong.

Their reward for a very mature drive was a place in the top 15, putting them eighth overall in the BRC drivers and co-drivers standings, and fourth in the Junior Championship

“It was a great result for us. The Peugeot is absolutely phenomenal, I reckon we are only at 50% of its full potential, so there’s a lot more to come from both the car and me. It ran faultlessly all day, so I’m really grateful to the team at West Wales Rally Spares who prepared it.

“I can’t wait for the next round!” The Beatson’s Building Supplies Jim Clark Rally, based in Duns, hosts round two of the BRC on May 27/28.

\*Former John Easson Award winner Osian Pryce was the outright winner of the Corbeau Seats Stages driving his Melvyn Evans Motorsport VW Polo R5.

### ***Ioan Lloyd would like to thank:***

West Wales Rally Spares  
2300 Club/John Easson Award  
Motordrive Seats  
Safety Devices International Ltd  
Atech Racing  
David Byrne Autorepairs

Moduron Teifi Motors  
Garej Tynypistyll  
Richard Tadman MIT  
Rick’s Bodyshop  
Mintex  
Peugeot Sport UK/Ireland



***Photos courtesy of  
Jakob Ebrey and Andy Manston.***

# Car Trialling further afield

Welsh weekend 9th and 10th April

*Rupert North : Airedale & Pennine MCC*

After the long winter break from early November till the start of April I was eager to get out and have a bit of competitive fun again. Car trails is a very low prep form of motorsport, so much so I put the car away after giving it a good wash in November and only moved it twice in and out of my garage for a matter of a couple of hundred yards before I called it ready to tackle the 2022 season. I had to get an MOT sorted out but the car, a 1999 1.0 Suzuki Alto, is in good condition so it went straight through with an advisory on sticking front brakes. That took less than an hour to free up and re lubricate.



Minimal preparation complete and loaded up Friday evening I was ready for the early start that was the 2 hour 15 minute drive to North Wales for the Derwydd Trail put on by Bala motor club in the Corwen area of North Wales. A hassle free drive on a bright sunny spring morning with views and countryside I haven't been out in for a long time passed quickly and it was nice to catch up with the regular national trialling gang and this time had a close friend from Yorkshire joining me after a few years away. After the pre event formalities were dealt with off the hills we went, I was a little concerned with how rusty I would be, up in these parts of the country (Yorkshire) winter time events are almost non existent while down Somerset way they are lucky enough to have a well supported full winters championship. Car trialling takes a certain feeling which can come and go, and the more you do the better you get to some extent, I do a fair bit of it, whereas someone who does 2 or 3 events a year will most likely lose the gentle touch needed on occasions.

So off I go.... I thought I had made a bit of a hash of round 1 dropping points here and there, miss judged my lock and hit posts twice!! And being first on I got to show everyone watching where particularly slippery bits were by spinning up and stopping by something like a 6 or 7 on a hill which would give you an easy 2 or 3 if you got past that part. I found myself laughing at my own rusty performance. I knew it was going to be a struggle and I wasn't wrong. Thankfully the damage to my score sheet wasn't as bad as I feared and we headed to round 2.

This was a lot better, cobwebs now blown away. I had a bit of a feeling for it again as I climbed the 8 hills set out with quite a few less marks than the others in my class and in the drying conditions on a nice spring day all was good in the world as I took the class lead at lunch. Lunch was a good time to catch up with everyone again, trade tales of woe and enjoy some proper butchers burgers courtesy of the on-site catering. The field had been wet and dewey overnight and the ground was still fairly sodden which had been cut up a bit from the first 2 rounds, It looked like it was beginning to dry out and the clerk of the course had adjusted the hills to make them a bit harder while we all had lunch.

But....as the lunch break came to a end a dark black cloud sneaked up on us, we set off to the sections in the dry, and they must of been 300 to 400 yards away by the time the cars had reached them the heavens had opened, but not rain, hail, like a cloud burst of hail. Everyone hid in their cars till it passed in no more than around 10 minutes. The ground was white in places with balls of ice left behind from the hail. It was quite impressive.

Marshall returned to their positions and everyone got back on with business. I was having another good round which just got better and better and the ground got wetter and wetter all the hail was melting and saturating the already muddy ground. Moving between the sections was beginning to get difficult. Watching an experienced trialist struggling to move forward was a sign things were getting too slippery. My car would appear to love the mud but when you have cars sliding for 100 yards with the driver merely sitting as a passenger it's time to call it a day. Which is what the clerk of the course was forced to do.

***Continued on Page 17***



## ***Trialing***

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

You can't wait for the accident to happen then call time on the event. That heavy hail, soaking in, had taken its toll. A bit of luck though as everyone had managed to do enough hills to make the event count as a round of the MSUK and BTRDA championships. Back down in the paddock area everyone was in an upbeat mood considering what had occurred. After a couple of showers we were back to a nice spring day again as the results were read out. I had the lowest dropped score of the day in the lottery of conditions that was round 3, I won my class but ended up missing out on the overall win on the index scoring which pushed me down to 3rd overall.



An enjoyable day cut a round short by the weather, nothing anyone could have done. When myself and Sam, my friend from Yorkshire, were planning ahead we planned on camping, you know with it being spring and sunny. And that evening it was clear sky blazing sunshine all good. We had arranged to have a meal with a group of trialling friends at a local pub which is one of the nice things about the double header weekends, rather than having to haul home you get a short drive to some sort of "digs" and enjoy the evening. We had wild camping, round the back of a cracking pub with a novel forded river crossing to get to the campsite. Makes for a good picture/ video. Once we were all set up we had a few in the campsite pub before heading out for the meal.

After tea we got our heads down for the night, it felt a little chilly but we were in for a shock in the morning! The clear sky had made it cold...not a little nippy but bloody freezing! Minus 4 and that was at about 7.30 once the sun was up and I wondered if it was colder than that. Not camping weather. A heavy frost and iced up cars. We packed up quickly and headed off for day 2 the Clwyd Vale event. It was nice to be in a warm van after the chilly night.

This event is always challenging and the site is very lumpy and rough in places, I always enjoy myself here, normally I'm in the Mini which is built like a tank, it can take a knock and has loads of lock and a good handbrake. The Alto has a very flimsy feel to it, the event got cancelled last year so this was my first go here. Out to the hills we went,

things were going OK from the outset. A costly mistake on hill 1 from my closest rival handed me the type of lead I could only dream of, we are often separated by a handful of marks. Managed to get through the first round unscathed and into the second.

For every hill I lost a mark on I pulled one back on another this continued for the rest of the event which keeps it interesting and holds your focus. one big mistake from me and the class lead would have been gone. But I held steady all day and finished first in class.

The big news of the day was the mammoth battle in class 3, the RWD class with the lead swapping I think the last section of the day. One man's glee is another man's disappointment and anyone who does anything competitive knows that feeling.

So 2 class wins for me, but not great national championship points two 4's and the worse news championship wise is that the same guy, Gary Preston, won both days which gives him two 6's. The MSUK points are hard to come by!! All in all great to be back out on the fields having a laugh. Very much looking forward to the next event.







## CompBrake Stages

*Ella Tyson : Myerscough College*

That's the Compbrake stages done in a dam quick Mk2 Ford Escort. Not without its issues. On the first two stages we managed to miss a lap on both stages and gained a maximum time. Un deterred and learnt from the mistake Stephen and myself pushed on to get some experience in slidysideways escort moves.

The power in the car is totally different to what I've experienced before but all the more amazing. The sun came out mid afternoon the stages times got quicker as I got used to calling the notes faster.

At the end of the day we finished 41st and yes we finished with a lot of experience gained.

Thank you to Buildbase and Stephen Ellison for letting me sit with you. Voxcloud and RS Groundworks

*Ella Tyson : Myerscough College*

## CompBrake Stages

*Colin Blunt : Clitheroe & DMC*

So I wasn't meant to be doing much this weekend ..... yeh right !!

Kev Furber gives me a call Friday evening "what you doing Sunday Col? Andy isn't well and I need a Nav" for The Compbrake Motorsport Stages.

Quick chat with My very understanding wife Janet Blunt and the organisers and we are sorted.

After a quick check around the tyre pressures etc we are in to stage 1 and 2 and we are 6th O/A.

We decided a tyre change for 3 and 4 not a good move as we went backwards to 9th a quick tyre change back to the Hoosier's saw us back up to 6th. Stages 5/6/7/8 saw no dramas, then on stage 9 car 3 rolled and the stage was stopped giving notional times from Car 1 for the first few cars already on track (that's rallying) we pressed on once we re started the stage we were now up to 4 O/A after SS10. SS11 was quick but we're not going to improve any further up the field.

Last stage and off we go just going into 2nd lap and the clutch was now slipping...,all we needed to do was get over the line so we nursed it dropping 8 seconds but we had done it 4th overall and 1st in class.

Massive thanks to Mark Crossley for service. And a big thanks to Wigan and District for an awesome event.

*Colin Blunt : Clitheroe & DMC*







# CompBrake Stages

**Barry Allman : Clitheroe & DMC**

After a super testing session at Three Sisters with Louis Baines in his Peugeot 106 with Kris and Sam Coombes. We were both looking forward to The CompBrake Stages run by Wigan Motor Club at Three Sisters Karting track. With a nice warm day forecast, we were running car 33 with some new MRF tyres on his 106 it was time to let the fun begin.

My last outing with Louis was on a Targa rally, The Pennine, last year when we managed to rip off a front corner after only one of the tests. As a crew we had unfinished business. Plus on my last visit to Three Sisters with Steve Ball (in his Subaru) after a 25 year layoff I made a basic error costing us a better result.

Even more unfinished business to deal with and lots of ghosts to lay to rest. Would we get around the third bend ? would I mess up the splits ? How often would we get our car on two wheels ?

It was going to be very quick and lots of fun, with some quick cars in our 1600cc class.

Wigan always run two stages one after another and so as we lined up for stage one around 10.30 with stage two to do as well before a service break. 3, 2, 1 and we were off, even with 20 litres of fuel onboard on the first long right hander we were suffering from fuel starvation, drat as we had the rest of this stage and another to do. It was OK on the straights and left handers. We managed to get both stages done, with the issue being worse on the second one. I had even managed to get the splits correct this time as well, I was using a slightly different system which worked a treat. But this left us 4th in our class and out of the trophies.

A spanner check by Sam and Jim B plus another 20 litres of fuel and we were out for stages 3 and 4 out of the 12 planned to be run. No issues this time and a good push from Louis saw us pull back some time but still left us in 4th in class. With

around an hour between stages it did give us time to check things over and have a brew and some food. We were all happier now and hoping to get into the top three in our class. Stages 5 and 6 were different but run in the same direction, just towards the end of stage 6 Louis felt the tyres sliding a little more.

Another break saw the club set up the stages in the opposite direction, we hadn't been around the circuit in this direction, this was going to be fun.

The next two stages saw us finally climb up into third in class, with second in class not too far ahead timewise, first in class a quick Corsa had a fair lead. It was noticeable now how on the second stage of the two the tyres were starting to go off, we were on softs, with no mediums. To make matters worse the sun came out too.

Louis was handling the car so well, it was even more fun as the tyres went off and we slid even more. At the end of stages 9 and 10 we were just 4 seconds behind 2nd in class now, with two stages left to do.

A spirited drive by Louis with our tyres worse for wear saw us pull back 8 seconds over the car in front saw us move up another class place, A great day's motorsport at a venue that is easy to get too, challenging enough and with all the facilities you need. Well run by the team from Wigan Motor Club, Thanks.

We finished up 15th o/a 2nd in Class and very happy.

John Stone ( Legend Fires) and Alex Stone ( that is SIR John of Blackburn) had another well deserved win over 4 minutes ahead of us ! Finishing their day off with a FREE Chip



**Barry Allman : Clitheroe & DMC**





**Regardless MC**



# The 'Steve Gornall' Memorial Rally

**23/24 April**

The afternoon of Saturday 23rd of April saw me heading up to the Redwell Inn near Arkholme ( OS map 97) to meet up with Stephen Flynn, ready for some fun in The Lanes. The Regardless Motor Club where putting on there first Road Rally " The Steve Gornall Memorial Rally" using maps 97, 98 and 102 some cracking lanes on those maps. The best bit being it was on our local maps and so for once I might know where we heading ! As always Steve's well prepared MG ZR went through the noise test and scrutineering with no issues. With only a few things to plot there was plenty of time for some pre rally Banter and coffee. It is great to be able to mingle again, swap some stories and talk maps with the other navigators.

With three A4 sized pages of references to plot ( time controls, passage controls, standing give ways, NAM's not as map boards) in 80 minutes it was going to be tight. We managed it with just 5 minutes to spare, with three maps and two clipboards to juggle it was going to be a fun night. The route was around 120 miles with a petrol stop after 85 miles, a quick breather, drink and a Mars Bar. Lots of the route we both knew but I had never been down Kingsdale or Barbondale it was going to be a interesting challenge.

With just a run out of around a mile I was still doing my juggling act with the paperwork, when 3, 2, 1 and we where off. I did manage to get my act together to get PC A just up the road, some crews missed that, the PCs went up to PC VV !! so busy night ahead. The first section was a short one with two NAM's, the first one a double boarder, a bit untidy but we got both, the second we couldn't find and so pushed on. A short run down the M6 onto map 102, gave me extra time to get sorted whilst trying not to take Steve's eye out. There was just a few miles on map 102 ( as the North West Stages had used most of the roads I knew and there is a time limit on road usage). We had a good run on that map before heading north again onto map 97 and going down Haylots, shame it was right in the middle of lambing season, as Steve likes the rougher bits. The club did so well getting permission to use it and had lots of marshalls out to control things. We left map 97 going East onto map 98 towards Lythe Fell ( which I know), but NO, we went north back onto 97 through Bentham. Then East again to head up skirting near Ingleton to end up at Kingsdale. We where quite happy as we had managed to find lots of controls and NAM's on the route.

***Continued on Page 21***



*Photo Courtesy of Chris Ellison*





## Steve Gornall Memorial Rally

### Continued from page 20

Apart from a hidden hairpin right slot in a quiet zone, which means NO spots, I didn't see it, forcing me to do a slight re-route which lost us some time and so the pressure was on ! Our lack of knowledge of both Kingsdale and Barbondale lead to some exciting moments, well driven by Steve, as the undulating moorland roads are not very accurate drawn on the OS maps. Really good fun and we did manage to get nearly all of the route checks, quite a few in viewing spots and car parks. Heading west now and back onto 97, I had one eye on the route and my other eye on the clock, no more errors from me saw us heading towards the M6 Junction 36 and the petrol halt with minutes (30 minutes time limit) to spare, PHEW !

A comfort break/ refuel for us and a top up for the car and we where off again. With the route heading North to Sedburgh, then South to Kirkby Lonsdale. We had regained most of our lost time at the petrol halt plus sort of the knew most of the roads to the finish, confidence in the car was HIGH ! Third bend in after the halt was a uphill square right, I called it, Steve turned into it but maybe with cold tyres, the car didn't. With a gate and fence directly in front of us we where both getting ready for the OUCH moment! In fact I had my head down looking at the following bends, I didn't feel the car turn, looking up we had stopped and not hit anything, result.

In fact there was a mound of earth just before the gate we had landed on but with one wheel in the air, we where BEACHED .... Grrrrrr

Luckily for us the guy from the house on the corner had been watching the boxing on TV, then as a motorsport fan was watching the rally from his side of the hedge. Quickly he popped over to help but the ZR was stuck, no problem he had a digger, brought his digger, tow rope on and we where clear. With no damage done ( just a few more gouges in the very long sumpguard) back on route and going again, most of the time we had pulled back at the petrol halt we had lost again. There was a northern loop we had to cut / miss out to keep on time which gained us enough time to complete the route and get a finish. Ending up, with a couple of cheeky NAM's close to the finish, which we got JUST then back to the Redwell for a sausage buttty and a brew.

We managed to get a finish not damaging our car either, getting 19th o/a and 8th in our class, another "if only" story of rallying. I went back the morning after in daylight and the slot I couldn't find was almost impossible to see, at least I know it now. Plus getting stuck lost us time but could have put us out of the rally.

**Barry Allman : Clitheroe & DMC**

**Photos Courtesy of Duncan Littler**





## Barbados King Of The Hill Podium For Bird

Cumbrian driver Frank Bird returned to rally action this weekend with a superb performance to claim third place on the First Citizens King of the Hill which marked the opening action of 2022 Sol Rally Barbados festival.

The Penrith-born ace was making his debut on the Caribbean island where his dad Paul had so much success over the years, including winning the King of the Hill twice, and constituted the first event back since 2019 whereby 87 international crews had assembled to tackle four runs of the course around Vacluse Raceway in the south east of the island.

In the Frank Bird Poultry-backed Ford Fiesta R5 with support from MCE Insurance, Hager, Vodiak, PBM, MAC Tools and Dragon Energy, and prepared as always by Dom Buckley Motorsport, Frank and Lake District-based co-driver Jack Morton were up against crews with plenty of experience of the event.

Not to be outdone, Frank made a great start, despite rain showers making the roads slippery, and by the halfway point, was up to second place behind fellow British driver Rob Swann, but it was in the afternoon when he had to pull out all the stops. Bird edged ahead of Swann when he suffered problems but couldn't manage to keep locals Zane Maloney and his uncle Stuart Maloney at bay so had to settle for an impressive third place, ahead of double winner Dane Skeet.

More importantly, the results determine the seeding for Sol Rally Barbados which gets underway on Friday and continues over the weekend.

Frank Bird: "What a great start to Sol Rally Barbados by claiming third in the King of the Hill competition which is a quality event. That means we will be third on the road for next weekend which is a good position. I was very happy with the day, it's the first time I've seen the stages and felt comfortable straight away, and I think that showed in the times we set. It's going to be a great battle next weekend so I'm really looking forward to it. Thanks to Jack on the notes and the team for doing a great job as well as a massive thanks to my dad and all our sponsors."



*Photos Courtesy of Vault/Nicholas Bhajan*



# Double delight for Tony Lynch at Pembrey

Wigan racer Tony Lynch enjoyed a near perfect week-end on track at Pembrey, with a double win allowing him to hit the front in the 2022 Retro Rallycross Championship.

Tony and his Landsail Tyres Motorsport Team Geriatric team made the trip to the Welsh circuit chasing a first victory of the campaign, having grabbed a podium finish from the opening meeting at Lydden Hill.

Although the Pembrey meeting would feature a smaller grid than usual as a result of issues for some of his rivals, Tony knuckled down and focused on the job at hand when track action kicked off on Saturday and he powered his Toyota MR2 to three wins from three in the qualifying heats to grab pole position for the final.

Seeing off the challenge of Rob Buckmaster's Ford Fiesta on the opening lap, Tony soon started to build a gap out front and duly wrapped up his first victory of the campaign.

The day wouldn't pass without problems for the Toyota however, with the team working to resolve an issue with the rear suspension ahead of Sunday's action, which would see Tony doing battle in the opposite direction around the Pembrey circuit.

As had been the case the previous day, the Toyota would prove to be the class of the field across the three heats and final as Tony doubled up, despite running into further problems with the rear suspension.

The points scored across the two rounds mean Tony has taken a twelve point lead over defending champion Simon Hart in the standings ahead of the next round, which will be held at the Glosso circuit in Belgium in August.

"It was a shame that the field was a bit smaller at Pembrey, but when you are running older cars like we all do, there is always the chance that you can run into a few problems and repairs can take a bit longer to complete," he said.

"We were all keen to put on a good show for the fans and in terms of the on-track action, things couldn't have gone much better when it comes to the results we were able to pick up.

"The car performed well across the two days which is credit to the team for the work they put in to prepare it, and the only issue we had was with the rear suspension as the circuit proved to be a particularly tough on the cars.

"We know our partners at AVO will get that sorted before we head for the next round in Belgium and we've now got some time to sort out a few things with the car to make sure we can maintain our form through the rest of the campaign."

## RETRO **RALLYCROSS** 2022 CHAMPIONSHIP **Pembrey**







**13/14th May 2022**

## **The Morning after the day/night before . . . .**

*Liam Whitely : Manx A.S.*

It's fair to say myself and Maxx Bradshaw were put to the test and the Manx Rally had everything and anything thrown at us

An unavoidable stage cancellation, loss of first gear cold tyres, gear selector issues (twice) bonnet coming up at 100mph, cracked screen, fair few massive moments & then the whole of leg 2 without a windscreen and wearing goggles

However we pushed on and set some great stage times, inside the top 10 with a best of 7th After all what we came up against, we dealt with and carried on coming home 22nd overall. Ultimately making the finish of this tough event and sealing the class B6 win

As far as we staying were concerned it was job done Our first tarmac rally together and Maxx Bradshaw Motorsport first closed road finish on the island

Many thanks to Manx Auto Sport, the organisers as usual for a faultless event, the marshals for getting the show on the road & our sponsors who made it possible for us to be on the start line including Cotton Competition for looking after us

Hard work, dedication and perseverance for the sport that we all love - Rallying

Regroup & get the car fixed - Bonnet, screen, roof, lamp pod/light bar

*Liam Whitely : Manx A.S.*

**Photos Courtesy of Ellan Vannin Images**  
[ellanvanninimages@gmail.com](mailto:ellanvanninimages@gmail.com)



# Manx Autosport



**13/14th May 2022**

*Kevin Jaffray*

After what seems like a lifetime, we're back, rallying on the Isle of Man in May, for the Manx National last weekend. Although I was there in October last year, the National always has a special place in my heart.

Normal format of a loop of stages on Friday night ( each done twice )and another double loop on Saturday which would make up the 120 ish stage miles

Due to the event running to International status, the recce was drawn out over 2 days instead of the normal one and a half, so quite a lot of hanging about .

Entered as usual in the ever reliable 'Tara' the Toyota, but now sporting a lsd and also a new crown wheel and pinion to help the big gaps in some of the standard gears. Also back for this event and calling the notes is the WRC wanna be co driver Bonnie Papper, just recently back from her first UK event a couple of weeks earlier.

Recce consisted of two runs of each stage, which went without any problems. Just marking the rough bits and checking everything was in the correct place.

With scrutineering on Thursday night, it was going to be a long day on Friday waiting for our 19.19 start time

First stage at Keristal was cancelled due to a RTC before roads closed, so 'Back of the Moon' was going to start us off. Straight away it was obvious the gearbox tweeks had transformed Tara. Not only quicker through the gears it also handled loads better in the twisty bits. Stage completed without any problems and were off to the greatest rally stage in the world. Druidale, run from the very bottom of the hill. Up to Brandywell we catch and pass a 205 who was doing donuts for the crowds. He gives chase but we lose him by the decent down into Injebreck. Into East Baldwin and Bon is on a mission with the notes. Not a single missed note all the way down and at the correct time making for a speedy ride round to Ballaoates and over Abbeylands to the finish.

*Continued on Page 26*





## **Manx Rally** **Continued from Page 25**

Into service for a 30 minute break. Nothing to do apart pressures and torque wheel nuts and grab a quick brew  
Out for the second loop and Keristal is back on. Quick blast along the Old Castletown Rd without any problems. Using a set of PIAA long range spots for the first time and they are tons better than the light bar we've used in the past  
Halfway through 'BOTM' the car started to feel wayward at the back. Couldn't decide if it was oil on the road or a puncture. Backed off to finish so dropped a bit of time to find it was a puncture as we pulled away from stop line. The event was using European timing, so we didn't have long to change wheel and get to Druidale before incurring road penalties. We made it with 20 seconds to spare, having to pass several cars who were waiting at the arrival control.  
Druidale was great in the dark. No 205 to hunt down this time though . Bonnie again spot on with the notes. I think of all the co drivers I've had , she is the only one that can read Baldwins. Stage completed and we have a 45 minute service before cars go into parc ferme for the night. We only took lamps off so didn't need all the time and booked in 37th o/a

Saturday morning dawned bright and sunny and with 4 stages repeated twice we were in for a hot and busy day.  
Unfortunately the first run at Little Lindon was cancelled after a car went over the top at Slaters Corner on the way to Sartfield. Luckily on metal was damaged

So 'The Curraghs' was our first stage of the day. Starting just outside Kirk Michael and running round the Orrisdale loop and up to The Cronk, before weaving about on the narrow lanes to finish just behind Ballaugh. Great stage with a mixture of narrow bumpy lanes and white lined roads.

With clean runs over Dog Mills and the climb up Tholt e Will, it was back to service at the Grandstand in Douglas for a 30 minute tea break.

Little London was back on for this loop. Starting at Mount Rule, up West Baldwin and over Injebreck to finish at Little London, via Brandywell jumps (we got air, just) and Sartfield hairpin (playing to the crowds on the lever).

Curraghs went well apart from not listening when Bon said caution bad jump dip just before turning left off Orrisdale Rd.

Picked up another rear puncture in Dog Mills but didn't lose much time as it was near the end of the stage.  
With Tholt completed it was back to the finish to find us 30th o/a and 10th in class

Thanks to everyone who gave up there time to allow us to go and play

To Melanie Caple for looking after us, your a star  
Tara for doing what she does best (finishing events)  
And of course

Bonnie Papper for a top job in the left hand seat, you're brilliant

Although this was only her second multi venue event, she had other co drivers coming up asking her for advice

Think you scored 8.5 on the Pokerstars

9.4 this time

Keep up the good work miss

Next event for me is Argyll , see you all soon

**Kevin Jaffray**



Mid Derbyshire MC

# The Twyford Targa Rally

14th May 2022

*Barry Allman : Clitheroe & DMC*



This was another new event for me, with Steve having his second visit to the Twyford Woods Targa. It is infact an old WW2 airfield which has become very overgrown but more of that later. With the formalities all done we got our rally pack with diagrams and time cards and a couple of nice mugs.

An issue now with all events is that they all use a Hybrid system when it comes to documentation, on this event you had to print out your own process card. I am old school when everything was on paper, I don't mind these new systems but wish all events would do the same.

On my last event the roadbook and other information was available only within an APP before you actually started, which made it harder to find. I almost always now print out everything at home as that sytem works for me ( even on stage rallies where maps are not required I get them just in case), Rant over.

The diagrams for this Targa where printed on A3 (twice the size of A 4) sized sheets and with approx 100 cones I am glad they did, as the used both main runways and the link roads too. There was just one narrow rough 100 metre section which was both taped and arrowed.

We had a quick look at the parts of the route you could see, the concrete was ok but with lots of bushes to block your views.

Test one was almost 4 miles with two split junctions and two merges with lots of chances to go wrong, plus as always the diagrams are never to Scale. I had spent some time with my highlighters going over there symbols, somewhere inbetween (Dot to Dot) and (Painting by Numbers) for people of a certain age. It did look different. The crew next to us didn't, I did offer some advice at it was the navigators first go at a targa. So away we went with a nice "Left Of" three cone salom right off the line, we managed to get through the first five cones JUST. With lots of cars on the course at the same time, it did get confusing at the Splits and Merges, it is so easy to follow a car. Pleased to say after me shouting and pointing at Steve we managed a clean test, Phew ...

It was looking like a tough day but the sun was out and everybody was working hard. We went straight into Test two before a break (No servicing allowed ???? apart from what you carry in the car and the crew can fix). This test was using the other half of the airfield, the fun part here was the cones where on the edges of the wide runway and where so hard to see. A few where the other side of a bush and so lots of late handbrakes and reverse gears. At this point we went past cone 98 !! quite a few of the cones the earlier cars had knocked over which made it easier for us running car 42. Steve and I managed to finish both test with no extra penalties, they had a split finish line which confused everybody. At least we knew what the format was now and had some knowledge of the cones that where hiding.

Another 30 minutes for me to break out my highlighters again, different colours and lots more markings, as I had to keep one eye on the diagram and one eye out for the cones. Plus on this even they had manned passage controls and most of the cones had marshalls on.

The crew next to us, the poor navigator was ill half way around the first Test and they got completely lost, just ended up following other cars. It really was that tough, 110% concentration required.

There where 14 Tests planned but Tests 7, 8, 9 where cancelled due to the venue's time limit, that was a shame as I had spent an hour highlighting them

Tests 3 and 4 where repeats of the earlier tests we got through them OK, some of the cones felt like 400 metres apart but at least now we knew which diection to go in, he he, plus they where tyre marks to follow. Hard work but good fun. Test 5 was going well until we approached cone 67 from a different angle, with cone 64 dead ahead, we turned in too late and inbetween cones 64 and 67 was a MOUND ! With our track record that is where we ended up BEACHED again, just like on on last rally together! Again no damage done and with more and more marshalls arriving we pushed it off the mound. Of course with time lost (or so we thought at the time) we pushed on and completed the test correctly. Quick thought in the break area (not service area) was the worst we got would be a test max which was only just over a minute longer than we where taking. Results came through and we had just dropped over a minute PHEW. We where all smiles again.

Test 6 used the same cone and we nailed it this time, getting a BIG cheer from the Marshalls .

Our next test was number 10 followed by 11, theses where now a reverse of the morning tests with some changes including a slot between two bushes, it can't be there we both thought, but is was, just a few seconds lost.

We went into Test 12 penalty free just that lost minute and so with some many crews having penalties we where up there in the mix.

Then we approached a split on a tight bend with a car very close behind we went the wrong way, without the car being so close we could have turned but that is rallying and so got three penalties. We where down but not out.

The last two tests where over 5 miles long and used all the course all the splits, merges, passage checks it was fun. Steve drove really well and I kept us on the correct route too. Two clean runs to finish a tiring, hot day. As we finished the marshall said you have water coming out of your car, we got back to our area to see water pouring out of the expansion tank.

Turned out the bearing had failed in the fan motor and the blades where fouling the shroud, causing the fan not to work. We where lucky it happened when it did another PHEW moment.

Super drive as always from Steve in his reliable MG ZR I tried to keep us pointing in the right direction.

We ended up 16th o/a and 6th in class, if only we had had a clean run ... next time.



# Knutsford & DMC

# Plains Rally

## 21<sup>st</sup> March

## Sunbeam Tales - BHRC

*Tony Vart : Clitheroe & DMC*

The Riponian way back in February turned out to be a poor one – the post event strip down revealed a severely damaged set of pistons and valves which clearly would necessitate a full rebuild...the problem being that a set of pistons would have to be commissioned from either America or Italy and the resulting lead time meant that it was going to take some time (and they still haven't arrived at time of writing this!). Into the breach literally stepped Nev Breach who is a Avenger Tiger sprint/hill-climb pilot of some repute..and he also has a fair few engines/parts under the bench in his garage. Now we have blown one of Nev's loan items a long time ago but to be fair he was still amenable to us borrowing one of his "cooking" units to do the next event or so...good man!! Duly fitted by Rhodri Evans Motors and rolling road set-up at Moseley's we were ready to go again for an old favourite..Rally North Wales. Based as usual in Dolgellau the route to the far away digs was enlivened by passing a chippy in Harlech called Arousal...apparently it's a well known establishment but no we didn't stop for a battered sausage, and after reaching the digs to be told only one room was available, but it had a sofa bed as well as the double fortunately, we wandered down to the bar – only to see a bloke with a beard walk in wearing a dress who appeared to be guiding a group of Japanese tourists – strange but true! The event itself passed with no real incident of note with a 28<sup>th</sup> place finish in the BHRC standings (66th/a) – the real talking point at the finish was just about how rough the stages were, and I would go as far as to say that after 30 odd BHRC events with Hopkins we both thought that they were the roughest we had ever experienced. Huge cuts of loose rock just laid with no packing down...it battered the underside of the poor old Beam, but didn't it let us down to be fair. Well done to Rhodri Evans Motors!

Next on the agenda was the Plains event based around Bala – the car had only needed a quick check over and a bit of touch up paint and was ready to go again. It was great to see it arrive in its new mobile garage....a covered trailer bought only a few days previously from Clint Ede up in far flung Yorkshire and it will look great shortly when wrapped up in the corporate Hopgrove Construction livery...all the gear no idea said the touchline wags!!

*Continued on page 29*



The rally itself was well organised with superb stages and it was a tiring day all round – which it is meant to be and to be fair the small service area worked well despite the doomsday predictions. The rally for the Beam crew was a bit uneven with a minute dropped on SS2 (which was very short) after some confusion at the start (or finish? ) .....a three point hairpin and what we thought was a slow start all transpired to produce a 32<sup>nd</sup> place BHRC finish (65<sup>th</sup> o/a) ...slightly disappointing but yet again the borrowed engine did the business and the car itself never missed a beat. Oh, and Llangollen looked to be a decent night out!!

Well, how does the BHRC look after three events...great to see the RSD developed and run Fiat 131 in the hands of Matt Edwards to the fore and something that I feel the championship badly needed. The Escorts are great, and I fully understand why folks run them but overall, the series needs a greater variety of cars. With the apparent interest in running Cat 1 cars now seemingly in terminal decline, a great deal of interest for spectators and Togs has been unfortunately lost..the contributing factors being the value of the cars themselves has rocketed in recent years and with them being extremely difficult to source parts for, the attraction of running them on rough second use stages has led to them staying in the garage. The overall BHRC entry has thus been reduced in overall terms compared to previous pre-lockdown years...and whilst we generally run at the front (Cat1's plus under 1600s run in reverse predicted performance order) it does not appear to be enough to tempt the missing cars/crews back out. Not sure what the answer is and possibly there isn't one...the events need double usage to keep the cost down to a just affordable level, but the same scenario drives up car repair costs in many cases.... answers on a postcard please!

Many thanks to Rhodri Evans, Nev Breach, Christopher Vanes and Pat Beveridge for their efforts in supporting Hopkins/Vart and Beveridge/Price in the lovely Toyota over the last couple of events.

**Tony Vart : Clitheroe & DMC**

## **Another Rule Change - More Cost**

**Roger Fisher : West Cumbria MSC**

Often some competitors seem to be too willing to complain about the organisation of events even when they have not themselves bothered to get involved and be aware what goes on behind the scenes.

One typical grumble relates to entry costs whilst not appreciating how some of the less identifiable expenditure can stack up. In addition it's as if the organising team shouldn't be looking to make a small profit to cover for a future rainy day.

Understandably in these times of ambulance chasing lawyers national controlling bodies have to impose requirements to protect not just themselves but in particular the associated volunteer organisers.

An example of hidden costs comes from a recent amendment to the MSUK Safety Requirements for Stage Rallies. This lengthy document now requires all safety vehicles to use dash cams while travelling stages. Presumably this is to provide evidence in case any of those few spectators, who seem to have had the self preservation gene removed, see an opportunity to make a compensation claim despite ignoring safety guidance.

This additional cost albeit small is just one typical example of hidden expense that organisers and ultimately competitors have to bear.

**Roger Fisher : West Cumbria MSC**



*"Mrs. Hammond! I'd know you anywhere from little Billy's portrait of you."*



**We'll say "I do" after a reduction of the sentence from "till death us do part" to "time served plus 10 years."**



# NOT A FAIRY STORY !

**Once upon a time there were two teenage boys, cousins who lived near each other.**

One night they went into a forest, in the dark of night with rain coming down, and the first sight was a car, driven at speed, along the forest track. That started something. (It was the Gulf London Rally in July 1968).

The following week, both boys were in their places of work. One boy spoke with a colleague of the excitement of seeing the cars through the forest. The colleague turned out to be a member of the local motor club and there was a meeting in a couple of days time, so why not come along. There would be a film night showing more of that type of driving.

The two boys went to the club night and watched a motoring film. They met many other people who were interested on cars. They were given membership application forms, filled them in and were duly welcomed into the club.

The other boy had also found a work colleague who was a member of a different motor club, and that club was organising a "Sunday Run" the following weekend, it seemed to be a sort of treasure hunt but a bit different as you had to drive a route and find symbols by the roadside! The duo went along, met the organisers, spoke to others who were there, completed an entry form, paid a small fee and were handed a set of strange looking instructions – there were things called tulips and a circle with lines on either side, plus other strange notes. Fortunately they had taken an OS map and after some help drew a line on the map. Off they went, following the route and recording letters found at random.

At the finish spoke with many who asked how they'd got on. Then someone announced results – everyone was amazed that our two had finished sixth overall out of 15 crews! It turned out that the club magazine, when it was received the following month, only ever showed the top six crews, and there they were on the list (RAC regulations were that no more than 12 cars were allowed on the event!)

And so, the bug had bitten. Both clubs organised similar events, often competing against each other. So our two had a go driving their cars around cones on a car park, or trying to drive up slippery hills on a wet field. Always against quite a lot of others who always gave help and advice, not always heeded, but always friendly.

The two attended many club nights with both clubs. One of the two was asked about navigating on a 12-car rally, with a driver who had never driven on one before. The following month they entered a 12-car rally and one of the expert navigators gave our lad some basic instruction on plotting and reading an OS map. It all looked like good fun.

Come the night of the event, our lad was to be found in the left hand seat of a tidy Mk1 Lotus-Cortina, was handed a sheet containing a list of map references which were plotted onto a 1 inch to the mile OS map, then at an allocated time off he went into the night with a driver who was also a complete novice.

The route took our crew along narrow country lanes, sometimes finding a marshal standing at the road side with a clock, who duly wrote a time on our lad's time sheet. On they went until, with just a few miles to go, they caught up with the earlier cars who were all waiting for their time at a control. Crews were discussing how much time they had dropped, our crew showed their time sheets and were met with amazement as they had been on time at every control!

There was one other crew who were on time, the navigator being the one who had taught our lad! Things then went wrong, for the penultimate control saw our crew go a longer way round to get to a control, but were still on time. On to the finish were the results showed the experienced crew to have been on time throughout so won the event. Our crew lost no time penalties, but there was a big "F" on the results sheet for last but one control. "What's that for?" was the question asked, and answered with "it means you Failed the control". That was enough to drop our crew from first to fifth, but were still declared winners of the Novice class by a huge amount of "F"s.

The following month, another 12-car event, and our crew were again running on time until near the end. However, the road went downhill ninety right, the car slid sideways and wrapped itself round a tree. That put our lad in hospital for a week, only slightly injured but being diabetic the doctors would not discharge him until the sugar levels came down. He has never seen the driver since!

*Continued on page 31*

However, the motor sport bug had bitten, hard! The two became more involved with the club and were invited to get on the committee. It did not take long before they were taking on serious roles – one became club secretary and the other competitions secretary, having by now competed on a few bigger rallies. They also joined the committee of a major road rally, and it was not long before our lad became Clerk-of-the-Course, after a couple of years the event was a qualifying round of the Motoring News Rally Championship. He was also in charge when the rally moved to the forests (1977).

By now, our lad had been successful on both road and stage rallies, having navigated for an experienced driver – they won a few championships, including the very first Welsh Stage Rally Championship (1975). His cousin was heading for club secretary, magazine editor and eventually Association Secretary then onto a role with RAC MSA. This was soon followed (1982) by our lad taking over the ANWCC Championships, still competing on a variety of events but now with growing family had cut down the rallying!

The rest, as they say, is history – one of the lads completed 25 years as ANWCC Secretary, is still working for Motorsport UK and the other has been ANWCC Championships Co-Ordinator now in his 40<sup>th</sup> year.

Yet, all this happened without social media, without training sessions, without computers and none of the rules, regulations and restrictions that we all have to suffer and abide by these days – it was down to joining their local car club, attending club night meetings, talking and listening to the other members, getting out and helping on events, using common sense and treating everyone with respect – things that are in short supply in the 21<sup>st</sup> century.

Those who seem intent on re-inventing the wheel should consider how things were done – look to the future yes, but learn from the history! (That's something similar to what Queen Elizabeth said that Winston Churchill had told her. *'The further you look back - the further forward you can see'*)

**Annon**



## **2022 Cataclean Promenade Stages Rally**

**9<sup>th</sup> / 10<sup>th</sup> September.**

### **Calling all Marshals!!!!**

Please come and marshal on the Promenade Stages Rally on 9th / 10th September.

If you're not competing and want to be involved and be closer to the action then why not register as a Marshal.

Marshals are needed on Friday afternoon for Scrutineering, Friday evening for the first 2 special stages and all day on Saturday for the remaining special stage action. If you are a registered marshal please remember to bring your Motorsport UK card with you.

We aim to sign on around 100 marshals in order for our event to be as slick as usual, so if you would like to help on the Promenade Stages Rally then please contact the Chief Marshal, Contact Steve Price at [sp.sales739@gmail.com](mailto:sp.sales739@gmail.com)

As a marshal you not only get a goody bag but will also be entered into our superb marshals' prize draw.

Everyone is welcome and no previous experience is necessary as all marshals will be briefed and anyone who is not experienced will be 'buddied' with experienced marshals.

If you are interested in marshalling for the first time either make contact with the Chief Marshal or come along to one of our club meetings on a Monday evening at the Port Sunlight Village Social Club to find out more about marshalling and other ways to be involved in motor sport.

#### **Motorsport UK Marshals Registration**

Following some high profile incidents the Motorsport UK has introduced new safety rules in order to secure the future of British Rallying and some of those changes affect you as event marshals.

For 2022 marshals need to be accredited by completing some on-line training which is described below. For information, you only need to do this once, it will not be part of future ongoing annual renewals. But remember – when you have competed the accreditation, remember to also register as a marshal with the Motorsport UK and get the recognition you fully deserve for the contribution you make to rallying. The Motorsport UK will send you a marshals pack and your official marshals card.

If you are not an accredited Motorsport UK Marshal, then registration is not compulsory but you will need to be 'buddied' with a registered marshal.

Volunteer marshals are essential for the safe and efficient running of our rally – without you our event would not run.

Please come and help us and, if you want more information, we will be happy to talk to you about Motorsport UK registration. Contact Steve Price at [sp.sales739@gmail.com](mailto:sp.sales739@gmail.com), or the Deputy Clerk of the Course, Pat Marchbank at: [pat\\_01@live.co.uk](mailto:pat_01@live.co.uk)



# ***NORTH WEST RACERS***

***With Dave Williams***

## **NORTH WEST RACERS TOUR THE LAND**

The 3 North West-based Championships have been racing across the country in recent weeks. The CNC Heads Sports/Saloon runners had a Triple Header at the glorious Cadwell Park circuit, the Avon Tyres Northern & Super Classic Formula Ford 1600 contenders headed north to Croft while the Vinyl Detail ST-XR Challenge had its southern-most meeting of the year at Snetterton.

### **CNC Heads Sports/Saloon Championship: 23<sup>rd</sup> & 24<sup>th</sup> April – Cadwell Park**

Neither of the 2 fastest drivers in qualifying at Cadwell Park had scored any points in the opening round at Oulton Park. Jon Woolfitt had an engine failure in Cheshire which necessitated the fitting of a new motor in the back of his Spire before he headed to Lincolnshire. The power unit pulled more smoothly than the old one enabling him to set the quickest time in the session when the grid for race 1 was set.

Dobson had fuel pressure issues with his Mazda-engined Locost at Oulton which forced him to retire from round 1 of the championship but he had no such issues this time although he took things easy in qualifying to save his tyres for the weekend's three races.

When the red lights went out for the first time this weekend, Woolfitt shot off into the lead but he pushed too hard too soon before his tyres were fully warmed up and he spun at The Mountain. Fortunately, he didn't make contact with anything solid and finished the opening lap down in sixth.

So Dobson was now out in front with Stephen Riley chasing him on his debut in the series behind the wheel of his Caterham 420R. This pair were well clear of the third placed man – reigning champion Jamie Cryer in his Class E Ginetta.

By lap 6, Woolfitt had recovered the ground he had lost with his gyration and was right behind Dobson. He tried to pass a few times at Park but Dobson held him off to take the win by 0.36 secs. The pace at the front was so hot that Riley had to back off to protect his tyres.

The first 3 home were all running in Class B. Fourth was the only car in Class A which was Guy Carter's TVR Tuscan. He had qualified down in tenth overall due to struggling to get his new tyres up to temperature which resulted in a few sideways moments and even a spin at Hall Bends. Carter therefore took things easy at the start of this contest before working his way up the order.

Cryer had to yield his initial third place overall as Woolfitt recovered from his lap 1 delay and Carter began to understand how hard he could push his tyres.



***Jon Woolfitt took a brace of CNC Heads wins  
Photo Peter Scherer***



***Paul Dobson took a victory when Woolfitt spun  
Photo Peter Scherer***



***Gary Carter in his mighty TVR  
Photo Peter Scherer***

***Continued on Page 33***

## **North West Racers** **Continued from Page 32**

The Class B Ginetta G40 of Connor Mudro also overtook Cryer with a surprise move around the outside at Charlies meaning he took the flag in sixth.

As the grid for race 2 was decided by everyone's second fastest qualifying times, Carter once again had to climb the lap chart to finish fourth. Like everyone else, apart from Dobson and Riley, he was lapped by the winner, Woolfitt, who kept his car pointing forwards this time around.

Mudro once again came out on top in his battle with Cryer to take fifth.

When the final race of the weekend got underway, it was Dobson who made the best start to lead the field away. He knew he didn't have the pace to pull away from Woolfitt so he focussed on defending his advantage. He was successful in this quest until lap 4 when Woolfitt took him around the outside at Mansfield. A short spell behind the Safety Car allowed Dobson to get back on to the leader's tail in the closing stages but when proceedings went back to green, there was nothing he could do to prevent Woolfitt taking his second win of the weekend.

Riley headed home from his first weekend racing in the CNC Heads Championship with a trio of third place trophies. He was delighted to discover that his Caterham was so close to the pace of the front runners and vowed to return.

As the results of race 2 determined the grid for this encounter, Carter had less overtaking to do this time around as he started from fourth position. Nonetheless, he was kept on his toes by Mudro filling his mirrors until his pursuer crashed at the Gooseneck. It was he who triggered the full course yellow.

Cryer inherited fifth overall with the demise of Mudro and maintained his unbeaten record for 2022 in Class E. This time it was a close-run thing as, after the Safety Car pulled off, he was harried by Paul Rotheroe in his Citroen Xsara. The pair were separated by just 0.251 secs at the flag.

Graeme Smith in his Mazda MX5 was the only entrant in Class F this weekend.

## **Vinyl Detail ST-XR Challenge: 21<sup>st</sup> & 22<sup>nd</sup> May - Snetterton**

Quite a few regulars decided not to take the long trip south to Norfolk (including all the XR drivers) but those that did put on a fabulous display of racing.

Because of the low numbers, the Fiesta ST150s shared the track with the Honda Civic Challenge. As he was concerned about being baulked by the Japanese cars during qualifying, Michael Blackburn made sure he was at the head of queue when the drivers headed out on to the track.

Blackburn had set up his car to be "tail happy" expecting it to be necessary to dial back the set up before the weekend's races. However, all his quick laps were nice and clean with no interruptions from the Hondas. Indeed, he was just as fast as was when the series visited Snetterton in 2021 so he decided not to make any changes at the end of the session.

A mistake at the last corner on his final, and potentially fastest, qualifying lap denied Sam Beckett pole position but he made amends by blasting into the lead from the outside of the front row at the start of the opening race of the weekend for which the Fords lined up at the back of the Honda grid, separated by 2 rows.

The cars all started together and when the red lights went out for the first time at this meeting it was Sam Beckett who had a healthy lead as the STs headed into Riches as pole-sitter Blackburn fluffed



***A small entry of Vinyl Detail STs still provided superb racing - Photo Richard Styles***



***Michael Blackburn took two ST wins  
Photo Richard Styles***

***Continued on Page 34***



## **North West Racers** **Continued from Page 33**

On the run down to the first corner, he ended up sandwiched between Mark Blunt and Chris Grimes who had started on row 2 with Matt Pimlott looking to join in the fun in fifth place.

Blackburn decided that there was no way 3 cars could get round Riches side by side so he braked as late as he dared. After clashing mirrors with Blunt, he emerged in second place. Grimes was hemmed in on the inside and had to lift off. He was engulfed by the pack but was soon back with the front runners..

A collision between a couple of the Civics forced Beckett to lift and so by the end of the opening lap Blackburn was putting him under pressure. Beckett held him off but kept missing the apex at Murrays, the final corner. The second time this happened, Blackburn was able to get a run on him and take the lead at Riches.

Both were slowed by this side by side action resulting in, spectacularly, the first 5 cars arriving at the next corner, the Montreal Hairpin, at the same time! As Grimes looked to pass Beckett round the outside, Blunt dived down the inside of both of them to take second. It was a brilliant move!

Beckett quickly demoted Blunt back down to third where he looked comfortably able to hold off Grimes.

With Blackburn on his way to taking the win half a second ahead of Beckett, Blunt seemed about to finish on the podium for the first time but, on the last lap, he ran wide at Nelson gifting the place to Grimes.

Race 2 saw Blackburn lead from start to finish but it was a far from easy win as during the course of the contest he brakes began to fade away. In the closing stages, Beckett got a run on him down the Bentley Straight but had to back out of the move because the marshals were waving yellow flags due to an incident with the Hondas.

At the final corner, Blackburn lost the brakes completely. As he fought to keep his car on the tarmac, Beckett had too much understeer to take advantage of his predicament. Back in the paddock, Blackburn discovered that his mechanical problems were easily fixed as it was just a flexi-pipe connection that had become detached from one of the rear brake callipers.

In third, Grimes was also troubled by a long brake pedal and, for the final race of the weekend, he fitted new pads.

Aside from the brake issue, Blackburn's ST handled perfectly all weekend and he hadn't needed to make any set up changes. However, his tyres had done the Double Header at Oulton Park's opening meeting and so he was about to use them in their fifth race.

A combination of Grimes' pristine brake pads and Blackburn's well used rubber meant that the former was able to make a race-winning pass at Coram Corner. This time it was Beckett's turn to fluff the start but he worked way back up to the order to finish runner-up to Grimes. With diminishing grip, Blackburn just held off Blunt to take third.

## **Avon Tyres Northern and Super Classic Formula Ford 1600 Championship:** **14<sup>th</sup>/15<sup>th</sup> May – Croft**

A total of 13 drivers turned up for the second round of the BRSCC Northern and Super Classic Formula Ford championship at Croft on May 14/15, but it was an all-Super Classic entry list for the second round in a row and there two different classes of car that made it to the top of the overall podium.

SCB runner Nick Barnes (Swift FB89) was the fastest Northern driver in qualifying, setting a 1m29.466s lap that put him 0.0134 seconds ahead of SCA man John Murphy (Van Diemen RF90)

**Continued on Page 35**



**Chris Grimes passes Blackburn to win race 3**  
**Photo Richard Styles**



**Nick Barnes won FF Class B and dived with the Class A car of John Murphy**  
**Photo Brian Blackett**

### ***North West Racers : Continued from Page 34***

as they shared the eighth row of the grid behind the BRSCC National FF1600 contingent that was sharing grids for the weekend. Richard Freye (Reynard 88FF) was the top SCD driver in 20th, a second off pole and just ahead of BRSCC chairman Peter Daly (Van Diemen RF88) who caused red flags when he got stuck in the Clervaux gravel and had to call on the help of others in the paddock to get his car repaired with replacement parts ready to go racing.

Murphy seized the advantage at the start of race one on Saturday, not only dicing past Barnes but also two National runners on the opening lap. That gave him a cushion of several seconds when it came to Northern honours, and he managed to keep at least one car between himself and Barnes - as there were other National drivers who had qualified lower down and were making their way up the order - until lap seven of what proved to be a shortened eight-lap race due to a crash.

Through all of their squabbles with drivers they weren't competing against for points, Murphy and Barnes had been no further than two seconds apart and when Barnes could finally get an undisturbed view of the rear of his rival's car he was only 0.438s behind. On what would prove to be the last lap he latched onto the gearbox of Murphy and finished 0.143s behind.

The battle for third was even closer between Alaric Gordon (Swift SC97) and Daly, with the latter getting past mid-race but then missing out on the podium when Gordon got back through with two laps to go.

Phil Nelson (Hawke DL2B) was the SCD winner in 20th overall, while Roger Arnold (Merlyn Mk20) triumphed in SCC as his class rival Paul Crosbie had a spin in his Van Diemen on lap three ended up getting lapped later in the race by the lead National drivers and influencing the lead fight.

Race two took place the next day, and Barnes struck back against Murphy by the tune of 0.835s. Murphy started ahead courtesy of his race one win, and had the benefit that Barnes had the previous time around with several National runners between himself and his class rival. This time it took until lap seven for the pair to actually see each other on track, with Barnes tucking in behind his rival but not getting close enough at Clervaux or Sunny In to pass at first. His first opportunity came on lap nine of 11, but the move wasn't made and it was on the penultimate lap where he managed to find a way past the leader and with superior pace was able to pull away too.

This time it was Freye who emerged as the next-best Super Classic runner as Gordon and Daly crashed out in a racing incident late in the race. Daly had gone to pass Gordon around the outside of Clervaux and the latter snatched a brake, resulting in the pair making contact and sending both into the gravel. It required more repairs for Daly, although with the BRSCC Northern runners not joining the National drivers for a third race it meant this time he wasn't against the clock.

Joining the crashed pair in retirement was Lorna Vickers, who pulled off in sector two of the lap with an issue after six laps, and Crosbie. He had a similar race to Saturday before he retired.

Arnold again took SCC with the DNF for Crosbie while fellow Merlyn driver, John Roberts, won the SCD class by almost six seconds in his Mk11A ahead of Nelson, with Mike Wales (Merlyn 20A) a very distant third. Nelson is the leader however in the championship standings after four races, with Barnes and Murphy comfortably, and predictably, way ahead in the SCB and SCA points tables.



***Roger Arnold did the double in FF Class C  
Photo Brian Blackett***



***Phil Nelson took FF Class D in race 1  
Photo Brian Blackett***

***Formula Ford report courtesy of Elliott "Ida" Wood of [www.formulascout.com](http://www.formulascout.com)***

***Dave Williams***



Hawick & Border CC + Berwick & DMC

# Border Counties Rally

Saturday 14<sup>th</sup> May 2022

*Colin Blunt : Clitheroe & DMC*

Leading up to the Border Counties Rally was a bit hectic with only two days before we were due to set off to Jedburgh we were told by MSUK we needed to change the cage, being of die hard calibre we managed to get this minor issue sorted.

On to the real stuff and we set off out to SS1 with a min to go John Gribbins phone starts ringing it was a customer wanting some waste moved

54321 go we are off the stage was twisty with ditches both sides, the new diff ratio was really good allowing us to get up the box quick by the time we got to the end of the stage we were in the dust of the previous car but we got through unscathed.

On to SS2 and another quick stage but very loose as we came to the end of the stage it was a square right over finish John was really pushing on and ran wide on the exit Luckily there was a run off.

Back to svc with no issues and in 3rd in class SS3 quite a long run out to Cardrona and what a stage climbing up from the start line to a hairpin left and then a technical twisty downhill to the finish.

SS4 was a very fast stage and saw a few cars go off we finished this 4th in class.

Back to service where we found the water pump now leaking, now with 6ltr of water on board we set off to the last two stages.

SS5 was a rerun of SS1 and we beat our previous run by 10 secs

SS6 I thought I would strava the stage as I knew it would be quick.

We were set off a 3 min intervals to allow the rest of the field to catch up due to an crash on last stage this would give us a dust free run. Off we go and true as eggs are eggs it was fast with a top speed of 108.6mph Junction 11 where we ran wide on SS2 came up on us very very quick.. and it was nearly an "oh Derek" moment as there was a log pile straight ahead, John took

split second action and threw the car to the right of the logs, we hit the soft grass and the car went up on two wheels with John now sat above me, the car seemed to sit balanced for ages then came back down on its wheels. John let the clutch go, spun the car around and we pushed on still at speed to the finish.

Both of us buzzing from our near second roll together (last one on Silva stages 1989) we drove to the finish keeping our eye on the results .

We managed to stay in 4th with 5th place 9 seconds behind.

Result at the end was 36th o/a and 4th in class.

Massive thanks to all the Border Counties Rally organisers, time keepers and Marshall's fantastic job.

Big thanks to Janet Blunt, Wastebusters National Rally Team

Next outing Kielder Forest Rally



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*John Gribbins / Colin Blunt : Clitheroe & DMC*



**28th May 2022**

***Ian Clapham : 116 CC***

The Hughes Historic Rally is open to all fully elected members of The Blackpalfrey Motor Club of Kent and members of the following invited clubs: The Historic Rally Car Register (HRCR) Any member club of the Association of South Eastern Motor Clubs (ASEMC) Any member club of the Association of Central Southern Motor Clubs (ACSMC) Any member club of the AEMC.

The route was on OS Landranger maps 179 & 189.

The finals did not indicate the route so we had to wait until signing on to receive the road book & test diagrams, the start & finish was based at the Conningbrook Hotel located just north of Ashford in Kent, 150 miles with 5 regularities & 14 special tests awaited the 31 historic & 10 clubman crews with car 1 Stephen Owens & Nick Bloxham leading the way in their beautiful Porsche 911 SWB.

**Reg A** was straight from the start venue heading north towards Godmersham to Barham via Stelling Minnis, with a mix of spot heights, dots, diamonds, grid lines & grid squares, a bit of everything that caught out lots of crews, 17 crews couldn't find the first code board between the first 2 intermediate time controls, each dropping 1 minute 40 seconds. Just east of Bossingham there was a very tricky 'Long Way Round' junction with a very deceptive slot off that looked like a white but wasn't! A costly mistake if you missed it.

**Reg B** started in a layby just off the A2 not long after the finish of the previous section, this was a self-start regularity with instructions that appeared to be straightforward but there was some confusion during the plotting whether you should go through some Red Diamonds that were not part of the instruction, however there was a 'Long Way Round' junction in the same grid square that you had to use & the organisers told us not to overthink things, so that cleared things up! We ended up in Eastry then onto a long neutral section that took us north to RAF Manston passing 'Hugin'

It is a replica of a Viking long ship which was a gift from the Danish government in 1950 to commemorate the 1500th anniversary of the arrival in England of Hengist and Horsa. They were the leaders of the Anglo-Saxon invasion and they arrived in nearby Ebbsfleet (a hamlet near Ramsgate) in AD 449.

A previous replica long ship was constructed in Denmark and sailed to Kent in 1949 with a crew of 53 Danes who faithfully observed Viking sailing conditions and whose only instrument was a sextant. This ship was returned to Denmark.

**Reg C & 14 special tests** at the former RAF base where Barnes Wallis was based to test his bouncing bomb on the coast at nearby Reculver prior to the Dambusters raid. A prototype is on public display at the Spitfire & Hurricane Museum that unfortunately we didn't have time to visit but is highly recommended.

The regularity 'Manston Interior' was a steady jaunt around the perimeter grass track following various arrows & through junctions to lunch where a lovely lunch pack made up by the NAAFI CAFÉ based in the museum was handed out.

Unfortunately the last 5 tests were scrubbed due to the time, some of the tests for safety reasons has to run 1 car at a time & one test was nearly 3 minutes between cars, such a shame but the potential to use Manston for this event in the future is massive & well done to the organisers for the opportunity to use the venue.

**Reg D** started straight from Manston that took us south west to Bossingham via Monkton, Preston, Staple & Bridge, a very long regularity with straightforward plotting with the only handout during the rally was to take us past great Pedding farm on a white, however the sting in the tail was a tricky code board to find on a 'Long Way Round' junction on WHITE! That's the bit a lot of the crews missed.

We had a short stop off at Thompsons Garden Centre before Reg E, a very straightforward plot but you had to be certain to mark the correct 6<sup>th</sup> junction from the start, a few crews missed the code board on this junction & the ITC on the next!

The final regularity of the day started in Chilham & finished close to the finish, this reg had 2 small blackspots that you had to plot exact otherwise you would miss code boards, a few crews did miss the first board. I think everyone was glad to get to the Conningbrook for dinner!

Thanks to the organisers & lots of volunteer marshals, my driver David Blackhurst along with the support from friends, Blackhurst Garage Whitchurch & Lanes Group.

***Ian Clapham : 116 CC***





# Cones 'R' US & Event set-up

Like many event organisers, the Lymm Truck Stop AutoSOLOs are a well planned mission with lots of volunteers all doing there bits that come together to give 30 to 50 drivers a day's motorsport. 95% of the general public, and 50% of motorsport competitors and marshals do not know about all the work and skills used to host and run a motorsport event! We all work in our little 'valleys' often if looking over the hill into the next 'valley' you will see that motor club doing the same as you!

The Lymm and Blackburn events are run by a 'team' (Boundless by CSMA North West Motorsport Group, Accrington Motor Sport Club and The Under 17 Motor Club North West, -See - <https://linktr.ee/U17MCNW>) Most of whom, started working together over 40 years ago on the Manx rally and the Lombard RAC rally. The same group of friends now run 12 events a year, a couple of road rallies as well as 10 AutoSOLO and autotest, events. We are always open to offers of help, new folk can learn the skills, gain the knowledge to run grass root events safely, thankfully some do come and help.

As can be seen from the last paragraph, we are not all 21! As that was now 40+ years ago (60 to 70 years old!) so we have invested in equipment to make our life easier, so that we can continue to run our events.

How? Most of our events required a great deal of equipment and setting up; with an aging team! With this in mind, we looked at the humble road cone and the options available, along with our 'manual handling' risk assessment. We have decided that we will only use mainly the 750mm and 500/450mm road cones. The 1M ones are too big for the sport of AutoSOLO/Autotesting in size but more importantly they are also too heavy to be handled by the 'team' If we had a team of 20 to 30 year olds all well & good! The humble 750mm cone comes in 2 types. One piece and 2 pieces, here again weight savings for a little extra payment gives event organisers an advantage. We have opted to buy 750mm 2 part cones, (Thanks to Chapter 8 requirements - they also come in red, yellow, green and Blue with different sleeves as well!) and at around 4½ - 5Kgs each in weight; this is some 3 - 4Kgs lighter than the one piece cone! Once again the weight saving help to transport the cones from storage to the venues as well as setting up and clearing away at each event.

The planning for our May event was organised by picking up a 'Pallet' of cones on the way to the Lymm venue. We have to stop the trucks from parking in the area we have arranged to run the weekend's motorsport events! This needs to be done between 2 and 4PM on Friday afternoon. On the Saturday the team need to setup all for the course with event signage for the customers on Sunday. With the help of Ian Smith at Speed Ramp Oldham' Contacts at the end!

A pallet was duly picked up at 13:00hrs along with 4 feet for 'Harris' fencing so that we can use them to weight the gazebo leg on sealed surfaces....How many gazebos do you know that have blown away at motorsport events?



**Continued on Page 39**

## Cones R Us Continued from page 38

The Saturday event setup started at 12:00 with a small number of helpers too lay out the course and boundary cones. At 14:00 hours another 10 helpers and some of these were drivers for the Sunday events. This allowed the signage and rope to be finished also the gazebos were erected and made safe as can be reasonably expected from the wind! This does not happen by chance! We all have near misses so that we need to re- evaluate the plan to ensure safety. One of the helpers on the Saturday spotted a little issue with the course at the finish line. They had no issues in asking me if the layout was correct. From a diagram to an actual layout a safety issue is often spotted.....A small change in a line made the finish area a great deal safer. I thank all that help at our events; we are always willing to learn.

Hopefully, these few word will give you food for thought? How can your club make life easier for your marshals and organisers? Well again cones cost money, so our 3 clubs share the cost and the equipment the pallet of cones cost £1000.00+vat! A large investment for just one club! But they can have a life of 10-15 years plus....

The team will have it all to do again for the 19<sup>th</sup> June at Lymm. The Graham Maxwell Celebration event; enter here;- <http://sd34msg.org.uk/wp-content/uploads/2022/02/2022-CSMA-Lymm-Final-.pdf>

If motor clubs want any cones;

Speak or email [Ian Smith](mailto:Ian.Smith@speedrampsuk.co.uk) Or <https://www.speedrampsuk.co.uk/contact-us/>

Typical page from the website all prices are +vat.



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## ***WHITE ROSE CLASSIC RALLY***

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

Our second attempt at historical road rallying took place on the White Rose Classic rally which was bathed in glorious North Yorkshire sunshine the event was based in Malton with the start in the market place, somewhere neither of us had visited before so we looked like proper tourists driving through the market square on our way to the measured mile!

Scrutineering was on Saturday and with the price of premium fuel as it is, we decided to have a night away, rather than come home, in a converted stable attached to a pub. Before we could enjoy a pint we had the road book to work through and the regularities to plot. These consist of different types of navigation and plotting the resulting route on to your map. We were watching TV's 1% show at the time and decided some of those cryptic questions were easier than what we were looking at.

But we (Claire) got it all done and enjoyed a pint in the pub then headed off to bed. We had to be in Malton market square at 7.45 to be in time to collect two more regularities which we (Claire) had an hour to plot and then we would get the last two whilst we were driving! This meant the head scratching navigation had to be done while we were moving and to add to that Claire had to direct me where to turn and tell me what speed I should be aiming for to get to a control that we had no idea where it would be, within seconds of a pre set time we had to achieve by travelling a varied average speeds. Simple really. I had steering and accelerating to cope with and looking at the countryside, it was very strenuous.

Fortunately the Mensa regularity sections are broken up by quick driving tests against the clock, which varied in time from 40 seconds to 3 minutes. They are on all sorts of surfaces and are a welcome break from the brain fading map work. As you can imagine Sticky, our 205 Gti, is well suited to these and we have a real blast although we did bottom out a couple of times down farm tracks today which made things a little interesting.

***Continued on Page 41***



***Photo Courtesy of James Eaton. (11yrs of Age)***



## **White Rose Classic Rally**

### **Continued from page 40**

This was our second attempt at this type of event so we were aiming to improve on our previous result. The tests went ok last time but we struggled to get to the controls on time. With a bit of confidence boosting help and route confirmation from Lynsey Procter Claire had the two morning plots on to the maps and we were ready to go.

Another target for us was to get a decent coffee break as we had to slurp and go on the last one but didn't actually realise we shouldn't have stopped at all as we were late on the road. David Ruddock gave us a good tip, that as novices on your first few events you don't get all the time allocated for coffee and lunch! He's right! We did manage a coffee slurp but had a little bit of a wrong slot (as we say in the navigation world) resulting in a frantic blast back to where we went wrong which reduced our time at the coffee halt.

From coffee we headed off to the next regularity and seemed to be getting in to the swing of things. We were maintaining the set speeds and getting the speed changes right. At coffee we were in 46th place, we started at 42! A bit disappointing but we had a missed slot and had to get our heads in gear.

The tests were great fun and we got them all right with the ones before lunch being short and quick. The lunch halt was at Scarborough motor clubs trials site and a local fish and chip van had been called in to feed us all and they were superb! To help us digest them there was a test on rough ground straight after lunch. Roger Burkill in a fab Mk1 Escort was raring to go after lunch to improve on their mornings times.

Regularity four took us on to the next set of tests in a large quarry where a good run up or a 4x4 was required to get back out! On the way there we had our second, and last, wrong slot and ended up on the outskirts of Scarborough. Another frantic dash back to the point we went wrong and we were back on track, albeit a little late. We completed the quarry tests posting a 3rd fastest time on one of them.

On some events we've done there are route checks to make sure you know you are going the right way. However, on the classic events you generally know you're on the right route because of the people lining the route waving and taking pictures. It's amazing how many people are at junctions or sitting at the end of their drives, and they all wave! It's great to see.

The next stop was a long test which looked fab. We set off well but then I missed a 360 degree around a cone and had to back up to do it right. Engage sulk mode! I've seen my arse before when we've got tests wrong and it's of no use to anyone but I had my head down.

A long transport section, not timed, took us to another long test where we caught the car in front on a figure of eight and to avoid hitting them I went round an extra cone which dropped us a couple of seconds. It was a fantastic test.

This took us to the last regularity, we were nearly home. The route instructions would be given to Claire to plot as we set off from the control and within 500 yards there was a junction to negotiate! Fortunately Michael Jones and Elizabeth Wakefield, in their gorgeous TR4A, were coming up one of the roads we could choose and was obviously wrong as they were ahead of us! We carried straight on but let them past to catch up their time. We were 40 seconds late to the first control but only 15 seconds late to the second control. Now in classic rallying circles being 15 seconds late is criminal, it's normally 1 or 2 seconds, but on this regularity it turned out to be a great time as we had the 2nd best time on this section. It might not sound much but it gave us a bit of confidence that we can do it.

We got to the last control with a huge smile as we'd managed to get the whole route right with just a few slight detours. We'd got all the tests right and the car ran faultlessly. As the results stand we are 4th Novices out of 15 and 32nd overall, so a great improvement from the previous event.

A huge thank you to the organisers and the massive band of marshals who make these events run. We are always greeted with smiles when we get to the controls and hope the test marshals enjoy being showered in our dust.

And a big thank you to everyone who has helped us out with their advice and encouragement. The classic rallying community are a friendly bunch who are always willing to help you out and share advice. Our next event in Sticky is the Wolds Targa which has all the tests but the navigation between them is much easier.



# TOURING ASSEMBLIES

*(Modern-day non-competitive tribute to 1960's Road Rallying)*

**Ted Roberts - North Lancashire Section  
(Triumph Stag Owners Club)**

*One of the problems many motorsport clubs are experiencing is a lack of new younger members, with that in mind the following article was written for publication in the Triumph Stag Owners Club Magazine.*

*The intention is to encourage members who were keen on motorsport when younger before family commitments curtailed ambitions to think again.*

*It is hoped that by highlighting an affordable way of getting involved they will be tempted to have a go and after a couple of events regain their enthusiasm and join a local motorsport club. I would appreciate any comments and suggestions you may have to develop the idea.*

*Myself and my current co-driver competed successfully during the Motoring News Championship days and along with others we know these events have given us a renewed interest in the sport'*

As Stag owners we all enjoy visiting shows, meetings and club runs, they are the heart of the Stag Owners Club. But if like me you enjoyed reading the exploits of our members competing in prestigious international historic rallying and dreamed of perhaps one day having a go but dismissed the thought as being beyond your means. Well, I have some good news, you can enjoy all the excitement and satisfaction of an international rally without modifying your Stag, driving outside your comfort zone, or breaking the bank. Sounds too good to be true, well it's not. A quick search online for local motorsport clubs or associations of motorsport clubs registered with Motorsport UK (MSUK) the official national organising body should find advertisements for local Touring Assemblies. Entry fees are typically £40 to £50 this usually includes a meal or buffet at the finish for the driver and navigator. What you won't need is a competition license, special insurance, modifications to your Stag, crash helmets, racing overalls, or membership in a motorsport club and if the Stag becomes a Snag before the event you can change to your daily driver.

Touring Assemblies are organised non-competitive routes authorised by a local MSUK Liaison Officer usually between 75 and 150 miles in length. They follow the format and many of the roads used on competitive Road Rallies of the 1950s to 1980s but without the element of time. There are no prizes but most clubs issue Rally Plates similar in style to the ones you may have seen on pictures of the Monte Carlo Rally and often a fridge magnet replica or small token such as a pen as a finishers award.

A typical event starts with Signing On and issuing a Road Book. Usually at a café where breakfast and refreshments are on offer. Road Books contain event regulations and route details normally in three formats. Historic Rally style with complex navigation, map references with the direction of approach and departure, and the most popular, Tulip Diagrams named after the Tulip Rally where they were first used. An extract of one is illustrated (top above) They look simple but don't be fooled, they require both driver and navigator to concentrate the whole time using either the car's trip meter or more usually a GPS Tripmeter App on a smartphone. This makes resetting after the inevitable navigation error much easier.

KCC John Clegg Mini Miglia 2020			
Inter	Total	Tulip	Signpost or Landmark (Sat Nav Postcode)
Part One: NWA to Craven Arms, Giggleswick			
0.0	0.0		Zero Trip at car park exit
0.1	0.1		Crooklands
0.2	0.3		Etland, Byland
0.9	1.2		
1.0	2.2		Give Way
1.3	3.5		
0.4	3.9		
1.1	5.0		Give Way



Photo Courtesy of Dickon Siddall/dsd@mml.co.uk

**Knowdale CC  
The John Clegg Mini Miglia Tour 2022  
Swardale Ford Kirby Stephen**

**Continued on Page 43**

## **Touring Assemblies** **Continued from Page 42**

Cars normally start at one-minute intervals, during the route you will be asked to write down information such as Code Boards or some feature at a particular point. These replace the marshalled time controls of competitive rallies. At the finish, you hand the information for marking and publication in a finishers list. On the day drive at a speed that you are comfortable with at your own pace, driving standards are monitored during the event. If someone catches you up follow the unwritten rule, pull over, and let them pass as soon as practical, impeding, or trying to follow a faster car usually ends badly. The objective is to have fun working as a team and enjoying a driving experience you will long remember. To get a flavour and insight into Touring Assemblies try googling "SD34 Motor-sport Group Spotlight Magazine. The magazine is available free on the internet.

As mentioned previously following the route and logging all the code boards requires considerable teamwork and I can tell you the level of satisfaction in doing so combined with the driving experience, atmosphere, and camaraderie at the finish is the same as if you had just finished an international rally but without the empty wallet. To quote a many times rally winner of the '60s and '70s. "Brilliant, it's like a Motoring News event without the pressure".

If I have sparked your interest and you would like a chat and more information please do not hesitate to contact me. - [ted.roberts33@gmail.com](mailto:ted.roberts33@gmail.com) If a few members are interested perhaps we start an email group – Campaigning Stags.

**Ted Roberts - Triumph Stage Owners Club**

**Felt  
uncomfortable  
driving into the  
cemetery. The  
gps blurted out  
you have reached  
your final  
destination.**

## **Pendle & DMC** **DALES AUTOMOTIVE** **Summer Tour** **July 23rd**

Summer Tour, regs out maps 103,104,97,98. July 23rd online entries and signing on details will be on our website and Facebook.

## **Pendle & DMC + Garstang & Preston MC** **The Les Fragle HEROES RALLY** **7th August** **Weeton**

Entries very nearly full, 50 seniors paid up with 7 juniors paid up 60 runners in total, have got several seniors paid also on the Recieved list.

We stipulated in the regs, no entry that has not been paid will not show on either the unseeded or seeded entry list .

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





# Pendle and District Motor Club Charity Fundraising Evening

Pendle and District Motor Club have raised £4,000 for two local charities after their hugely-successful motorsport evening held at the Old Stone Trough Inn, Kelbrook in February.

Club chairman Rod Brereton was delighted to present £2,000 each to representatives of the North West Air Ambulance and the East Lancashire Downs Syndrome Support Group.

NWAA volunteer Annette Coates and ELDSSG manager Phil Shatliff were on hand to receive the money at the club's meeting, also held at the Stone Trough.

"Our aim was to raise £4,000 from the night and to achieve that was just brilliant," said Rod.

"There are so many people to thank, the forum guests, the generosity of the raffle and auction donors and bidders, and everyone who turned up on the night. I'd also like to thank Thomas Preston of the Hippo Motor Group, who helped us reach our target with a donation of £250.

"After listening to the work that is undertaken by these two charities, the club feel very honoured to be have been able to help them through our chosen sport."

The money presented to the ELDSSG will go towards funding their Early Years Education Support Scheme, which gives specialist teaching for children entering mainstream schools for the first time.

"We'd like to thank Pendle DMC for their wonderful gesture, which will support 10 children in the scheme," said Mr Shatliff, who was joined on the night by his son Lucas, 12, and other members of the Group.

The £2,000 presented to the NWAA will go towards supporting the three air ambulances and four rapid response vehicles based at Blackpool Airport and Barton Aerodrome, and requires an annual budget of £9.5 million to keep airborne.



East Lancashire  
Down's Syndrome  
Support Group

## Berwick & DMC

# The Berwick Classic TARGA & Historic Rally

30<sup>th</sup> April / 1<sup>st</sup> May

### *Geoff Bateman – West Cumbria MSC*

After a break of 2 years, like many other events, Berwick and District welcomed back 70 crews, 44 in the Classic and 26 in the Targa rally to the “Black and Gold” at Berwick on the 30<sup>th</sup> April for the running of the extremely challenging Berwick Classic 2022.

Plotting instructions for the route for both days had been issued with the finals which at least allowed some preparation before the event, although the navigation instructions for the regularities would not be issued until the days concerned. At least this allows me plenty of time to plot out all of the road transfer route and transpose it on to 1:25000 so that Maggy can read it with her deteriorating eyesight. It eventually took 8 hours to plot and print off all the required map sections but that was to prove to have been well worthwhile over the weekend as we didn't wrong slot at all.

Friday started well for me as when I was winding the kitchen clock the spring drum pawl gave way and the spring unwound, rotating the key and nearly taking the top off my right thumb. A set back that I could have gladly done without, requiring an unplanned trip into town to get some suitably sized plasters etc.

We eventually set off, with thumb throbbing well, for a very pleasant overnight stay in Lowick and even managed to pop out for a bit of local sightseeing before our evening meal.

Saturday morning we were greeted by warm sunshine, the thumb was just sore but no longer throbbing and we set off to Berwick to unload and get scrutineered as early as possible to try to get as much time as possible to plot the 2 regularities and get the measured mile checked out before our start time of 14-03. The first set of instructions for R1 seemed impossible to plot with many crews doing a lot of head scratching and the set for R2 deviated from the 1:25000 sheets I had printed (trying to guess the possible route) but at least R2 instructions were in tulip so we could navigate it without the map if necessary. To be fair, the organiser's note for R1 did say that it would be best to “drive it as you see it” as some of the route was not on the map, so that's what we, reluctantly, decided to do, making the decision to ignore the clocks and just try to “wing it” on the speedo.

So, after final trips to the clubhouse to “go before you go” we set off on our due time for a short trip north up the A1 and into Scotland for the first test at Ayton Law. This test has been used in the past and is a good “settler” to ease you in to the event.



*Continued on Page 46*



## ***Berwick Classic & TARGA Rally Continued from Page 45***

A nice fast blast down a straight gravel track to a stop box, followed by a bit of cone twiddling around the farm buildings followed by a fast run out on a gravel track was executed without penalties and had the desired effect of settling the crew and we headed off further north up the A1 for test 2 at Tower Farm. This test has also been used before and is a nice flowing test around the farm buildings with the added bonus of driving through the potato shed. With covers removed and spotlights on we started the test, got round all the cones and through the shed to the finish with no penalties with a decent time only 6 seconds behind the fastest. A bit further up the A1 got us to the start of Regularity 1 with the usual trepidation now fully set in and running wild. "Shall I start the clocks" she says, "No, bugger the clocks, just try and get the navigation and I'll wing it on the speedo, otherwise we'll get well and truly lost". The atmosphere in the cabin was mildly tense, I noted a wry smile on the face of the start marshal, I think he thought divorce proceedings may be in the offing! Anyway, off we go and to our surprise and relief, the instructions make sense off the trip and we make ITC1.1 and clean it with zero seconds! Feeling a little more relaxed we set off again and at the next slot right meet car 32 coming back towards us. We managed to get the slot first and then found car 31 behind us as well. ITC1.2 was cunningly placed at the end of a big muddy "lay by" on a right hand bend and I watched car 31 disappear out of my mirror as we rounded the bend and then, luckily, caught sight of the control at the end of the lay by. A quick reverse around the bend trying to avoid the BMW and Midget, which had now appeared behind, got us in to the lay by and in to control from the right direction. Cunningly noted as "turn left, turn left" I think many crews, like us, had been expecting two left slots, not a left in and left out of a lay by!!!! Cost us 58 seconds but at least not a WD. After control we ended up on whites but still managed to get to ITC1.3 with zero seconds but with the final section going through a farm and through the barns we unfortunately overshot the entrance to the 2<sup>nd</sup> barn which cost us a bit of time but still got out of the section with only 48 seconds. The relief in the cabin was palpable.

We had managed R1 without getting lost and feeling pretty upbeat we moved on to test 3 at Spott Grain Store. Again a test we have done before with a trip round the buildings, with a kick to the left to avoid the weighbridge before an up hill run on gravel to the finish. All clean once more so off to test 4 Cockielaw for another farm test site. A bit of a variation here with a quick left through a gap on to a dusty concrete/gravel pad to encircle some cones before heading down a steep slope to do some cone chasing before heading back up the slope to the finish.



***Continued on Page 47***



## **Berwick Classic & TARGA Rally** **Continued from Page 46**

Had a bit of a watch of Raymond Rollo and Bob Shearer in the Mk1 Capri 3.0 GT having great fun in there before returning to the car for our run. We cleaned 4 and went off to 5, one of my favourite tests at Crauchie. A long fast gravel straight to a stop astride then 45 left to 90 right, 45 right, left of cone to 90 right, 90 right, stop astride, 45 right, 45 left and finish. All on good gravel track, great fun. At 87 seconds the time was quite respectable as well, we were told as we exited the test so we were growing in confidence despite approaching the second regularity which started the other side of the race circuit from where we came out of test.

I had managed to plot some of R2 on to my preprinted sheets and the plot looked good so we decided to just use the tulip and the trip and ditch the maps. At least we could try using the clock on this one. The first control was missing and so we pressed on to the next after first making sure there was no code board on the reverse of the control board and we got in to ITC2.2 with just 9 seconds penalty. The run from 2.2 to 2.3 was all on whites and we had a bit of a hesitation moment as we tried to find one of the junctions but we recovered it and only picked up 16 seconds at the final control.

We're always glad to see the back of regularities so we enjoyed our trip round test 6 around the farm buildings with sufficient loose and dust for the handbrake to work well and turned in a "not too shabby" 57 seconds before heading off towards the south down the A198, then A199 on to the A1 south to get to test 7 at Eweford. Nice little test with a down hill slalom before going through a tunnel under the A1. Then a bit of cone wriggling to the left followed by a nice long blast down on gravel, interrupted only by a 3 cone slalom and a stop astride before running in to the finish.

Back out on to the A1 south and a chance to scrub some lateness off as we headed south for 16 miles to Lemington for test 8, the final test of the day. It was a straightforward farm test around buildings but a slight mistake on our notes sent us the wrong side of one cone and not realising the error until it was too late resulted in a WT at a cost of 52 seconds. It was a bit of a disappointment at the end of our best ever first day on a Berwick but you have to accept these things and we headed back south, across the border, making up time all the way to get back to MTC2 on zero minutes lateness which made a pleasant change. Unfortunately the cafe was closed so we couldn't get a brew so after a quick check of the car we returned to Lowick for food, a couple of pints and do the plot for Sunday's regularities.

***Continued on Page 48***





Saturday evening saw another 2 hours checking out the instructions for Sunday's regularities before eventually getting to bed. The next morning was a bit damp after overnight rain but I was up early to give the car a good check over before breakfast. It all seemed to be all right although we had noticed a fairly loud rattle coming from the front suspension or steering towards the end of the previous day's tests.

A good Northumbrian fried breakfast was enjoyed before heading off to Berwick to transfer our baggage to the trailer park and then head down to the quayside for the Sunday start. This year we managed to get to the quayside without going wrong and just managed to get a parking spot before the usual pre event crack whilst waiting for our start time.

We eventually left the quayside at 10-03 and headed off up the ramp to the Old Bridge over the Tweed before heading out of town on the A698.



Test 9 at Shoreswood North was a variation on a well used test which now included a start into a grassy field, which was somewhat slippery and bumpy to go around a route of well spaced cones before exiting on to a fast farm track with just one cone to avoid before 2 ninety rights to get in to the farmyard. A tight 180 left, avoiding a wall had us in a building for a tight left flick before getting out in to the daylight again for a 90 L-R-R around the end of the building into a wide 360 before going round the back of another building to go through the cowshed, complete with cow, before a tight 90L to finish. Super test, really enjoyed it and well pleased with our time of 168 seconds which was well up with the faster crews. A trip over the road to Shoreswood south saw a much shorter test around buildings, which we also knew from previous years. Again we were just a handful of seconds behind the fastest crews and were feeling nice and settled before tackling the next regularity which looked like being the longest of the two day event. We shared a short comfort break with Stuart Bankier and his navigator in rural facilities adjacent to the farm before heading off to RSC3. I had been able to plot all the route on our enlarged sheets for Maggy to follow and we set off with the clocks running to follow the route and speed change directions. We made ITC3.1 with only 5 seconds penalty before heading down on to the white to Laverock Law which led on to the white to Hetton Steads, both of which have been used as previous test venues, before back on yellows down to Hazelrigg Mill where a trip around the outside of the mill produced a code board on the reverse of the control board which I nearly forgot but Maggy didn't and we got it using the door mirror. A little bit more on yellows before entering whites again to Holburn Grange and down to North Hazelrigg before a short run out on yellow for the final white down to RFC3. Unfortunately going round the farm buildings cost us a bit of time and we were 34 seconds adrift but our final run in to RFC3 saw us only 1 second out despite ITC3.3 missing. Despite our apprehension at the start of R3 we thought we had got through it without too much losses. A short fairly relaxed road run saw us down to Wooler Auction Mart for coffee and cake and the final handout to allow the plot of reg4. After some initial confusion over a spot height which I had pencilled over the previous evening, I managed to get it plotted for our due time out of MTC4 and we headed off to, arguably, the best test site of the weekend at Doddington. This is a cracking test at over a mile long and most of it down a nice gravel track with just one set of cones and a stop box to spoil the fun. A really nice fast blast saw me enjoying myself just a little too much culminating in carrying too much speed into the 90R at the end of the track and nearly ending up stuck, but, luckily the LSD did it's job and I managed to drag us out but it cost us 10 or more seconds.

From the test it was a short road run through Doddington Village and Fenton to get to Test 12 at Ford Woods. Another cracking gravel test but much shorter than Doddington with a bit more manoeuvring required which saw an over enthusiastic half spin on the wet grass at the second cone again costing us about 10 seconds. However, we recovered, got round the building, missed the trees and got through 2 slaloms without penalty to keep our clean sheet for the day.

Another short road section got us to RSC4 for the final regularity (hooray). I'd had to plot this on a normal 1:50000 OS map, so, armed with a magnifying glass we set off to try to follow the route.

## ***Berwick Classic & TARGA Rally : Continued from Page 48***

Everything was going well and we reached the first speed change on time but then the clock didn't reset and it took us a while to realise it. A bit of panic in the left seat but all we could do was keep with the trip and wing it on the speedo as best we could until the next control when we could reset it. Unfortunately it was a long section of 23-50 and we got a maximum 120 seconds for it. However, after taking a quick stop at ITC4.1 and resetting and checking the clock we set off and managed 27 seconds at ITC4.2 and a pleasing 1 second at the end. So all in all we hadn't lost too much time on the regularities which usually cost us dearly on Berwick and we headed off for the last few tests feeling more relaxed that they were over.

Test 13 at Tilmouth Farm was a flowing test around the buildings and finished with no penalties and once more with a time right up with the leading crews. The car was going well, despite rattling well on the rough but then again it always rattles quite well!

Test 14 was a rerun of Shoreswood North but this time in reverse with a different finish. The route through and round the buildings had been left untouched and the final run out was a nice fast charge down a gravel track. With a time of 93 seconds we were just a little slower than the leading crews.

Test 15 was located just outside Etal at Letham Hill, a test venue we had never visited before, and was another nice flowing test around and between the farm buildings. I got a little disorientated and had a slight hesitation before the last cone but we still managed a respectable 64 for it.

From Letham Hill we retraced to the B6354 past Ford village and down a narrow yellow where we turned on to a rather rough white to get us to test 16 at Ford Hill, another venue that was new to us. A simple test with a run round a large barn made interesting by some potato boxes at the third corner (squeak from left seat as the rear end got a bit close) and some raised drain covers which could have been costly for those with insufficient ground clearance. I resisted the temptation for showboating for the photographer as it usually ends badly and we got to the end with no penalties and a not too shabby 49.

A short section back to Ford village to enter Ford Woods, this time from the north, for a second run down which was test 12 in the reverse direction. Avoiding the mistakes of test 12 we got through with no penalties that was not too far off the pace. All that remained was a road section back down through Fenton and Doddington village to do the Doddington test in the opposite direction as the final test.

Test 18 was FUN. With all the fiddly bits immediately after the start, with a narrow bridge and a tight left over a large hump it opened up in to the fast gravel track we had been over earlier. Fourth gear was duly reached and fifth would have made it if it hadn't been for the stop box. A great run out to the finish and a superb test to end the day on leaving many crews with huge grins at the end.

All that remained was a short run down the road to Wooler, book in to MTC5 and then enjoy shepherds pie with as many chips and veg as you could get on your plate, magic!

We hung around the Mart for a while enjoying the crack with new and old acquaintances until it started to rain about 4pm and we decided to head back to our trailer, which was still 15 miles away in Berwick, so we could load up and start the 100 mile tow home. Back at the trailer park, loaded up and some petrol from Tesco (dearer than my local village station) and we set off home. Maggy had checked the results on Saturday night and we'd been listed as 16<sup>th</sup> in historic and first in class H4B. I always prefer not to know but she found the results on her tablet. The complete results did not go final until we were about half way home and we had to pull in to a lay by so I could check them. We were amazed to end up 12<sup>th</sup> in historic, 1<sup>st</sup> in class and 16<sup>th</sup> fastest overall including the targa cars out of the entry of 70. It was our best result ever in a Berwick and follows the last 4 attempts which have always had more than their fair share of failure. Ironically it was our first ever outing as an historic in the 205 as we've only just been "let in" but even if we had run in the targa we would still have been 4<sup>th</sup> and 1<sup>st</sup> in class so one well chuffed crew got home, fed the cat and went up the pub for a few well earned glasses of alcoholic beverage.

Once again, as always, a great big thanks to the organisers of this superb event. It must take an amazing amount of time and effort to put on an event like this and it truly deserves the word "Classic" not just because of the cars but because of the challenges that the crews have to deal with. All the organising team and the army of marshals did a magnificent job and, thankfully, were blessed with decent weather for most of the event. The last 4 attempts have always been a case of unfinished business, I think we can lay that bogey to rest now.

***Geoff and Maggy Bateman – West Cumbria MSC – car 33 – Patch the Pug***



# Radio Mutterings

## May 2022

*Ian Davies : Gemini 23*



It's a very early morning start for me as I head across into North Wales and meet up with Gemini 4 Ian Winterburn in Clocaenog forest at about 06:15, before we both head off up into the hills and the radio mast site sat high up at Bron Bannog. Our role as 'Radio Engineers' is to monitor both the 81 safety frequency and the A-system management frequency and step in as Controllers if the relay internet link into Rally HQ in the primary school down in Cerrigydrudion and the rest of the Gemini Control team should fail.

Once we get through the locked forestry gates and climb the steep track up to the mast site, we then have to erect our own 81 mast and then monitor the double running of the three stages in Alwen North & South and Clocaenog. By 07:00 we are fully operational and check in with Rally HQ on both 81 and the A-system before waiting for the inevitable convoy of safety vehicles to enter our first stage SS3 Alwen South from a little before 07:30. An early drop out is Oscar 1 the '0' car who we are informed will not 'come out to play' at least for the morning stages.

No sooner have the safety vehicles been through SS3 they are into SS4 Alwen North and then finally on into SS5 Clocaenog. With the other Ian monitoring 81 I settle down to look after the A-system and we both maintain a log for the event, in case we need to step in should we lose Rally Control. The action for us gets underway at 08:48 as Car 114 enters SS3, quickly moving onto SS4 at 09:09. The pattern for the day is soon set as we pick up the role of Control for brief moments as the radio link drops intermittently out, most likely due to minor signal breaks or delays.

With the three stages operational simultaneously we keep track of the action as radios report various incidents and safety calls. The first of note is when on SS4 Car 83 is reported as "ripping a wheel off and studs" at Junction 7, close to Buccaneer 1 A short while later on SS5 Car 101 coasts to a halt with "no gears" at around Junction 16+ with Brec on 11 and then Car 104 is reported off between the FF and Stop Line again on SS5 and is pushed clear of the stage line. Pausing for breath we then have the first of what proves to be many cars off during the day at J3 on SS3 with Conway 8, the first of which is Car 28 on the outside of the bend. Moments later Conway 8 calls again to report Car 411 off at the same location.

Pan 2 at the Start Line of SS3 eventually report a total of 116 cars into the stage and Cambrian 12 at the Stop Line reports 114 safely out and onto the next challenge. Meanwhile over in Alwen North the action continues, although a couple of cars drop out on the very short road section between the stages and 111 start the stage. Minutes later there is an urgent shout from Rally HQ that an SOS button has been activated by one of the cars in SS5 and at 11:21 the stage is immediately stopped, red flags are instructed to be deployed and Bill instructs the Rescue Unit and medic to respond to somewhere around J16/17. After some conflicting messages the Rescue Unit reports on scene at 11:28 to a car stopped at the side of the stage and not a medical emergency !! Words really do fail me, the SOS button is there for one reason and one reason alone and it's very definitely not there for a mechanical or driver error halt to proceedings. The stage was stopped, the Rescue crew put at risk for what appears to have been anything but an SOS emergency, for a car and crew seeded just outside of the top 20 this is just not acceptable and I hope consequences followed. An Interim Safety Car is deployed into the stage due to the stoppage in preparation for a restart, as the Rescue Unit convoy traverse back out of the stage and return towards the start and Control sets about readying the stage to restart. The restart is then further delayed by apparent attempts to move the 'SOS' car and also Car 101 at the same junction, needless to say this 'unauthorised' movement of cars on the stage is stopped and the stage resumes at 11:54.

Just as things calm down, Commander 5 reports a car coming in and out of the Arrival Control to change a wheel and receiving two Arrival times and then a very odd report. A crew member of one of the competing cars is reported as "smoking something you don't get on prescription" !!, drug driving doesn't mix at anytime and certainly not whilst waiting to enter a competitive rally stage. This is one report that I'm sure raised more than an eyebrow or two in Rally Control and made for an interesting JoF report. Meanwhile SS4 finishes with 110 runners on the Stop Line and the interrupted SS5 sees a total of 109 cars in (losing Car 421 on the previous road section) and eventually a total of 107 cars out at 12:26, phew !.

*Continued on Page 51*

## **Radio Mutterings :** **Continued from Page 50**

As Bill sets about organising the various recoveries across the three stages, Ian and I take a very brief break and then by 12:43 the safety convoy, complete with a repaired Oscar 1 begin their runs back into SS8 Alwen South, then SS9 Alwen North and then finally for us and the event SS10 Clocaenog. Like the morning run there are very short interruptions to the repeater / mobile signals and Ian and I step in until Control very quickly comes back on line. By 13:48 we have Car 113 competitively into SS8 and the afternoon action resumes. The action with Conway 8 now as SS8 heats up again and first Car 92 and then Car 78 are off on the outside of the bend, but with the help of the ever resourceful marshals and spectators are pushed back onto the stage and back into the action.

By 14:15 SS9 is live, once again with Car 113 and then Car 55 is reported off by no other than Conway 8 on the previous stage, although they also manage to recover back onto the stage. SS10 kicks off at 15:02 and we are back running three live stages. The first of several cars to lose wheels is then Car 60 who is reported as off after the FF on SS9 and in need of a suspended tow. Minutes later there is another shout from Conway 8 on SS8 as Car 414 end up on their side in the culvert. After a brief heart stopping moment the crew are reported as out of the car and OK, but the marshals can't get to the triangle, no matter how many times Control asks due to cars stricken position !. For SS8 a total of 94 cars start the stage and finally 93 are reported out and on their way to SS9.

A 'safety' shout from Gemini 17 at J17 SS10 clears the airwaves, as they report Car 57 off with a "lost wheel and suspension damage", but crew out and OK. Not to be left out Summit 7 (one of a trio of Summit family members crewing radios at Junctions 11, 12 and 13 on S10, surely a record ?) reports Car 55 off at J12 also with a front wheel missing at their location, another suspended tow. SS9 ends with 93 in and 92 competitors out of this penultimate stage. The final stage of the event and a true 'RAC' classic, Clocaenog sees 89 cars in and a final finishing tally of 87 out at 16:41.

Ian and I continue to monitor the two channels as the stages are closed and Bill oversees the various recoveries needed. Eventually we get the go ahead to stand down and begin the complex task of derigging the 81 and A-system repeaters and masts, along with our own 81 mast. We carefully derig the systems, packing up the repeaters and associated equipment, along with the masts. After about an hour we are finally packed away and head off back down the steep forest track back onto the B5105 towards Cerrigydrudion. We finally drop off the radio equipment with Bill, Dom, Chris, Heidi and Stuart (who has been the field radio engineer for the Aberhirnant and Llangower stages), before I finally head home back to Liverpool about 18:30. It's been a long day with not a rally car in sight, but it's a role that needs doing by experienced Controllers to maintain the safe co-ordination and running of the radio network, without which the event could not run.

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

After being married for 60 years, I took a careful look at my wife one day and said ... "sixty years ago we had a cheap house, a junk car, slept on a sofa bed and watched a 10-inch black and white TV, but I got to sleep every night with a hot 18-year-old girl.

Now ... I have a \$500,000.00 home, a \$35,000.00 car, a nice big bed and a large screen TV, and ... I'm sleeping with a 79-year-old woman. It seems to me that you're not holding up your side of things." My wife is a very reasonable woman. She told me to go out and find a hot 18-year-old girl and she would make sure that I would once again be living in a cheap house, driving a junk car, sleeping on a sofa bed and watching a 10-inch black and white TV.

Aren't older women great? They really know how to solve an old guy's problems.

Last week I was at my local Sainsbury's store buying a large bag of Winalot dog food for my loyal pet and was in the checkout queue when a woman behind me asked if I had a dog.

What did she think I had an elephant? So, since I'm retired and have little to do, on impulse I told her that no, I didn't have a dog, I was starting the Winalot Diet again. I added that I probably shouldn't, because I ended up in hospital last time, but I'd lost 2 stone before I woke up in intensive care with tubes coming out of most of my orifices and IVs in both arms. I told her that it was essentially a perfect diet and that the way that it works is to load your pockets with Winalot nuggets and simply eat one or two every time you feel hungry. The food is nutritionally complete so it works well and I was going to try it again. (I have to mention here that practically everyone in queue was now enthralled with my story.)

Horried, she asked me if I ended up in intensive care because the dog food poisoned me? I told her no, I stepped off the kerb to sniff an Irish Setter's arse and a car hit me.

I thought the guy behind her was going to have a heart attack he was laughing so hard.

I'm now banned from Sainsbury's.



# Gemini Communications



O/A	Call Sign	Operator	Score
1	G 64	Brian Wragg	29 points
=2	G 23	Ian Davies	28 Point
..	G 25	Chris Woodcock	28 points
..	G 59	Maurice Ellison	28 points
=5	G 55	Steve Broadbent	27 points
..	G 38	Sean Robertson	27 points
7	G 58	Geoff Ingram	23 points
8	G 33	John Ellis	21 points
=9	G 1	Bill Wilmer	20 points
..	G 4	Ian Winterburn	20 points
..	G 62	Colin Evans	20 points
=12	G 9	Keith Lamb	18 points
..	G 11	Mark Wilkinson	18 points
..	G 13	Stuart Dickenson	18 points
..	G 16	Bill & Robbie O'Brien	18 points
..	G 56	Tony Jones	18 points
=17	G 17	Robin Mortiboys	10 points
..	G 31	Duncan Stock	10 points
..	G 32	Bryan Flint	10 points
..	G 41	Jerry Lucas	10 points
..	G 50	David Peaker	10 points
..	G 70	David Mainprice	10 points
23	G 65	Brian Eaton	8 points
24	G 28	Andrew Taylor	5 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 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 30	Ian Ackroyd	points
	G 37	Jermaine Jackson	points
	G 39	Kevin James	points
	G 40	Ian Smith	points
	G 42	Roger Whittaker	points
	G 48	Peter Langtree	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 66	Martin Rowe	points
	G 99	Tim Foster	points

# Gemini Communications 2022 Events Calendar



## RALLYING

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  
Stages**

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**



# EMF WARNING SIGNS – Q & A

Motorsport UK have received a directive from Ofcom with regard to EMF Warning Signs when using the 81 FM Safety & Medical Frequencies.

Below are questions and answers which we hope are of help.

## Q1 – Why do we have to display such signs?

Ofcom carried out two public consultations, the first being on 21 February 2020 and further consultation on 5 October 2020. The general Notice of Final Decision was issued in May 2021. Details of the consultation and final decision can be found on this link: <https://www.ofcom.org.uk/manage-your-licence/emf/policy>

## Q2 – But our radios operate under 10 watts?

Correct, the EMF calculator does not indicate a need for the display of warning notices at 10w. However, Motorsport UK's licence is actually for a maximum of 25w at which the EMF calculator indicates 1.13m at 3 minutes in any 6 minute period. So considering a centrally mounted roof aerial, an exclusion zone of 1 metre around the vehicle was deemed sufficient. After research and consultation by Motorsport UK last year, it was considered that a policy based upon the terms of the licence rather than the specification for the radios to be used on the frequencies was the safe option. This has a further benefit regarding those Motorsport UK operators who also operate the Scottish Motorsport Marshals Club frequency which is licenced at 25w.

## Q3 – When will we receive the EMF Warning Signs?

Andrea Richards hopes to have all the correct signs sent to all contacts who hold a current 2021/2022 radio licence by the end of May.

## Q4 – Will the magnetic signs come off?

The magnetic warning signs supplied should not come off when driving, as they are the same specification as used by taxis.

However for the sake of these being lost or stolen we advise that you remove these when you have finished your duties.

## Q5 – What if I lose one of the signs?

Please contact Motorsport UK and we will try to help, but we only have a very limited stock.

**From the 4th of June Radio Crews will be required to display the above sign at their location on events.**

**Bill (Gemini Communications) has received, from MSUK, 2 of the 'warning signs' for each 'Gemini Call Signs'**



*For the Jim Clark Rally we had already received our new 'Radio Warning Signs' so we thought we would use them and check the effectiveness (See above photo)*

*We were on the Eccles Stage and attempted to count the spectators at our Post. WE got to 140 and gave up - they kept moving about and we might have counted some twice.*

*We also had the local Fire Brigade who reversed up and then sat on top of the Fire Engine to watch. **Maurice Ellison***



# We (or Steve Johnson & Dave V. Thomas) got a mention in Revolution by Hugh Chambers MSUK CEO.

A few days ago, the May edition of Spotlight, the monthly publication for ANECC, ANWCC and ANCC (the northern regional associations) dropped into my inbox. I always enjoy reading the forthright opinions of our members, who do not hold back in pointing out our shortcomings, but also are quick to celebrate the successes of our sport. David V Thomas, the Championships Co-Ordinator for the ANWCC reported: "... this month I'd like to start with a big thank you to all our championship contenders! Last year we finished with a total of 235, as we slowly recovered from the lockdown situations. For 2022 we have just received the 300th registration – the first time we have reached that milestone since 2008! So, a big thanks to all of you and hope you have an enjoyable and successful year. ... of the 300 no less than 252 have started at least one event, with one contender already competed 7 times! Plenty of events left for everyone to get the maximum scores, and don't forget – start in three disciplines and you qualify for the Allrounders Championship. ... the big increases in contenders competing are in the Forest and Road Rally championships. The Forest series had a good increase last year but has grown even more this year, whilst our Road Rally series last year suffered from a lack of events, especially in Wales, but has bounced back really well"

At the heart of this lies AutoSOLOs, which is something that Steve Johnson, (SD34MSG Chairman), highlights in his leader column for Spotlight as well'

"Many of you will know about AutoSOLOs, these events, now split the entry into four groups. This allows the entry to help run the event as they do a drive – rest – marshal – rest system during the running of the event... For a £40 entry fee, AutoSOLO is motorsports' best kept secret. No overalls, no helmet and drive your everyday car if you wish".

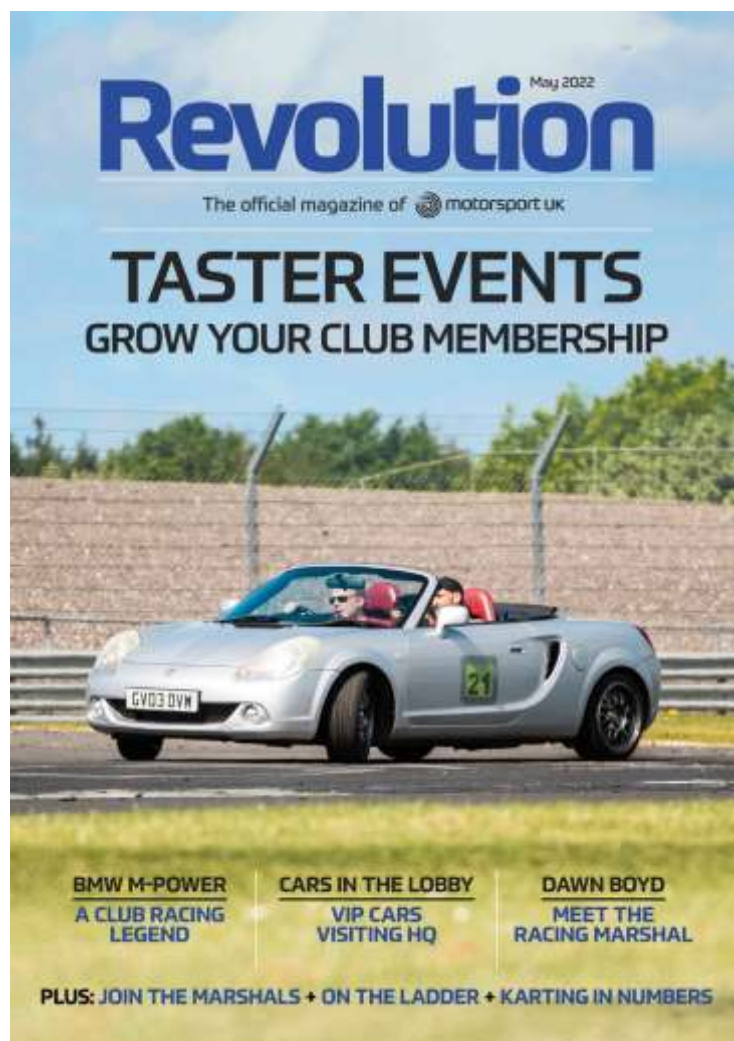
As Steve says, one of the brilliant aspects of AutoSOLO is the requirement for everyone to marshal. Wouldn't it be great at the British Grand Prix to see Lando, George and Lewis getting out there and waving some flags in between FP1 and FP2!

At the beginning of May I was out with a fellow club member looking at potential Test Sites for the 2023 Pennine Targa Rally. We found some cracking Venues that we hope to use in 2023 which will increase the Test mileage and significantly reduce the road Mileage. It looks (at the moment) that the Test Mileage will be in excess of 20 miles and road mileage kept to the minimum .

**Continued on Page 56**

## Grumpy Old Git

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





The roads being used are also all surfaced and whilst there will inevitably be a few cones to negotiate there won't be a forest of them. We might have to arrow the odd slot and tape off a junction or two. We also provisionally got all the land owners permissions - so as things stand everything is looking very good for 2023.

Whilst toddling around we got chatting about the differences in Motorsport today and what it was like in our youth (my companion for that day was some 15 years my junior) I don't really know because I didn't ask his age but he started rallying in sometime in the 1980's and I started in 1968)

Back then everything was in 'Black & White' colour hadn't been invented and, according to my kids, my pet dinosaur was called Dino (*my kids watched far too much Fred Flintstone*) but joking aside everything in motorsport was a whole lot simpler and very much easier to get started in. For one, even I could work on my car - it wasn't all ECUs, Wires and Sensors. I open the bonnet these days and it's a maze of wiring that I can't work out what does what to what or when. (As I write this my car is in the garage having repairs done to the 'Dash Pod' whatever that is. All I know is that every now and then the engine starts when I turn the key but then stops because the 'Dash Pod' connectors are worn and its going to cost me at least £200)

We used to go to our local Car Club meetings to pick up Regs (to Compete or to volunteer to marshal) and to chat to like minded car enthusiasts as to the benefit of adjustable Spax or Bilsteins. We talked about engine swaps and tuning and sought advice from those who had done similar 'improvements' to their cars. These days you can find everything on line but where is the social interaction and spirit of adventure?

When we competed on Road Rallies there were very few crews who used trailers. You drove the car there, did the rally and drove it home afterwards. In 1976 I co-drove Tony Worswick on the CCC Stage Rally Championship. It was a National Championship and it was only after we broke the gearbox on the Bath Festival that we started using a trailer. We got back from Bath on a very short piece of 'string' (that got progressively shorter) being towed by a 1300cc Escort. The M5 and M6 were not connected back then and it was a very stop/start run through Birmingham (*frequently to re-join bits of string*).

Being able to enter an event on line is, without doubt, a big improvement on snail mail entry systems but until recently entries were being left to the last minute and this caused a lot of angst to organisers as they pondered should they cancel because of the number of competitors was insufficient.

Back then, in between competing, I used to complete the Marshals section in the Regs and post it off to the Chief Marshal, by marshalling I was able to see the huge differences between the top navigators and the less experienced ones and learn, plus you got to use a lot of roads that would be on future events. For organisers this system was magic. The Chief Marshal could assign all the controls weeks before and control details were posted off a week before the Rally.

I started on the Organiser trail back in 1972 when I was CoC on an Autotest. I didn't have a clue. I had done a few but 'Organise' - in reality I didn't know anything.

With mentoring from Malc Graham I ran my first event and all ran 'smooth ish'. From Autotests I moved on to helping run the Ribble Rally. First was doing PR work. Back in the 70's part of the job after doing the PR was to be the opening car on the section you had PR'd then Marshal the control at the end of your section.



When you closed that control you went on to close the next section and collect boards and clocks on the way.

Following the PR work I went on to the club committee and did various other organizing jobs and finished up as CoC on 3 Stage Rallies and I still went back to discuss things with Malc because it was always worth checking things over with someone else and he was a fountain of knowledge

Eventually I get to my point : these days people don't have as much need to attend club nights but do tend to be vocal about what motorsport (in their opinion) should be. Probably a wrong generalization by me but they wont volunteer to get stuck in and have a go at organising. I am sure Clubs would help them get started and then mentor what they do.

Motorsport UK is currently going on about encouraging youth into 'Grass Roots Motorsport' but to go marshalling there seems to be a campaign to make everyone take endless training and progress from 'Marshal' to 'Sector Marshal' to 'Stage Commander' and onwards and upwards. Not everyone wants to be CoC and not everyone has the time, inclination or competence but after all that training can come out with the 'paperwork' to prove that they are.

Currently BMMC are running the Marshals Pathway scheme. From what I have read and observed this pathway is very similar to the grading system used for Racing Marshals. I have been marshalling with Racing Marshals on WRCGB and a few other Stage Rallies, the Racing Marshals are a little lacking in Rallying knowhow.- having said that - if you put me as a Racing Marshal I would probably be the biggest numpty they had ever had. Horses, Courses and training designed for purpose is what is required not a system that imposes one disciplines requirements on another.

Similarly with Competing. MSUK seem to concentrate all their efforts (Despite the call for Grass Roots Stuff) on the top 20% of the sport. Grass Root Motorsport is where you will get your future competitors from. I know the Top end of any sport will draw the media and the Spectators but all bar a few 'well heeled' have any chance of a 'works' drive. Co-Drivers do fair a little better but the opportunities are still limited.

Whilst I am on my Soapbox - I often hear complaints from competitors about changes that are imposed on them from MSUK. In defense of MSUK these changes are preceded by a consultation period which all MSUK License holders are informed of. The local Association discuss them and also have representatives on various MSUK committees. How many clubs send a representative to attend the association meetings? Not a lot and those that do then come back to their committee meetings and report 'Nothing of Interest'. How many of Competition License holders reply with their views to 'Proposed Changes' - again 'Not a lot! And then they all get on the current equivalent of a 'High Horse' and complain at any new rules from MSUK on Face Book. Too late and not the way to go about things. If you are interested in Motorsport and its future get involved. You only get out of it what you put in. All the protesting done on Face Book is wasted effort and achieves a big fat Zero. (however the facebook warriors do give me a quiet check-le as one of the frequent responses that they come up with when you ask 'why didn't you make your views heard during the consultation period' is 'I didn't have time' which usually means I couldn't be bothered, but they then spend ages whinging on facebook)

Still on my Soapbox - So you now feel guilty and start replying to the MSUK consultations. Don't expect any form of acknowledgment. Don't expect any feedback from any of the committees that asked you for feed back. You are left in the dark awaiting the next rule change to be announced and start to think that maybe it was only you that had that particular viewpoint. Whatever you do - don't write a letter. A friend of mine sent numerous letters to one particular department in MSUK . He failed to get a reply and then decided to phone the chap in question only to be told that snail mail didn't get replies only emails received answers - My friend went ballistic.

So Mr. Hugh Chambers when you get to this bit of my witterings (assuming you get past Chairmans Chat and ANWCC Chatter) - Please can MSUK acknowledge people who reply to the consultation process. Can MSUK please give us feedback on the consultations. We do tend to feel that we are being ignored at times.

## **Back to things less contentious**

At the Start of May I was going to have a Double Header Marshalling weekend.

On the 7th of May it was going to be the 061Targa but that got cancelled because of Military Exercises at Weeton Camp



## Grumpy : Continued from Page 57

Wigan & DMCs CompBrake Stages ran on the 8th of May at Three Sisters. I took with me a new recruit to Clitheroe & DMC. In his youth our new member was taken to all forms of Motor-sport by an enthusiastic Dad but they fell out years ago and my new pal wants to get involved in motorsport again.

The weather forecast said we would have a dry and warm day. We did, eventually. It was overcast until after lunch and then out came the sun and we then baked. It was the usual format at 3 Sisters and despite the compact nature of the course everyone had a cracking day. That is except a very quick Darrien that managed to climb ontop of the Tyre wall.

The following weekend (12th to the 15th) I was out marshalling on the Manx National with Steve Broadbent & Steve Lewis. We were on Radio duties on the Shakedown Stage on Friday. Then SS2 on Friday Night (run twice) and then SS7 (run twice) on the Saturday For the first time in ages on the Isle of Man we had no rain at all. For the first time too we only lost one stage on the Friday night and that had nothing to do with Rally Competitors. We also lost the first stage on the Saturday when a competitor put the car so far off the road that the recovery units winch rope was not long enough to pull it back on stage. The TT is on from Saturday the 28th of May until Saturday the 11th of June. As you traverse the TT Course you notice that a lot of the curbs are painted Black & White. At first I heard that a truck had been out painting these Black and White Curbs along the course and was full of Gas Bottles had fallen off the road at Fairy Bridge as it drove back to Douglas along the A5. It turned out that it was a truck hired from GB to re-painting Yellow lines that was the culprit. The traffic along the A5 had to be diverted and that diversion was by using SS1. Obviously the driver had not said Hello to the Fairys!

We had the meeting of SD34MSG on Wednesday the 18th and this meeting was the first time we had come together as a group rather than via Zoom in over 2 years.

James Swallow (our Secretary) was unable to attend and his partner in crime / understudy was away working in Cornwall (someone has to put the deckchairs out). Katy Mashiter from Kirkby Lonsdale MC, attending her first SD34MSG meeting, volunteered (?) to take the minutes.

It was noted that there were a very similar number of people attending the SD34MSG Meeting as attended the ANWCC meeting and more than attended the ANECCC meeting. One of the plus points for SD34MSG is that besides getting through a large amount of business there was still lots of laughs to be had making it an enjoyable (other than for Katy doing the minutes) meeting to attend.

On Saturday the 21st I was in Clocaenog for the Plains Rally. The Rally website was useless for obtaining information about the stage I was on. The only info I had came from Bill Wilmer and gave me the Map Reference for the Start and Finish and latest time to sign on.



*Continued on Page 59*



## Grumpy : Continued from Page 58

Apparently the Spotity App had more and better information but that was all added after I had tried to find stuff out. I stayed overnight at the Lyons Woodland Hotel which was only 15minutes away from the Start of Clocaenog. The hotel was superb and inexpensive too and to put the cherry on top - the food was brilliant the only grumble I had was breakfast wasn't available until 9am and the powers that be said we had to be on post by 8:15. The number of breakfasts that have missed this year because of 'early' starts is growing!

I was at post 6 (Uphill hairpin right) doing 81 radio, tracking and red flag (if needed) all on my ownsome. I had no spectators and no other marshals. All went well other than having to show the red flag because one competitor had a little off with no injuries and no car damage but managed to hit the SOS button on the tracker rather than the OK button. Stage held up whilst Rescue & Medics deployed for no real reason. Plonker.

On Sunday the 22nd I was at Lymm Truckstop at J20 on the M6 for CSMA's AutoSolo, Auto Test. Also present at Lymm was John Clavey from Timing AppLive was in attendance showing people such as me how it all worked. Someone from De Lacey had also come across - they were considering using it for the DeLacey Targa event.

At the SD34MSG meeting on the 18th we received an update on the Championship Registrations (See table right). It is very noticeable which clubs actively encourage their members to enter the SD34MSG Championships (48% of registrations split between 2 clubs). Even though KLMC & West Cumbria MSC only joined last month they have managed between them to get four members registered already. It only costs a Fiver and covers All the Championships

Rather disappointing to note that despite the clubs that specialize in Speed events (Sprint & Hillclimbs) have so few contenders in that discipline.

Steve Lewis (The SD34MSG League Compiler) has a proposal to change how the League points are awarded for 2023 according to Steve its more representative of the Motorsport that is happening within SD34. The club reps have been given details to take back to their committees and report back with opinions from their Club. Nothing will change until the 2023 Season

The weekend of the 27/28/29th see the 3 Stooges (Steve Broadbent, Steve Lewis and me) out marshalling on the Jim Clarke Rally. We were joined on the Saturday by Tim Cruttenden and Matthew Broadbent.

We had a cracking three days - well, two days and an evening. On Friday night we were on a tricky junction with bales. On Saturday we were on the Eccles Stage and had in excess of 140 Spectators. On Sunday we had 94 spectators at our junction. All the Spectators were very well behaved and we had lots of laughs and jokes - mostly at the expense of competitors.



2022 Registrations		
%	Club	Reg.
33	Clitheroe	36
15	Warrington	17
6	Bolton	7
6	GPMC	7
5	Preston MC	6
5	U17MCNW	6
4	Longton	4
4	Knutsford	4
3	Kirkby Lonsdale	3
2	Wallasey	2
2	Pendle	2
2	Knowl Dale	2
2	Wigan	2
2	South Shore	2
2	Boundless	2
1	TBA	1
1	Accrington	1
1	Liverpool	1
1	Stockport061	1
1	Airedale	1
1	Hexham	1
1	WCumbMC	1
	21 Clubs +1?	110
	High Moor	
	Lightning	
	Lancs AC	
	Manx AS	
	Mull CC	
	2300	
	MSNW	
	Wigton	





# ***Inside the Industry***

## ***June 2022***

*with Paul Gilligan*

### **Serious Threat From New European Emissions Regulations**

Industry bosses are locked in intense negotiations with the European Union over the new Euro 7 pollution rules which are due to come into force perhaps as soon as 2025. Because agreement has not yet been reached most manufacturers have said there is now not enough time to complete the required engineering work that quickly. One of the big changes is that cars will have to meet the new regulations in all driving circumstances including for example full throttle acceleration and towing uphill. The brief handed down by the EU to it's officials is believed to be very demanding and excludes for example any consideration of the economic aspects including customer affordability. It's therefore feared that smaller and cheaper cars will have to be phased out as it won't be possible to make them for a price customers are willing or able to pay. This would result in factory closures and mass redundancies.

It is also likely that introduction of very stringent Euro 7 regulations would speed the move to electric cars, and indeed that may well be what the EU are seeking. However for these to be affordable for many customers increased subsidies will be required as well as massive investment in the recharging network, alternatives not attractive to cash-strapped governments.

It is believed that negotiations are ongoing at very high levels, industry chief executives and prime ministers are said to be involved. We should know more by July.

### **Why Are New Car Leasing Costs Rising So Much?**

Many motorists who fund their cars on a personal lease (and that is very many now) are getting an unpleasant shock when they come to renew at the end of the agreed contract. Some are seeing the monthly cost of a like for like replacement almost double! Why should this be? It is actually very simple and inevitable. Over the last two years new car prices have increased often by 25% or more. On top of that as I've reported previously manufacturers have dramatically reduced the discounts they give to fleet customers including leasing companies.

To see how this works in practice let's look at a new car that two years ago had a retail price of £20000. It's fair to say that on average that car would now have a retail price of £25000. Two years ago the discount to the lease company would have averaged say 25%, it is now average 12.5 %. The leasing company is allowed to reclaim the VAT on a new car purchase so in 2020 the net cost of that new car would have been £12500. Now it is £18229, £5729 or 46% more!

Of course the monthly lease rate is decided by the difference between the net cost of the car to the company and the residual value they forecast it will be worth when sold in 3 years' time. Forecasting residual values is a black art, I spent the best years of my life doing that and my head still hurts when I remember that. Let's for this exercise say that this car is worth 35% of new retail price when sold after 3 years. The 2020 car would have a value of £7000, but the lease company must take the VAT content out of that sale price so they would actually get £5833. Having paid a net £12500 for the car the depreciation cost would be £6667 or £185 per month. The lease company then has to add interest charges, other costs and some profit so would probably charge very broadly say £250 a month.

For the 2022 car they have paid £18229 net. If we use the same 35% residual value they would sell it for £8750 less VAT = £7292. So their depreciation cost would be £13541 or £376 per month. Allowing for interest, costs, and profit the rate charged might be £450 a month against the £250 for the 2020 car.

There's an old saying that numbers don't lie, and sadly for the customers involved those I've set out are pretty accurate. Confronted with coming to the end of a car lease and being asked that sort of increase what can a customer do? First thing is to ask the lease company to extend the lease by a year or two. Then you can continue to pay 2019 prices for a while longer. It's probably worth buying an extended warranty but the cost of that is small compared to paying a new and greatly increased monthly lease rate.

***Continued on Page 61***

Then of course not all manufacturers have reduced discounts and increased prices at the same rates, so some monthly lease rates have increased by much less than others. Therefore it pays to shop around. It is though almost inevitable that if the customer wants to keep their monthly payment at the same rate as they are paying currently they will be driving a much lesser car! And of course the same arithmetic applies however you fund your new car, running it is now much more expensive than it was two or three years ago.

## **The Best Way To Go Green**

One of my Fleet Management Clients has recently set some ambitious targets to become carbon neutral pretty quickly. They employed some very professional (and no doubt very expensive) environmental consultants to advise them and I was asked to work alongside these people on the vehicle fleet aspects. The client is a large company with a fairly small number of vehicles which is why they use us rather than employing a full time Fleet Manager.

I was very surprised and interested at what the consultants came up with for vehicles. Ahead of all the things I was thinking about like hybrid, electric etc they were very firmly of the opinion that the biggest gain would be for the company to extend vehicle life. The reason being the environmental impact of actually manufacturing a new car. They produced all sorts of complex statistics, some of which I understood, to back up their arguments.

Last month I talked about fleets extending their life cycles from 2-3 years to 4-5. The recommendation of the consultants in this case was for the company to look at 6-10 years. So over 9 years instead of buying 3 cars or vans they would buy one! When many vans and trucks are run up to 300,000 to 500,000 miles why not? An interesting experience which certainly got me thinking. Of course the effects on the manufacturers and dealers if everyone does this are only too clear.

## **Be Green Or Just look Green?**

There's no doubt many organisations now want to at least look like they are environmentally conscious without always being so. Last week I was talking to the Disposals Manager of a large leasing company. They had just collected an electric van from a local council at the end of a 3 year lease and were surprised to find it had covered less than 300 miles in the period. They questioned this with the council as they needed to be sure the mileage was genuine before selling it on. Mileage was correct, the council explained that all they had ever done with the van was have it liveried to explain it was zero emissions and part of their green policies, then park it outside the council offices every day to emphasise the point. Cost to the ratepayers? About £10,000 over 3 years.

The same man also commented on the number of hybrid cars they got back at end of lease with the charging cables still in the original packing and totally unused after 2, 3 or 4 years. Reason being many company car drivers choose a hybrid because the low emissions (if used properly) result in a much lower Benefit In Kind tax charge than a conventional petrol or diesel. Then the driver can't be bothered with the fuss of recharging so simply drives on petrol or diesel at all times!

## **Change Of Chief Executive At Aston Martin**

My regular reader may remember that early this year I commented on rumours that the position of AM boss Tobias Moers, drafted in from Mercedes in September of 2020 may not be entirely secure. At the time these rumours were furiously denied by Aston's major shareholder and Chairman Lawrence Stroll. However Moers has now left with immediate effect. He was known to be an abrasive perfectionist. Mr. Stroll is known for micro managing, it's even said he sits in on the debriefs at his F1 team on race weekends and overrules the engineers. Perhaps this was never a marriage made in heaven, and there was only ever going to be one winner.

Stroll has the ambition that Aston will one day emulate Ferrari so it is perhaps no surprise that he has appointed former Ferrari chief executive Amedeo Felisa as the new Aston Martin boss. Felisa has been a non executive director at Aston since last July but his appointment did come as a surprise as he retired from Ferrari in 2016 when he turned 70, and his new role may be thought a very demanding one for a 76 year old. Not that I would agree with that as I type this on my 72<sup>nd</sup> birthday!



## **Used Car Buyers Becoming More Selective**

As used cars have been in very short supply over the last 18-24 months many dealers have changed their stocking policies to ensure they could still fill their forecourts. Dealers 6 years who only sold cars up to 3 years old extended to include 4 and 5 year old models, Those who limited miles to 40,000 extended to 60,000.

Now as the cost of living crisis starts to bite signs are that customers are becoming more risk averse and looking for newer and lower miles cars. The theory is that with family budgets stretched the last thing people want is an unexpected large bill. Long warranties are in demand for the same reason.

## **VW Expects To Have To Fight To Be Electric Car Number 1**

VW boss Herbert Deiss has admitted they will have a real fight on their hands to beat Tesla and become the world's leading electric vehicle manufacturer by 2025. He admitted he was "very surprised" by what Tesla had achieved. He's not alone in that, most industry observers are. That includes me, I never thought Tesla would be able to achieve the production volumes they have. Reiss said he never expected Tesla would achieve the growth they have so quickly. However he hoped that because VW had more brands and a wider variety of cars he felt there was a chance they would be number one electric car manufacturer by 2025 or "At the very least we'll be second". Achieving this won't be cheap, VW are currently building six battery factories in Europe each one costing between 2 & 3 Billion Euros. 95% of the production will be to supply cars for the European markets.

## **Electric Car Battery Life**

As more and more electric cars hit the roads and they begin to age customers are more and more starting to question the cost of a replacement battery pack. Most manufacturers warranty these for around 8 years so this is very much a question used buyers are asking. With the cost of new battery pack being between £6000 and £15000 you can easily see why! So the value of a used electric of more than 5 or 6 years old will very much depend on whether or not the batteries have been replaced and if not what the cost of that will be when the time comes.

## **Customers Turn Away From Diesel**

A recent survey showed that only 5% of private buyers in the market for a new car are interested in a diesel. Meanwhile 21% of those looking for a used car are looking for diesel. Within this there are strong regional differences. Big city motorists have hardly any interest in diesels while in rural areas they are still very popular. Canny traders are therefore moving cars around the country from where they are unwanted to where they are in demand. Many years ago I knew a trader who made a very acceptable living buying used automatics in Scotland where they were not popular in those days to London where they were.

## **Component Shortages Worsen**

Semiconductor shortages don't seem to be getting any better and the lack of parts made in Ukraine only gets worse. Now China is going back into lockdown because of fresh Covid outbreaks there which is making a bad situation worse. The return of normal vehicle production levels seems as far away as ever, not this year to be certain, next year? Who knows. Audi last week suspended production of A4, A5, and A8 models "temporarily" and extended short time working until at least the end of May.

## **More On Cazoo**

Last month I suggested that this company's targets were so ambitious as to be farcical. Now the Cazoo have filed a report (late) to the Securities and Exchange Commission in New York. In it Cazzo admit that they have not been profitable since starting business in December 2019 and by the end of 2021 had accumulated losses of £664 Million in two years.

*Continued on Page 63*

**Inside the Industry**  
**Continued from Page 62**

They expect losses to continue as they continue to invest in further expansion of the business, and although the "believe" they will become profitable in the future "we cannot guarantee that we will become profitable, or achieve the levels of profit anticipated, or ever become profitable".

Nevertheless Cazzo continue to invest and expand, opening in Spain currently, and spend over £65M a year on marketing including high profile sports sponsorships. I always thought when you're in a hole best to stop digging?

*Paul Gilligan*



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## 2022 Barbon Hillclimbs

### Saturday 11<sup>th</sup> June

**ANWCC/SD34 Speed Championships**  
**BARC & Longton Speed Championships**  
**Triple M/Pirelli HSA/NSCC Speed Championships**  
**and more club & local competitors**  
**Admission for Spectators £8**

### Saturday 16<sup>th</sup> July

**ANWCC/SD34 Speed Championships**  
**Pre-War Austin Seven Championship**  
**XBC Cross Border Speed Championship**  
**Triple M/Pirelli NSCC Speed Championship**  
**and more club & local competitors**  
**Admission for Spectators £8**

**An eclectic mix of Single Seaters,  
Specials, Road Cars and Race Cars  
all using the same 890m track  
through Barbon Manor, LA6 2LJ**



**For both events practice starts at  
9.30am with timed runs from 13.00**  
**Children with adults free**  
**Sorry no Dogs or Drones allowed**  
**Follow us on facebook**





# Making Grassroots Motorsport achievable for families

**Gail Millward-Jackson : Under 17 Motor Club (NW)**

When we joined Under 17 motor Club North West in 2018 as a family our eldest son Daniel was 13 years old, and our youngest son Elijah was only 2 years old. Being able to attend as a whole family was a major draw for us. Knowing that we could all have involvement without competing meant that it was something that we could all do together. Understandably at the age of 2 Elijah and I were more just spectators at the events. However now aged 7, over the last 12 months things have certainly changed.

We are lucky enough that we are part of a club that is very encouraging, supportive and inclusive towards the younger members. Our club founder Steve Johnson could see how keen Elijah was to get involved, and in a way that allowed him to play a role, but remain safe, he very kindly generated jobs and roles for Elijah.

The sense of pride that emanates from him being able to take part and help out truly is heart warming.

Prior to race day he counts down how many sleeps there is until the event, excited about all the jobs he will be able to do. Our recent event weekend took place on Sunday 22<sup>nd</sup> May with Boundless at Lymm Truck Stop. For us it started on the Saturday with us all attending to help set up the course for the next day. Setting up cones, barriers and safety signs, he is determined to put as much hard work as everyone else, even insisting on trying to carry the cones. Followed by getting our competition car ready by helping to display the class numbers on the car.

The Sunday was an early start, but there he was up and raring to go for what the day ahead held. Upon arrival he gets out of the car, puts on his high vis jacket and we head over to the trailer to set up for the competitors arriving. Elijah is now well practised in asking for club membership cards and clubman licences for each competitor, even telling a competitor at the event that he had the wrong licence as "the 2022 licence is green, not yellow" and that he was also showing him his club card for 2021 not 2022. This is far from where his role ends though. His favourite job of the day is carrying out marshal duties. He stands there with a marshal board happily displaying if people have cleared or hit a cone, keeping a close eye on the time keepers to make sure they have noted his signal.

Next we move onto timekeeping, he checks the competitors numbers against the details on the Sapphire timing app and thoroughly enjoys getting them ready to pull off the line by telling them "In your own time" and informing them of their time as they cross the finish line.



**Continued on Page 65**



## ***Achievable Grass Roots Motorsport Continued from Page 64***

At the end of the event Elijah doesn't shy away from helping out. Clearing cones and barriers and helping to load all equipment onto the trailer. He ends his day with high fives to celebrate a job well done and a promise of an ice cream treat for working so hard.

Making grass roots motorsport achievable for families is how the sport is going to be able to keep growing and progressing. Only by being welcomed as a whole family unit has our involvement been possible. There is a lot of work that goes into making these events possible, It's not just about turning up on the day to compete. The background work that goes into making one of these events a success is weeks in the making. With the kindness of volunteers attending the day before, and the day of, to set up the course and to assist with marshal duties. There are many roles that are needed in order to allow a club to run successfully. The fact that both Elijah and I can be so involved without getting behind the wheel allows him to feel like he has a valued place in the club. People appreciate what he does, and are really encouraging of his involvement. It has helped to teach him responsibility, and has built his confidence in facing the public. He attends AGM's and makes suggestions on ways he feels that things can be improved. I cherish how his worth is celebrated and welcomed by the club.

Every person in a new role has to start somewhere, and the fact that he feels welcome, safe and happy whilst learning life skills without realising is helping to shape him into the kind, polite and determined little man we know and love. His love for motorsport increases with each event, after being able to marshal at the Legend Fires North West Stages Rally in March 2022, he now wants to be a Rally Driver like his idol Chris Ingram. We are lucky that at such a young age he is able to have these hands on experiences which will no doubt shape many amazing memories for him, and hopefully will help to lead to many more opportunities on his motorsport journey.

***Gail Millward-Jackson  
(Mum of Elijah aged 7) Under 17 Motor Club (NW)***





# Johnson Jottings

(with the help of a few others)

## PCA (2016) at The University of Chester, Thornton Science Park, for the Mersey Dee Alliance



Any new event that a motor club runs takes time to set up and plan. All motor clubs need venues and venues are always hard to find. Club members' local knowledge is still the best way to find new venues; each club member will know someone with land that a motor club can use to run a motorsport event. Spare land, Car Parks, school playgrounds are often empty for holidays, weekends and evenings so how can motorsport make use of these?

**CONTACTS** - I do feel that local contact and partnership work can help all motor clubs. Clubs could think about road safety, young drivers, volunteering opportunities and risk management. Developing the skills of members through event organisation can help in the workplace too. Increasingly older members have great skills they but need to pass these on to newer members. They can also help train new marshals and give them the skill to improve employment opportunities.



On 22nd June 2016, Ben Taylor, Managing Director at International Motor Sports Ltd (IMS is the commercial arm of the MSA that runs Wales Rally GB) was delivering a Breakfast briefing to over 150 business leaders of the Mersey Dee Alliance. This was to highlight the opportunities for local businesses to work with Wales Rally GB. Talking to people is all well and good, but how do you bring the excitement of motorsport to this audience and give them a session to remember? The NEC Autosport show has featured a Go Motorsport AutoSOLO with Passenger rides for a few years and with this in mind, Steve Johnson the NW Go Motorsport RDO started working with IMS and The University of Chester to bring something similar to the North West. Nine months later came the day at The University of Chester, Thornton Science Park.

Over 150 delegates attended the IMS presentation and when over half of those expressed an interest in a passenger ride, it was going to be a tall order to organise it in the short time available. No pressure then!

Four members of NW clubs spent Tuesday 21st June setting up the venue. Any event like this needs staffing and planning with military precision. The primary Go Motorsport involvement was speaking with passengers, signing them on, getting them into cars, and providing them with an insight into the thrill of motorsport so that they may wish to find out more, preferably by making contact with their local motor club.

*Continued on Page 67*

## **Johnsons Jottings** **Continued from Page 66**

On the day, members of Accrington MSC, Bolton Le MCC, Clitheroe DMC, Chester MC, CSMA NW, Liverpool MC, North Wales CC, and Under 17 MC NW, provided 14 drivers, 9 cars and 6 marshals. The first car was running at 9:30 entertaining passengers from the University campus. Tyres squeal was sent across the site and at 9:55, the first few delegates walked towards the noise, within minutes the site was full of suited and booted business folk!

Over 70 delegates had passenger rides and some at the end in several competition cars. The cars were kept busy until 11:15 when the remaining visitors were talking to motor

club members about Auto SOLOs and volunteering in Motorsport. Until that day, few, if any, knew about grass roots motorsport and that for as little as £30 you can drive your car all day in a club motor sport event.

We had drivers aged from 16 to over 70 taking part who all did motorsport proud as ambassadors, entertaining the delegates. Ben Taylor thanked all the club members for their time and the very professional show they had put on. Steve Johnson NW Go Motorsport, said "Thank you to the members of 10 Motor Clubs that helped before and on the day. Several had taken a day off work to make a fantastic event; a great number helped to run the event, talk to delegates and cleared the site away after the event. Well done everyone!" The Team Members of Accrington MSC, Bolton Le MCC, Clitheroe DMC, Chester MC, CSMA NW, Liverpool MC, North Wales CC, and Under 17 MC NW. WRGB Promotional Autotest - Mersey Dee Alliance Innovation Network (by Tracey Smith – Under 17 Motor Club) The Under 17's Motor Club (NW) organised a Production Car Autotest to promote affordable motor sport to business leaders in North Wales, the Wirral and West Cheshire in June. 14 drivers from motor clubs across the Region, including Accrington, Bolton-le-Moors and Liverpool, provided free passenger rides to delegates attending the International Motor Sports Ltd (IMS) sponsored event at The University of Chester, Thornton Science Park campus. IMS is the commercial arm of the MSA and organises Wales Rally GB, a round of the World Rally Championship. Volunteer marshals also supported the autotest. Approximately 150 delegates attending the Mersey Dee Alliance Innovation network event joined Ben Taylor, IMS Managing Director, for a presentation on the economic benefits Wales Rally GB brings to the region. Ben spoke about the prestige of hosting a world rally championship event and the opportunities this presented to showcase Wales as a tourist destination. He also told delegates about the social and educational benefits the event offers such as involving pupils in STEM (Science Technology Engineering and Mathematics) activities, taking children out of the classroom and providing career options and opportunities. Ben described future aspirations to attract more fans to the sport by organising short rally stages on closed roads, subject to legislative approval. The sound of revving engines and squealing tyres on the autotest track outside could be heard from inside the conference room further raising delegates anticipation and excitement to experience motor sport for themselves.

After the presentation, delegates were offered free passenger rides by North West motor sport club members. The autotest was held on an empty car park at the back of the university campus. This was the perfect opportunity to showcase affordable motorsport, inspire new and young drivers to take up motor sport and secure new venues for local clubs wishing to organise their own autotest events. Passengers were presented with packs containing information on forthcoming events and how to contact their local club. They were also given the opportunity to navigate and time their driver through the autotest route. More than 70 delegates signed on for passenger rides, many of whom came back for a second or third ride and all of whom left with a very big smile on their faces.

See the attached link to watch a short video of the event : <https://youtu.be/TZD17HdchB4>

**Steve Johnson : Accrington MSC, U17MC(NW), CSMA**





# **Grassroots stage rallying has enjoyed the emergence of a new phenomenon over the past twelve months, in the form of the MINI Rally Challenge.**

The series, which is the brainchild of John Goff, a veteran of the rallying scene and a long-term champion of new talent into the sport through his former occupation as a rally school owner, utilises the 1.6-litre BMW MINI Cooper built between 2001 and '04.

With the initial outlay of a road-faring model as cheap as £250, the modifications required to compete are minimal and largely focused on the suspension and differential, alongside the usual safety improvements to prepare the cars for competition. All in, a 'rally-ready' car generally totals around £7,000 and is fit for light gravel and tarmac events.

Goff's ethos behind the category, founded on the eve of his planned re-location to Spain before the COVID-19 pandemic, is underpinned by his two passions: grassroots motorsport, and helping to widen participation.

To that end, the championship's most recent event at Leconfield, Hull ticked all the boxes, with a 17-car entry that yielded competitors from postman to property developer, and in a superb step for diversity within the sport, also notably featured seven female competitors, including event winner Harriet Worth alongside Christian Brown.

One such competitor was 15-year-old Florence Butler, who has used the series for her first foray into rallying, and with ambitions to keep rising through the ranks in the years ahead.

"I got all my safety equipment at the Autosport Show in 2020, and then COVID delayed my entry to the sport," recounts Butler.

"But I did my first rally at 14 in the Minis at a single-venue event in Wigan several months later, with the support of my local club, Whitchurch Motor Club, where I had done some scatter rallies, and from the event organisers, Warrington Motor Club.

"I'm still too young to compete in multi-venue events, but single-venue rallies are still a challenge, and we recently had the DST Leconfield Stages Rally where there were 17 Minis competing, and plenty of support from the other six women competing.

"I hope to get out in the Juniors as a driver at some point, and when I'm 17 my father has said we will have two Minis out – one driven by me, and the other by him. I'll be faster!"

Those wishing to find out more about the championship can do so on the MINI Rally Challenge's Facebook page,

**<https://www.facebook.com/search/top?q=mini%20rally%20challenge>**



# Why are you doing this?

*Phil Wardle. - U17 MC*

On Sunday the 24th of April, at an autoSOLO at Lymm service station, someone asked, "Why are you doing this?"

My reply, "I had an itch I had to scratch."

Let me take you back to the weeks leading up to the Christmas holidays, 2021; my wife and I were in Canada visiting our family. One evening, I said to Ann, my wife, "I have an itch I need to scratch".

Confused, she asked me what I meant. "I want to do some autoSOLO events," I explained. Without hesitation, she replied, "Sure." I didn't need telling twice.

Funnily enough, I had already been looking for a car. I texted my son back in the UK, explained the situation, described the car, told him my maximum and asked him to bid for the car.

As I lifted my head off the pillow the following morning, I checked my phone for messages and there it was, "Dad, you own a BMW Z3."

During the busy weeks leading up to the event on the 24th of April, the car was MOT'd and serviced, driven to work a few times and once over to Preston to see Daniel and his family. (Daniel was my first 'Under 17 Motor Club' pupil when I was the ADI instructor at the Blackburn event.)

On the 23rd of April, along with other like-minded people, I drove to Lymm to help set up the course, this was great as it helped me walk the course as well!

**On Sunday 24th of April BM all loaded up with:**

- a change of clothes, (just in case it rained).
- three different coats, (not sure why).
- a 17" spare wheel and tyre stuck in the boot, (boot lid held down with two elastic straps because it wouldn't close).
- a pop-up tent

So, off I went to the north pole, oh no, Lymm sorry, this was the longest drive I had made in the car!

Back to the question, "Why are you doing this?" As I got in the car, along with Chris, my passenger and mentor, I asked myself that question too. Why, at 67 years old, would anyone put their heart rate up faster than the revs whip round the rev counter?

The time had come. I was called to roll the car forward up to the start line. After saying this, the gentleman looked at me through the driver's side window and asked if I was okay. Was I? I asked him if he had a defibrillator ready. My nerves were jangling and my heart was racing as I thought, "Phil, you are crackers."

A calm and quiet voice from the driver's side said something that you all have heard, "In your own time." With a drop of the clutch, off we went at a speed that I can only describe as a Sunday run around through a maze of cones, remember that I was a newbie.



*Continued on Page 70*



## ***Why are you doing this? Continued from Page 69***

At this point, my body reminded me that I was 67 years old, my brain was telling my hands what to do, my hands were trying to keep up with what my eyes were seeing and my feet and legs were working overtime, it all seemed out of sync. Without Chris alongside me, I think it would have been a different outcome but over the day, with everyone encouraging me, the times improved.

So, the answer to the question, why? I was having a wonderful time with people that I knew and people who were more than welcoming to a newcomer. Which only reinforces what my wife says about me; I'm not happy unless I'm going 100 miles per hour with my hair on fire. Although, that's a bit of a joke as I don't have much hair or according to my grandchildren, I don't have any.

With my heart rate back to normal and the loss of a little more hair, I must say a big thank you to Gail, Chris, Daniel and Elijah, plus Steve Johnson - one of the 'team' running the event; who I have known since he was an apprentice at Platts Saco Lowell in Accrington. (around 1975!)

I had such a great day that my entry is in for the next event at Lymm in May. As a bonus, after treating my daughter to a Starbucks coffee and a cake, I persuaded her to passenger and drive the car at Lymm.

Amazing what coffee and cake can do!

So thank you to everyone for a great day .

***Phil Wardle. - Under 17 Motor Club  
(New member at 67!)***

## **Did you ever stop and wonder.....**

- Who was the first person to look at a cow and say, 'I think I'll squeeze these pink dangly things here, and drink whatever comes out?'
- Who was the first person to say, 'See that chicken there... I'm gonna eat the next thing that comes outta it's bum.'
- Why do toasters always have a setting so high that could burn the toast to a horrible crisp, which no decent human being would eat?
- Why is there a light in the fridge and not in the freezer?
- Why do people point to their wrist when asking for the time, but don't point to their bum when they ask where the bathroom is?
- Why does your Gynaecologist leave the room when you get undressed if they are going to look up there anyway?
- Why does Goofy stand erect while Pluto remains on all fours? They're both dogs !
- If quizzes are quizzical, what are tests?
- If corn oil is made from corn, and vegetable oil is made from vegetables, then what is baby oil made from?
- If electricity comes from electrons, does morality come from morons?
- Why do the Alphabet song and Twinkle, Twinkle Little Star have the same tune?

### **Stop singing and read on.....**

- Did you ever notice that when you blow in a dog's face, he gets mad at you, but when you take him on a car ride, he sticks his head out the window?
- Does pushing the elevator button more than once make it arrive faster?

## **WHY?**

- Why doesn't Tarzan have a beard when he lives in the jungle without a razor?
- Why do we press harder on a remote control when we know the batteries are flat?
- Why do banks charge a fee on 'insufficient funds' when they know there is not enough?
- Why do Kamikaze pilots wear helmets?
- Why does someone believe you when you say there are four billion stars, but check when you say the paint is wet?
- Whose idea was it to put an 'S' in the word 'lisp'?
- What is the speed of darkness?
- Why is it that people say they 'slept like a baby' when babies wake up every two hours?
- If the temperature is zero outside today and it's going to be twice as cold tomorrow, how cold will it be?
- Do married people live longer than single ones or does it only seem longer?
- How is it that we put man on the moon before we figured out it would be a good idea to put wheels on luggage?
- Why do people pay to go up tall buildings and then put money in binoculars to look at things on the ground?

# Mini Rally Challenge

## Round 4

# Leconfield Stages

May 1<sup>st</sup>

*John Goff*

17 Mini's travelled to the north east venue near Hull. A currently operating ministry of defence site offered six long stages defined mainly by cones, ticker tape and wooden pallets.

Not for the first time this year it proved to be an event of many ups and downs.

### Stage 1

Garry and Matt tore the sump guard off on a curb, John and Rob missed a split, Nigel and Julia stayed out for an extra lap. Brother Norwood's long history of reliability ended when a hole appeared in the back of the gearbox. But fastest were Mick and Paul from Gordon and Tina with Mark G and John third.

**Stage 2** a repeat of 1 saw Mick and Paul again fastest from Mark and John with Christian and Harriet third, with a host of cars now just seconds behind. George and David were starting to have issues being baulked then brake fade.

**Stage 3** saw John and Robert fastest from Mick and Paul with Christian and Harriet 3rd fastest. It was now all very close with the odd second splitting crews. Guy was struggling after buzzing the clutch, reportedly saying he was taking things easy, however his times suggested otherwise.

Kay and Charlotte in a car loaned to them by Kieth Bounds were starting to build up speed and stunt girl Caroline who was out just to finish her first rally was now looking more relaxed, neither girls have driven their cars prior to MC1. Whilst last year's champions Mark and Graham still couldn't believe they had finished three stages. Adam and Rob were now having clutch problems resulting in them boxing cleverly going out for one lap each time resulting in taking a stage maximum to secure championship points.

**Stage 4** was another ten minute stage with just ten seconds splitting the top four.

**Stage 5** Christian and Harriet make their move taking over ten seconds out of the chasing pack, George and David's day ended when the car refused to start a gremlin that went back to Warcop last year. Mark and John day ended hitting a curb and holing the sump.

**Stage 6** the final one was where it was to go wrong for Mick and Paul losing 2nd gear. Nigel and Julia stopped on stage and took a maximum with a yet unknown problem.

Whilst all this was going on, two yet unmentioned crews Wesley and Alun, and Matt and Jack had been putting in good times without any drama.

### Top 4

Christian - Harriet 1:04:12

Mick - Paul 1:04:15

Gordon - Tina 1:04:47

Matt - Jack 1:04:49

Mark N, Adam and Matt won the draw for our partner DEMON-TWEEKS vouchers.

All in all a good day with plenty of tales, some good and some not so, but that's rallying folks.

My thanks to GLENBROOK, HOLLINS, all our event partners, the marshalls, and the club.



*John Goff*



# boundless BY CSMA

## Autotest, AutoSOLO & PCA Lymm Services

22<sup>nd</sup> May 2022

## Have you enjoyed it?

*Phil Wardle. Under 17 Motor Club NW*

Well, it all happened again at Lymm on the 21<sup>st</sup> of May, another Autosolo.

I was asked to do another 'Blog of our day'. I asked myself, "Do I look like a journalist?" Anyway, we'll have a go.

This time my daughter joined me and was going to do the event for the first time. She has no experience of motor sport of any kind and is a mother of 4. (I'm not allowed to mention her age but her eldest daughter is 23 so I'll leave you to work it out.)

Yes, you are right, all the necessary quals for doing an Autosolo.

As any dad would do, I printed off the course and laminated it just in case it rained on the day, we wouldn't want any excuses for not taking part, would we!

On the day, we walked the course. Now Sandra has a degree, so she tells me, but not in map reading; she must have been off uni that day.

Again, during the day, everyone that spoke to Sandra was more than encouraging and supportive, as they were to me. Dad being dad, I told her to just take her time and get the course right plus, no pressure, don't bend my car.

We did ten runs over the day and as Sandra did each run her time reduced, unlike my blood pressure which increased each lap. By the end, there was 38.6secs between her slowest and her quickest runs. It's quite funny, looking back, how two people in one car can say so much in a few seconds on which way to go around a traffic cone as you run out of road, not quite so funny at the time though.

At the end of the day, we were both incredibly happy with how things had gone and as we sat there in the car, as you do, several competitors came over to Sandra and asked her, "HAVE YOU ENJOYED IT?" To which she answered with a resounding yes.

Now Sandra is thinking about doing it all again but with her son who turns 14 in June.

What! Driving lessons with a 14 year old, I thought I'd put all that behind me. What have I started? Just increase the blood pressure tablets granddad!

If any parent is reading this and is thinking that their son/daughter or even their selves would like to take part or get involved, do it. You'll be amazed, not only with the sport but with the amazing people that take part and support the events.

Thank you to everyone at the Lymm event for making Sandra feel welcome.



*Photos Courtesy of Colin Morton*

*Phil Wardle. Under 17 Motor Club NW*



# West Cumbria MSC May Autotest

Despite the misty and damp conditions, a great day's autotesting was enjoyed by the regulars at the Stampers' Bonny Farm at Morresby. The change of venue from the usual Dunmail park provided different challenges to those taking part, with Chris Hunter taking on the job of Clerk of the Course.

With the variations in the yard surfaces giving differing levels of grip particularly in the silage pit area two competitors, Dan and Mike, unfortunately explored their car handling to the extreme and managed to clout buildings. Sorry, Craig!

The varying surfaces also tested the transmissions with Paul and Dan Grierson breaking a driveshaft. But with speedy "service support" from Chris Hunter enabling Paul to make a quick trip home for a replacement shaft and to get mobile again.

Seven runs at the compact tests saw everyone happy with the competition and the organisation and which saw everyone on their way home by 4.00 pm.

A great day was had by all and many thanks must go to Chris Hunter for organising the day, Irving doing his usual job on results and the marshals. But in particular thanks are due the Stamper family for the use of their premises and it was suggested that a special award was due to the catering staff who provided superb burgers and with the home-made cakes worthy of the top award!

With over £150 in donations being made for the Great North Air Ambulance grateful thanks to all who helped to make the day so successful.

## Results

1. Craig Stamper
  2. Peter Wright
  3. Mark Messenger
- PCA Phil Hodgson



**HUSBAND:**  
I want you to have this bracelet. It belonged to my Grandmother.

**WIFE:**  
Why does it say,  
"Do not resuscitate?"







# Wern Ddu PCA

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

*Brian L Wragg : Liverpool Motor Club*

This is the course that Andrew Crawley devised. The exercise totally depends upon what the owner has done to the quarry since our last visit, and he just has to use what is available. Each driver was given 4 runs around the course in one direction. After the morning session was over, with only one or two minor repositioning some cones and barriers the afternoon session got under way by simply reversing the course. The finish became the start, and the start became the finish.

There were no major disagreements between cars and rocks this time, but the very uneven surface did cause some of the cars to take objection at being driven at relatively high speed. In protest they just decide enough was enough and gave up. A little bit of coaxing by drivers and marshals got them back to the paddock for a rest.

For some of the drivers it was a brand-new experience, never having driven on gravel before, but undeterred they gave it some welly and got round in grand style even to the point of actually smiling whilst negotiating what was quite a tricky course.

Some of the cones died a death unbecoming their vital roll and some were unceremoniously barged out of the way. Barriers were supposed to be avoided but even they suffered at the hands, or front bumpers, of drivers who thought that they were in the wrong place.

All in all it was, as usual, a fun day and there were no complaints from anybody about the conditions. The weather was kind and the dust was wicked, but hey that is quarry PCA.

The regular Butty wagon was unavailable due to the dreaded Covid virus so Mandy of dialameal.com stepped in at short notice and with a big smile and a cheery outlook managed to serve all the hungry marshals, drivers and support staff with a good and varied baps and plated meals at very reasonable prices. Well done Mandy and thank you.

Warrington & District Motor Club have more of these quarry PCA's in the can and their diary of events can be found on their Facebook page and website.

If you haven't done it and you want to try it then you are most welcome to come along and beast your motor round the course. But if you do come along to enjoy a wild ride then be prepared for the variances of the Welsh weather, next time it might be thick mud as opposed to dry gravel. The quarry owner dictates the circumstances and he likes to play in his quarry with big earth moving machinery. Even we do not know what to expect until we get there.

Most of the marshals were covered in dust and one club member marshal boasted that he had completed over 15000 steps on his mobile phone app and that was only half way through the day.

*Brian L Wragg : Liverpool Motor Club*

## Grass Roots Motor Sport







# Awards

## With Dave Richards

### Sunday 8<sup>th</sup> May



## Wigton Motor Club wins National Award

The Chairman of Motor Sport UK flew into Cumbria to present Wigton Motor Club with a prestigious award for coming second in the Motor Club of the Year. David Richards landed his helicopter at the Motor House at Moota to attend the annual awards buffet held by the club and in a speech outlined the radical changes that were being made in the governing body of motorsport in the UK. He also congratulated the Club on running a first aid course for marshals, funded by MSUK.

He then proceeded to present the trophy and a cheque for £500 to the Club President Charles Graves while two other members, Ron Palmer and Graeme Forrester were presented with long service awards.

Wigton Motor Club has over 800 members spread throughout Cumbria and meet at their recently completed HQ, the motor House at Moota.

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





# The Bo'ness Hill Climb 2022

*Kenny Baird*

I'm very pleased to announce that the Bo'ness Hill Climb is back for 2022.

Due to rising infrastructure costs the original organisers felt they had to cancel this year's meeting. This follows on from the meetings also being cancelled in 2020 and 2021.

A small group of enthusiasts including Bill Drysdale and myself got together and decided that, with the right approach, a hill climb meeting could be made viable at Kinneil Estate, Bo'ness. We have formed a new club specifically to run the event – this new club is the Bo'ness Sporting Automobile Club and is based in the Bo'ness area.

We have secured the land owners permission and we are hard at work preparing all the necessary documentation and permits to hold the hill climb. We have been encouraged by the outpouring of support and enthusiasm for our new venture from motorsport enthusiasts all over the UK.

The Bo'ness Speed Hill Climb will go ahead in its spiritual home of Kinneil Estate, Bo'ness – the home of Scottish motorsport since 1934. The date for the meeting is the weekend of 10 and 11<sup>th</sup> of September 2022.

Similar to 2008, when we helped start the first of the modern era Bo'ness events, this year's hill climb will be kept simple and designed for drivers, with the intention to get six runs per day by giving drivers priority in the planning.

Obviously, as this is a new Club, we have no funding to fall back on from previous years therefore we will need to have sensible prices to build up all the items that are needed to run the event. We are delighted to say that several experienced personnel that have become Bo'ness regulars have volunteered to continue helping to run the 2022 Bo'ness Hill Climb.

Our website is now live but still under construction so please be patient if the information you seek isn't available right away. At the moment we are unable to accept official entries but any drivers wishing to compete can express a 'note of interest' to this email address [ken-nybairdie@aol.com](mailto:ken-nybairdie@aol.com). Drivers expressing an interest will join the growing list (over fifty notes of interest have been received at the time of writing) and are guaranteed a place once our system is up and running for official entries. Also, if you feel like helping to support our venture you could consider joining our new Club.

The hill climbs at Bo'ness have always been well supported by our friends in Cumbria and I hope to be able to welcome back all the regulars and hopefully also some new faces in September.

Our website is at [www.BSAC.Scot](http://www.BSAC.Scot)

*Kenny Baird*

# **BO'NESS**

## **SPEED HILL CLIMB**



©Jim Moir 2013





29<sup>th</sup> May

**PENDLE  
POWERFEST**

Pendleside  
Hospice





# Memory Jerkers!

In the last edition of Spotlight I did a little Page Filler about Paddy Hopkirk. I went on to wish him Happy Birthday (See below) and made reference to a televised Autotest back in the 60's

## **'On Thursday the 14th of April 2020 Paddy Hopkirk was 89 years old.'**

*I seem to have a recollection of Paddy Hopkirk driving a Mini in an Autotest somewhere around 1960/62.*

*It was a Televised competition between the 4 UK Nations (& in Black & White). Northern Ireland trounced the three other nations*

*I have searched all over the internet for anything about this and can not find anything, but my search on the internet capabilities are somewhat lacking.*

I received one comment back even before the May edition went live. See comments below received since Spotlight was published. You may notice that Ian Harwood recollects visits from a young Malcolm Wilson. Keith Thomas wrote the piece about M-Sport and was also Malcom's first Co-Driver.



In the May Edition there are a couple of items which really got my memory working overtime.....you mention about a TV Autotest in the 1960's – well, this was known at the time as the 'Ken Wharton Driving Tests' between England, Scotland, Northern Ireland and Wales with each Country entering a 3 car team....(a) FWD saloon – usually a Mini Cooper etc...(b) Sports car – usually a Spridget and (c) RWD saloon – usually a Mk1 Cortina GT, Lotus Cortina or 1500 Anglia etc. For 3 years I was selected or won?? the Saloon Car class for Wales after competing all year in various Driving Test Meetings throughout Wales in 1967-68 and 1969.... after my 3rd 'appearance' I got to know Raymond Baxter who was doing the commentary of course fairly well and he always wanted to know what I had done since the last TV programme. Sadly Wales never won the contest – I think it was generally England or NI but always fiercely fought out if very stressful with being 'Live' on TV!!!. In the 1969 Event I used my Mk1 Twin Cam Escort which we did an article on in 'Spotlight' as Hannu Mikkola drove that car at the Morecambe CC Players No6 Event when his 'Works Escort' failed Scrutineering leaving Tony Mason to tell Stuart Turner the bad news!!!. This recollection is in addition to Mike Farrars' contribution of course!!.

The other editorial was regarding the visit to 'M Sport' which was most interesting.....in the mid 1970's Malcolm Wilson was a customer of mine who would collect a couple of SP44 tyres plus some Mk1 Escort half shafts just prior to the Tour of Cumbria?? – he would arrange to collect them from our garage but on each occasion he would phone me to say he was running late and could he pick his order up around 8pm from either the garage or my home – home always won and Malcolm would arrive in his overalls driving a Ford Anglia van, collect the items and off he would go.....unfortunately this situation stopped after a couple of years when he started to get noticed and sponsorship arrived with him eventually winning the Event and then going on to the fantastic achievements that we all appreciate today!!!.

Thank you Maurice for once again giving me a couple of 'Memory Jerkers'!!!!.

***Ian Harwood***

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I remember watching that event on TV with Paddy Hopkirk in the mini, black and white tele too.

It was at Chateau Impney in Droitwich which is owned by the very wealthy Spollen family who are VSCC stalwarts. The day after one of those events I was in a TR3 with a mate of mine going from Penrith to Carlisle up the old A6 prior to the motorway, just out of Penrith an MG midget passed us so my mate who's TR it was thought he would catch up with the Midget and re- pass him !

After a bit of a race for a few miles we very nearly had a really big accident which scared the pants off both of us, I was about 14 or 15 and my mate was about 18 or 19, the Midget disappeared into the distance the Reg number was 1EGG, it transpired it was driven by a guy called Inglis if my memory hasn't gone all together and it turned out he was driving for the Scottish team at Chateau Impney..

***Keith Thomas***



# MG Car Club seek new Chief Marshal

MG Car Club Chief Marshal Paul Stilling has decided to step down from his role at the end of the current season and the club are seeking someone to fill his not inconsiderable shoes!

## The role is varied and includes the following duties :-

- Before every meeting, inputting marshals details on to Database, producing a marshals letter and senior officials list.
- Check with senior clerk of any potential issues. Zoom meeting with everyone.
- On race day, checking in all marshals and allocating them to a post.
- Then, course car duties which also includes track parade at lunchtime.

In terms of time required and expenses, there are six race meetings per year across the country, predominantly one-day ones now. The pre-work would add up to around 4-6 hours per meeting.

MGCC will pay reasonable expenses for things like stationary, although everything tends to be electronic now. Also, a mileage rate for travel which may be capped and the cost of a hotel the night before the meeting with dinner.

**Anyone interested should contact**

**Mark Baulch, Race Competitions Secretary**

via [motorsport@mgcc.co.uk](mailto:motorsport@mgcc.co.uk)





SD34 Motor Sport Group Calendar 2022							
Date	Discipline	League	Marshal	Club	Title	Venue - Notes	Champ
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
12 Jun	Sprint	Yes	Yes	Longton & DMC	3 Sisters June Sprint	3 Sisters	S&HC
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
3-Jul	Stage rally	Yes	Yes	West Cumbria	Greystoke Stages	Greystoke Forest	Stage
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
23-Jul	Tour	No	No	Pendle & DMC	Summer Tour		None
24 Jul	Sprint	Yes	Yes	Longton & DMC	3 Sisters July Sprint	3 Sisters	S&HC
6-Aug	Stage Rally	Yes	Yes	Warrington & DMC	Dave Read Trophy Stages Rally	Anglesey	Stage
7-Aug	Stage Rally	Yes	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton Barracks	Stage
7-Aug	Tour	No	No	Hexham	Hadrians Wall Touring Assembly	Northumberland	Tour
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
4 Sep	Sprint	Yes	Yes	Longton & DMC	3 Sisters September Sprint	3 Sisters	S&HC
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
1/2 Oct	Sprint	Yes	Yes	Longton & DMC	Anglesey Sprint	Ty Croes	S&HC
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)



# 2022 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	376.5	1	1
Liverpool MC	331.5	2	2
Bolton-le-Moors CC	304	3	3
U17MC-NW	276	4	4
Longton & DMC	261.5	5	5
Warrington & DMC	208	6	6
Knutsford & DMC	175.5	7	7
Garstang & Preston MC	114	8	9
Division B		Position	
Club	Points	Div	O/A
Wigan & DMC	117.5	1	8
Blackpool South Shore MC	109.5	2	10
Airedale & Pennine MCC	85	3	11
Accrington MSC	82	4	12
Stockport 061 MC	75	5	14
Pendle & DMC	49	6	15
Wallasey MC	42	7	17
Preston MC	27.5	8	21
Division C		Position	
Club	Points	Div	O/A
Kirkby Lonsdale MC	78	1	13
Knowldale CC	47	3	16
Hexham & DMC	45.5	3	17
West Cumbria MSC	38	4	19
CSMA (NW)	33	5	20
Mull CC	25.5	6	22
Manx AS	16.5	7	23
2300	11.5	8	24
Lightning MSC	5.5	9	25
Wigton & DMC	4.5	10	26
High Moor MC	0	11	27
Lancashire A.C.	0	11	27
Motor Sport North West	0	11	27
Last Updated 31 <sup>st</sup> May 2022			

# SD34MSG Championship Tables 2022

Marshals Championship				
O/A	Competitor	Points	Club	Q
1	Brian Wragg	140	Liverpool	Y
2	Maurice Ellison	100	Clitheroe	Y
3	Dave Barratt	50	Accrington	Y
=4	Jack Mather	40	Bolton	Y
..	Mark Johnson	40	Clitheroe	Y
..	Steve Lewis	40	Clitheroe	Y
..	Tim Millington	40	Warrington	Y
8	Tracey Smith	37	Accrington	Y
=9	Bill Gray	30	Liverpool	Y
..	John Harden	30	Liverpool	Y
..	David Hunt	30	Liverpool	Y
..	Mark Jagger	30	Liverpool	Y
..	Phillip Jagger	30	Liverpool	Y
..	Kevin Jessop	30	Liverpool	Y
..	Robert O'Brien	30	Liverpool	Y
..	William O'Brien	30	Liverpool	Y
..	Ian Swallow	30	Bolton	Y
..	Victoria Swallow	30	Bolton	Y
..	Eric Wilcockson	30	Bolton	Y
..	Stephen Mather	30	Bolton	Y
21	Steve Smith	27	Accrington	Y
=22	Steve Frost	20	Clitheroe	Y
..	Ian Clare	20	Liverpool	Y
..	Ian Curlett	20	Liverpool	Y
..	David Gee	20	Liverpool	Y
..	Andy Fell	20	Liverpool	Y
..	Sandra Hunt	20	Liverpool	Y
..	Geoff Maine	20	Liverpool	Y
..	Robert Rankin	20	Liverpool	Y
..	Sean Robertson	20	Liverpool	Y
..	Steve Johnson	20	U17MC	Y
..	Andrew Rushton	20	Pendle	Y
..	Allan Shaw	20	Pendle	Y
..	Jo Evers	20	Bolton	Y
..	Andrew Gillett	20	Bolton	Y
37				
8 Clubs have provided Marshals				
64 marshals have Claimed Points				
36 Marshals Have Qualified				
Only Showing those Marshals that have Qualified				

Stage Rally Championship				
O/A	Driver	Class	Points	Club
1	Adam Williams	C	110	Warrington
2	Jonathon Mounsey	D	92	Clitheroe
3	Erdinc Degimencioglu	C	85	Warrington
4	Mike Riley	C	82	Wallasey
5	Simon Bowen	D	64	BSSMC
6	Kevin Furber	B	56	Warrington
=7	Lauren Groves	B	55	Warrington
=7	George Clark	B	55	Warrington
=7	Neil Roskell	D	55	G&PMC
=10	Bruce Lindsay	A	54	Pendle
=10	Tim Millington	B	54	Knutsford
=10	Chris Johnson	A	54	Warrington
=13	Craig Kennedy	D	53	Warrington
=13	Mark Johnson	A	53	Clitheroe
=13	Roy Wadsley	C	53	Wigan
16	Paul Murrow	D	32	G&PMC
=17	Colin Blunt	C	31	Clitheroe
=17	Steve Kenyon	D	31	G&PMC
19	Andrew Potts	B	30	Clitheroe
=20	Ian Curwen	B&D	29	KLMC
=20	Robert Arnold	C	29	Warrington
=20	Oliver Hunter	C	29	G&PMC
=23	Nick Stamper	D	28	Warrington
=23	Graham Brindley	C	28	Wigan
=23	Michael Judson	C	28	Clitheroe
=26	John Gribbins	C	26	Clitheroe
=26	Jeff Simm	B	26	Clitheroe
28				
29				
30				

Sprint & Hillclimb Championship				
O/A	Competitor	Class	Points	Club
1	Steve Wilson	1F	479.70	Longton
2	Pete Messer	SD	386.35	Clitheroe
3	Clive Plested	SA	299.31	Liverpool
4	Matt Bramall	2A	205.21	Longton
5	Nigel Fox	2B	202.00	Clitheroe
6	Chris Bramall	2A	197.33	Longton
7	Edward Roberts	1	189.08	Knowldale
8	Nigel Trundle	1	98.78	G&PMC
9	Stephen Price	1	93.36	Wallasey

Stage Rally Championship				
O/A	Co-Driver	Class	Points	Club
1	Rachael Atherton	C	110	Warrington
=2	Collin Blunt	C	81	Clitheroe
=2	Rob Bryn Jones	B	81	Clitheroe
4	Jonathon Kennedy	D	80	Warrington
5	Paul Stringer	B	57	Knowldale
6	Lauren Hewitt	D	56	Clitheroe
=7	Dave Wilkinson	B	55	Clitheroe
=7	James Swallow	D	55	Bolton
=9	Rob Johnson	A	54	Warrington
=9	Barry Allman	B	54	Clitheroe
=11	Andrew Millington	B	53	Knutsford
=11	Martin Young		53	Clitheroe
=11	Steve Butler	A	53	Clitheroe
=11	Steve Wilson	D	53	Longton
15	Callum Cross	D	30	BSSMC
16	Stephen Landen	D	29	Warrington
=17	Callum Young	B	28	Clitheroe
=17	Terry Martin	D	28	Clitheroe
=17	Mark Blunt	C	28	Clitheroe
=17	Heather Stamper	D	28	Warrington
=21	Katy Mashiter	D	27	KLMC
=21	Kris Coombes	B	27	Preston MC
=21	Irvine Holtom	A	27	Clitheroe
=24	Andrew Medicott	B	26	Warrington
=24	Kevin Papper	A	26	Stockport061

Road Rally Championship				
O/A	Driver	Class	Points	Club
1	Darren Moon	E	10	Clitheroe
2	John Gornall	E	9	Clitheroe
3	Tony Harrison	E	8	Clitheroe
4	David Pedley	E	7	Clitheroe
5	Mark Johnson	E	6	Clitheroe
6	Ian Swallow	S	5	Bolton
7	Stephen Holmes	E	4	Clitheroe
O/A	Navigator	Class	Points	Club
1	Rob Jones	E	11	Clitheroe
2	Sam Spencer	E	10	Clitheroe
3	Martin Gornall	E	9	Clitheroe
4	Phil Savage	E	8	Kirby Lonsdale
5	Levi Nicholson	S	7	Clitheroe
6	Grace Pedley	E	6	Clitheroe
7	Steve Butler	E	5	Clitheroe
8	Joe Mallinson	S	4	A&PMCC
9	Barry Allman	S	3	Clitheroe



Non Race/Rally Championship				
O/A	Competitor	Class	Points	Club
1	Ian Harcourt	D	50.84	Bolton
2	Scott McMahon	A	41.02	U17MC
3	Andy Williams	A	41.01	U17MC
4	Lauren Crook	C	40.24	U17MC
5	Chris McMahon	A	40.04	U17MC
6	Alec Tunbridge	E	32.48	Bolton
7	Gary Sherriff	B	37.01	Bolton
8	John Jones	B	30.70	Accrington
9	James Williams	A	30.25	U17MC
10	Nigel Fox	A	27.42	Clitheroe
11	Stephen Dixon	A	20.00	West Cumb
12	Milo Unwin	A	19.20	U17MC
13	Stephen Johnson	A	18.99	Boundless
14	Ian Leviston	E	17.97	Boundless
=15	Ian Swallow	E	10.00	Bolton
=15	Jack Mather	B	10.00	Bolton
=15	Stephen Mather	B	10.00	Bolton
18	Peter Sharples	A	9.58	Preston
19	Dave Graves	B	9.55	Bolton
20	Stephen Holmes	A	8.96	Clitheroe
21	Shuan Mundy	D	8.25	Knutsford

Under 18Championship			
O/A	Competitor	Points	Club
1	Daniel Millward - Jackson	49	U17MC(NW)
2	Ben Briggs	20	U17MC(NW)
3	James Sharples	9	Preston MC

Individual Championship				
O/A	Competitor	Points	Club	Q
	Steve Wilson	58	Longton	Y
	Erdinc Degrimencioglu	40	Warrington	Y
	Mark Johnson	25	Clitheroe	Y
	Nigel Fox	23	Clitheroe	Y
	Stephen Holmes	15	Clitheroe	Y
	Tim Millington	18	Knutsford	Y
	Ian Swallow	11	Bolton	Y
	Dave Graves	7	Bolton	Y
	Steve Johnson	6	Boundless	Y
	Jonathon Mounsey	46	Clitheroe	N
	Colin Blunt	44	Clitheroe	N
	Adam Williams	38	Warrington	N
	Andy Williams	34	U17MC(NW)	N
	Ian Harcourt	34	Bolton	N
	Simon Bowen	34	Blackpool SS	N
	Peter Messer	33	Clitheroe	N
	Rachael Atherton	33	Warrington	N
	Scott McMahaon	33	U17MC(NW)	N
	Jonathon Kennedy	32	Warrington	N
	John Jones	28	Accrington	N
	Rob Bryn Jones	26	Clitheroe	N
	Chris McMahon	25	U17MC(NW)	N
	Lauren Crook	25	U17MC(NW)	N
	Clive Plested	24	Liverpool	N
	Roy Wadsley	24	Wigan	N
	James Swallow	23	Bolton	N
	Craig Kennedy	22	Warrington	N
	Matt Bramhall	20	Longton	N

SD34MSG 2022 Road Rally Championship Rounds			
Date	Discipline	Club	Title
17/07/2022	Targa	Hexham & Dist MC	The Northern Dales Targa Rally
24/09/2022	Road Rally	Clitheroe & DMC	Clitheronian
12/11/2022	Road Rally	Clitheroe & DMC	Primrose Rally
19/11/2022	Road Rally	Beverley & District MC	Beaver
27/11/2022	Targa	Knutsford & District MC	The Knutsford Targa Rally



# ANWCC

Association of North Western Car Clubs

## 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	Mark (GT) Roberts	Welsh B	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	583
2	Berwyn Evans	C&A	385
3	Jonathon Mounsey	Clitheroe	382
4	Jacob McComb	Bala	276
5	Adam Williams	Warrington	275
O/A	Co-Driver	Club	Points
1	Alex Stone	Blackpool	369
2	Jack Morris	116	313
3	Ifan DEvine	C&A	286
4	Nigel Jones	Bala	276
5	Rachael Atherton	Warrington	275

## Stage Rally (Forest) :

O/A	Driver	Club	Points
1	Tom McKeown	North Wales	102
2	Boyd Kershaw	Port Talbot	100
3	Matthew Jackson	NWCC	90
4	Julian Birley	Bala	80
5	Paul Gorge	Liverpool	56
O/A	Co-Driver	Club	Points
1	Ian Jones	North Wales	125
2	Keegan Rees	Port Talbot	116
3	Alun Hayward	Clwyd Vale	106
4	Jamie Edwards	Clwyd Vale	105
5	Rob Fagg	Manx AS	100

## Championship Standings

In Brief : Updated 25<sup>th</sup> April  
go to <http://anwcc.co.uk>

## Autotest :

O/A	Driver	Club	Points
1	Stephen Dixon	West Cumb	127
= 2	James Williams	U17MC(NW)	50
= 2	Lee Matthews	C&A	50
4	David Goodlad	Knutsford	45
5	Elis Matthews	C&A	44

## PCA (U 25):

O/A	Driver	Club	Points
1	Daniel Millward Jackson	U17MC(NW)	150
2	Oliver Matheson	U17MC(NW)	94
= 3	Lauren Crook	Knutsford	50
= 3	Mark Brotherhood	Cannock	50
5	Ben Briggs	U17MC(NW)	47

## AutoSOLO :

O/A	Driver	Club	Points
1	Ian Harcourt	Bolton	242
2	Steve Dolby	Cannock	209
3	Michael Dolby	Cannock	206
4	Neil Jones	Bala	181
5	Alec Tonbridge	Bolton	168

## Speed :

O/A	Driver	Club	Points
1	Roger Abbott	Longton	479.70
2	Steve Wilson	Longton	403.54
3	Pete Messer	Clitheroe	386.35
4	Clive Plested	Liverpool	299.31
5	Matt Bramall	Longton	205.21

## Trials :

O/A	Driver	Club	Points
1	Gary Preston	Owen MC	100
2	Rupert North	A&PMCC	94
3	Ifan Roberts	Bala	82
4	Aled Charles	Bala	77
5	Sam Oddy	Ilkley	74



North Wales Stage Rally Challenge			
O/A	Driver	Club	Points
1	John Stone	Blackpool SS	50
2	Brandon Smith	Clitheroe	47
3	Greg Williams	Warrington	42
4	Jonathon Davies	North Wales	41
=5	Mike Maddocks	Warrington	40

O/A	Navigator	Club	Points
1	Alex Stone	Blackpool	50
2	James Swallow	Bolton	44
3	Ifan Davies	C&A	43
4	Rob Fagg	Manx AS	40
5	Chris Row	North Wales	39

Targa Championship			
O/A	Driver	Club	Points
1	Howard Price	B&B	
2	Joe Mallinson	Ilkley	
3			
4			
4			
O/A	Co-Driver	Club	Points
1	Barry Allman	Clitheroe	80
2	Baz Green	116	
3			
4			
5			

Historic Road Rally Challenge			
O/A	Driver	Club	Points
1	Leigh Powley	HRCR	94
2	Nuala Dowie	Wigton	92
3	Bob Ward	HRCR	80
4	Phil Wood	Potteries	76
5	Ian Crammond	3 Castles	50
O/A	Co-Driver	Club	Points
1	John Youd	B&B	90
=2	Karl Ellis	HRCR	83
=2	Ian Clapham	Clwyd Vale	83
4	Matthew Volkes	Knutsford	50
5	Brian Goff	HRCR	44

Allrounders Championship			
O/A	O/A Driver	Club	Points
1	Ian Clapham	116 CC	94
2	Ian Jones	NWCC	88
3	ErdincDegeirmencioglu	Warrington	76
4	Peredur Davies	C&A	60
5	Rob Bryn Jones	Clwyd Vale	56

Ladies Rally Championship			
O/A	Driver	Club	Points
1	Nuala Dowie	Wigton	152.96
2	Lauren Groves	Clwyd Vale	71.50
3	Kay Thompson	Bolton	33.76
4			
5			
O/A	Co-Driver	Club	Points
1	Rachael Atherton	Warrington	231.09
2	Tina Horsfield	ERO	161.18
3	Sasha Herriott	NW	161.01
4	Mari Haf Evans	C&A	147.01
5	Lauren Hewitt	Clwyd Vale	125.81

Mini Cooper Rally Challenge			
O/A	Driver	Club	Points
1	Mick Smith		78
2	Gordon Davies		58
3	Guy Butler		57
4	Mark Gellatly		51
5	Gary Jones		47
O/A	Co-Driver	Club	Points
1	Paul Stringer		78
2	Tina Horsfield		58
3	Jack Morris		55
4	Matthew Jones		47
5	Rob Bryn Jones		44

Glynne Edwards Memorial Championship		
O/A	Club	Points
1	Bala & DMC	374
2	Caerns & Anglesey	274
3	Harlech & DMC	180
4	Clwyd Vale MC	131
5	Rhyl & DMC	95
6	Broughton & Bretton MC	94
7	North Wales CC	86
8	116 CC	37

# Eastwood & DMC Phoenix Stages Rally Sunday 7th August 2022 Statement

"Due to unforeseen circumstances, the Phoenix Stages Rally 2022 has been postponed."

For and on behalf of the EDMC Ltd  
Mark Wagstaff : Chairman Eastwood & DMC"

# KIELDER FOREST RALLY

**ALL Types of Marshals Needed  
PLEASE CONTACT**

[marshal@kielderforestrally.co.uk](mailto:marshal@kielderforestrally.co.uk)  
or [neville.simmons@live.co.uk](mailto:neville.simmons@live.co.uk)  
or text/call 07889141828.



**TopGear** is looking for 16 - 20 year olds with an amateur passion for the high-octane world of motorsport to **take part in a once in a lifetime adventure.**

- Are you a karting, banger-racing or track-day talent?
- Or a mechanic with skills under the bonnet?

If so, but you've never been given a break, we want to hear from you!

TO APPLY EMAIL:  
[TOPGEARMOTORSPORT@BBC.CO.UK](mailto:TOPGEARMOTORSPORT@BBC.CO.UK)  
PLEASE INCLUDE YOUR NAME, AGE AND BEST CONTACT NUMBER.





## ASSOCIATION OF NORTH-WESTERN CAR CLUBS

### REGIONAL CHAMPIONSHIPS FOR MOTOR CLUB COMPETITORS

(open to members of all ANWCC member clubs)

## REGISTER ONLINE AT

# www.anwcc.co.uk

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

## 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	Clwyd Vale	86
2	Chris Evans	Bala	85
3	Chris Ashley	North Wales	79
4	Dave Thomas	Newtown	69
5	Ian Clapham	116 CC	59

## Inter-Club Championship

O/A	Club	Contenders	Events	Points
1	Clitheroe & DMC	18	24	<b>150</b>
=2	Caerns & Anglesey	41	17	<b>132</b>
=2	Bolton-le-Moors CC	18	20	<b>132</b>
4	Liverpool MC	19	17	<b>118</b>
5	U17MC(NW)	14	14	<b>117</b>
6	Longton & DMC	13	18	<b>112</b>
7	Knutsford & DMC	17	17	<b>115</b>
8	North Wales CC	18	12	<b>76</b>
9	Bala & DMC	20	13	<b>75</b>
10	Clwyd Vale MC	12	14	<b>65</b>

## Marshals Championship

O/A	Marshal	Club	Points
1	Brian Wragg	Liverpool	97
2	Maurice Ellison	Clitheroe	61
3	Janusz Daren	Knutsford	30
=4	Henry Kitchen	Ilkley	25
=4	Sioned Kitchen	Ilkley	25
=4	Sean Robertson	Liverpool	25
=7	Jack Mather	Bolton	20
=7	Tim Millington	Knutsford	20
=9	Rob Jos	NWCCDC	19
=9	Ruth Bailey	Longton	19



# 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 a selection of what we have but if you are looking for anything in particular or just want to have a browse around the workshop please give us a call as we may have what you are looking for, the kettle is always on.

## Cars & shells:

### Vauxhall Firenza

**SOLD**

### Bedford Service Van in Martin Group Livery

fully renovated, partitioned and racked out. 240V Inverter, roof rack, multi drawer tool box & MOT

**£6,750**

Or fully kitted out with tools, Jerry Cans, Heavy Duty Canopy etc. ready to use

**£8,500**

### 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 GP4 rolling shell with 4 Linked Salisbury 4HA Axle, Bilsteins, Quick Rack, 4Pot AP Callipers, works pedal box, works fuel tank etc. Getrag box and single cam engine options available

**£ 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**
- Talbot Sunbeam Doors From **£ 60**
- Talbot Sunbeam Rear Hatch **£ 30**
- Talbot Sunbeam Rear Lights **£ 10**
- Talbot Sunbeam Bonnet **£ 40**
- Mk1 Escort Doors From **£ 40**

## 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 Deortos Suitable for Race or Rally **£ 12,000**
- 2 Litre Pinto Alloy Sump, Weber Carb **£ 700**
- Ford Type 9 GBox **£ 350**
- HD/CR Tracsport Rocket GBox **SOLD**
- Sunbeam 1600cc Gearbox **£ 50**
- 2Litre Pinto for re-build **£ 100**
- Lotus 907 16 Valve Head/cams/ carrier ideal basis for 16v engine **£ 350**

## Wheels & Tyres:

- 4 Chevette 4 spoke revolution 6"x13" **£ 300**
- Chevette Allycats 6" & 7" & 8"x13" from **£ 40 each**
- 5 Peugeot 205 1.9Gti Alloys **£ 150**
- 5 Ford GP4 Allycats 6"x13" **£ 150**
- 3 Ford GP4 Allycats 7"x13" **£ 120**
- 4 TR7 Extraction Alloys **£ 100**
- 4 TR7 6"x13" Minilite style Alloys **£ 125**
- 10 16" Subaru Alloys with Wets & Slicks **£ 300**



**Parts are located in East Yorkshire close to JN37 M62**

**Phone Simon : 07785 308165, or Mick : 07748 347202**



# NESCRO

Historic Motorsport In The North Of England & Scotland



## 2022 NESCRO CHALLENGE DATES LIST

• 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
• Sat	12 <sup>th</sup> November	Saltire	Saltire Rally Club	Historic/Targa

### NESCRO 2022 Historic Driver's Challenge

Pos	Driver	pts
1	Dave Short	253.9
2	David Garstang	175.8
3	Colin Wilkinson	166.4
4	Andy Beaumont	160.0
5	Ian Dixon	151.9
6	Peter Metcalf	131.1
7	David Marsden	115.8
8	Paul Crosby	107.5
9	Darren Everitt	105.0
10	Alex Procter	104.4

### NESCRO 2022 TARGA Driver's Challenge

Pos	Driver	pts
1	Chris Dodds	283.5
2	Fraser Hughes	211.2
3	Simon Jennings	192.2
4	Craig Wallace	179.5
5	Tom Hynd	175.3
6	Kevin Savage	169.1
7	Stephen Short	166.7
8	Phillip Hodgson	154.4
9	Robert Short	143.9
10	Michael Davison	135.3



### NESCRO 2022 Historic Navigators Challenge

Pos	Driver	pts
1	Roy Heath	253.9
2	Lynsey Procter	201.9
3	Matthew Alexander	175.8
4	John Scott	166.4
5	Andrew Fish	162.5
6	Alex Metcalf	131.1
7	Alex Procter	107.5
8	Susan Dixon	105.0
9	Glenn Fothergill	101.7
10	David Taylor	100.0

### NESCRO 2022 TARGA Navigators Challenge

Pos	Driver	pts
1	Peter MacInnes	211.2
2	Colin Fish	192.2
3	Clifford Auld	179.5
4	Hannah Davidson	178.5
5	Sue Hynd	175.3
6	Phil Savage	169.1
7	James Greenhough	166.7
8	Kirsty Thompson	143.9
9	Josh Davison	135.3
10	Chris Pattison	114.7





# Pendle & DMC Scammonden Dam Hillclimb News

Something of interest - the 3 clubs that run events at Scammonden, Pendle, MG CAR CLUB (NW) & Mid~Cheshire Car Club. have applied for and been successful in obtaining, a 50% grant to replacing the Tarmac on the bends after the pump house straight.

All 3 clubs have funded the remaining 50%

**See Photo Below - This is the result  
So hopefully we can see bigger entries .**



# Bob Milloy

## Stockport 061 Motor Club

Just a reminder of the hats and stickers we've had produced in memory of Bob Milloy.

We have created an online checkout for these, including a donation and postage & packaging.

<http://www.stockport061.co.uk/bobmilloy/>





# Clitheroe & District Motor Club



## Clitheronian

Road Rally  
24/25<sup>th</sup> September

## Primrose Trophy

Road Rally  
19/20<sup>th</sup> November

## Marshals Needed For Both Events

I know it is four months to the Clitheronian  
And nearly 6 months to the Primrose but  
I thought I might as well start early

**Maurice Ellison : Chief Marshal**  
[sd34news@gmail.com](mailto:sd34news@gmail.com)  
07788-723721



## Sunday 3<sup>rd</sup> July

The Greystoke Stages Rally is run as a single venue event in the Greystoke Forest Complex near Penrith, utilising the same forest roads used by M-Sport for the testing and development of their World Rally Championship cars.

This event is jointly organised by West Cumbria Motorsport Club and Eden Valley Motor Club and aims to be a value for money clubman rally with the benefit of a centralised service area within the forest

### MARSHAL AT THE GREYSTOKE STAGES

We welcome the support of all volunteers to help run the Greystoke Stages.

To register your details to marshal please contact Joe Walker at

[greystokestagesmarshal@gmail.com](mailto:greystokestagesmarshal@gmail.com) or 07827 960 560.



### GRAND TOURING

...is driving a British built car that's won more races and rallies than any other. Cortina GT...under \$2350

Our version of a Grand Touring car. With race car virtues and none of the vices. We start by putting you in a great vinyl-over-foam bucket seat that feels like an armoured's couch for race driving comfort.

A GT driver wants information—complete and quick. Cortina GT's panel informs with a big, readable tach that rests at 5500 rpm; a speedo that reads to 110; calibrated oil pressure gauge; a temperature gauge to let you know that Cortina GT's 90 horses keep their cool; and (would you believe?) an ammeter! On top of that there's a fuel gauge, but you won't need to look at it very often.

Steering's firm yet light, with

a quick 15.2-to-1 ratio that tells you that you're driving a performance car, not sending a lump. The floor also sits four discs well—air synchronized.

Chassis is GT all the way, with coil springs on the MacPherson-type independent front suspension; torsion bar; stabilizer bar; performance-calibrated shocks and springs at the rear. Braking is power-assisted, with caliper discs on front.

We've GT'd the race-proven 1600 cc engine, too, with a high-performance cam; 2 1/2-barrel Weber carb and turbine headers. That's in addition to the new, sleek-flow cylinder head and low-inertia combustion chambers, plus 5-main-bearing crank.

Grand Touring needs a grand trunk too. Cortina's is a deep, wide, uncupboarded 21-cubic-footer. Stuck inside the passenger compartment are put in Aeroflow ventilation to give you fresh cool air with the windows closed and road noise out.

Only one thing isn't so grand about Cortina GT—the price. At \$2315\* it's a steady mini-car. Dress by your Ford's Cortina. Dealer and here is an in Cortina GT grand touring for yourself.

\*Manufacturer's suggested retail price for the car at Ford Dealer P.O. Box 1000, Dearborn, MI 48116. Dealer sets actual price. Dealer sets actual price. Dealer sets actual price.



CORTINA

FORD'S CORTINA

FORD'S BETTER IDEA IN AN IMPORT CAR





DID YOU KNOW?

When a woman  
wears a leather dress,  
a man's heart beats quicker,  
his throat gets dry,  
he gets weak  
at the knees,  
and he thinks  
irrationally.  
Ever wonder why?  
It's because she smells like  
A NEW CAR!

## Inter-Association AutoSOLO Saturday 10<sup>th</sup> June

At the recent Motorsport UK Regional committee, it was agreed that there will be just 2 inter-association events in 2022, an Autotest delegated to the ANWCC and an AutoSOLO delegated to the ACSMC.

On behalf of the ACSMC the inter-association AutoSOLO will be combined with the CAR-nival AutoSOLO event organised by the Dolphin MC to be held on Saturday, 11th June at Dalton Barracks, Abingdon. Regs for the event are attached.

This year is the 15th running of the AutoSOLO and Newbury Dolphin Motor Club have had the pleasure to run the AutoSOLO since it started at the CAR-nival. The 2022 CAR-nival AutoSOLO event counts towards four championships; the ACSMC, BTRDA (AutoSOLO and Allrounders) and CMSG AutoSOLO Championships and will also be the nominated ACSMC event for the Motorsport UK Inter Association competition.

The AutoSOLO is a popular part of the Abingdon weekend and entries for the event fill up fast so get your entry in quick as entries will be dealt purely on 'First come first served basis' from the date the entries open. As a part of The Abingdon Motorsport CAR-nival Weekend (which has raised over £330,000), a large element of the event is based around raising money for good causes, in particular The Friends of Stowford (Charity No 1089136).

### REGS : -

<https://abingdoncarnival.com/car-nival-autosolo/>



three sisters  
CIRCUIT

**Car Track Days:  
6th June & 4th July**



Pro-Rally.co.uk

1



## Motorsports Photography and Journalism

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**Phil James**

Motorsports Photographer & Journalist

07771 76 86 57 | 01772 69 00 34

phil@pro-rally.co.uk

@ProRallyPhoto

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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.



## Mull Car Club Dunoon Presents Argyll Rally

Friday 24th & Saturday 25th  
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.



MONKLANDS SPORTING CAR CLUB

**Monklands Sporting Car Club Ltd**  
(MSCC)

## Hill Climb Meetings at Forrestburn

June 11th and 12th,  
August 27th and 28th

MSCC will promote 2 National B status

Hill Climb Meetings at Forrestburn  
near Kirk o' Shotts Postcode ML7 4NW;  
OS Map 65/861649.

The dates are June 11th and 12th, and August 27th and 28th, 2022

**Regs :** <https://www.mscc.org.uk/wp-content/uploads/2022/04/Forrestburn-Speed-Hillclimb-Supplementary-Regulations-2022.pdf>



# 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

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



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

# rally

AT  
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**anglesey**  
circuit  
TRACKDAYS

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



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

## UPCOMING EVENTS

**FEB 17<sup>th</sup>**

SUNDAY

**MAR 15<sup>th</sup>**

FRIDAY

**APR 13<sup>th</sup>**

SATURDAY

**JUN 29<sup>th</sup>**

SATURDAY

**BOOK ONLINE AT [RALLYTRACKDAYS.COM](https://rallytrackdays.com)**

OR CALL THE CIRCUIT OFFICE ON 01407 811400

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## **SD34MSG 2020 Championships Open to ALL SD34MSG Group Members**

- Autotests
- PCAs
- AutoSOLOs
- Road Rallies
- Stage Rallies
- Sprints
- Hillclimb

**Enter ALL for Just £5**

**Register on Line**

**<http://sd34msg.org.uk>**



## **Wern Ddu PCAs**



**A reminder of the Summer Series dates**

- 26th June
- 4th Sept
- 13th Nov



**This year, entries have been opened for  
the whole season.**

**Entries close 1 month before each  
event.**



# Hexham & DMC



## Roman 1900 Festival Tour 7th August 2022

Hexham & DMC are organizing the Roman 1900 Festival Tour on Sunday the 7th of August for motoring enthusiasts who would like to see Hadrian's wall Country

The Tour will cover approximately 130 miles and will take in the upper reaches of the River Tyne and parts of the North Pennines

The route will take participants past places of historical, industrial and natural interest and entrants will be free to enjoy the sights as the event is not timed.

The Tour starts with breakfast from 8am at the Sill National Discovery Centre, where entrants will be given easy to follow route instructions.

The first car will depart at 9:30am with crews following at one-minute intervals.

The route consists of A to C class Tarmac roads and covers some back roads and will take participants past castles, bastles, viaducts, hills and fells as well as sections of Hadrian's Wall

The Tour ends at the Twice Brewed Pub where food and refreshments will be provided

Cars of any age, type and interest are encouraged to attend. From historic, modern and everyday family cars including hybrid and electric vehicles.

Entries are accepted via the electronic system below.

<https://rallies.info/webentry/2022/roman/>

## Lancashire AC Sportsman's Lunch Stirk House.

**Sunday 20<sup>th</sup> November**

## Who's teachers pet?

If you ran a School of Motor Racing which had developed drivers with 90 Grand Prix wins and no less than 5 World Championships you must have a favorite.

Find out at the Lancashire Automobile Club Sportsman's Lunch at the Stirk House on Sunday 20 November, the Sunday after Remembrance Sunday.

Full details nearer the date - Watch this Space

## Warrington & District Motor Club

Are Holding the

## The Dave Read Stage Rally

Was the Enville Stages in past years

## On Saturday August 6<sup>th</sup> Anglesey Circuit

Dave was a member of Warrington DMC for 40 years

He held every position on the committee including Chairman for many years. He supported all members in whatever task they were doing, Clerk of Course on the Enville Stages and was main instigator for the closed road running of the Legend Fires North West Stages. Which was held in his honour with great success a few weeks ago.

We are hoping for a full entry on this event as profits are going to be shared by Air Ambulance and Medical Dogs training.

Further details soon on Warrington DMC Facebook page and on [www.warringtondmc.co.uk](http://www.warringtondmc.co.uk)

Thanks goes to Carnarvon & Anglesey M.C for all their help in running this event.

## Wallasey MC



## CATACLEAN

## Promenade Stages

Wallasey Motor Club is delighted to announce that, after a two-year gap, the Promenade Stages Rally will return in 2022, supported by our new event sponsors, Cataclean <https://www.cataclean.com/>

The event, which will take place on 9/10th September, will be the 40th running of this popular event, so competitors, spectators, marshals, organisers, please come along and join us in this celebration of our very special event.

We plan for entries to open in the first half of July, date to be confirmed in the next few weeks.

This will be the final year that the rally will be organised by the current Wallasey Motor Club team. If another club / team would like to be involved with a view to taking the event forward then please email either

Pat Marchbank

[pat\\_01@live.co.uk](mailto:pat_01@live.co.uk) or

Gary Marriott

[gary.marriott80@btinternet.com](mailto:gary.marriott80@btinternet.com)

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**SG PETCH**  
**STAGE RALLY**  
**CHAMPIONSHIP**  
**2022**



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**

**CLASS'S SUPPORTED BY**

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**AWARDS**

1ST IN CLASS  
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3RD " "  
1ST OVERALL  
2ND " "  
3RD " "



**PRIZE GIVING  
& DINNER DANCE**

supported by Pearson Hose & Hydraulics Ltd

**Saturday 26th  
November 2022**

7pm - Arrival

7.30pm - 3 Course Meal

9pm - Prize Giving

Master of Ceremonies Jon Aston, Class 6 Supporter

10pm-Midnight - Cloud 9 Disco

**Tickets £29.95 per head**  
**Grand Hotel, Gosforth Park**

Junction 79 on A1 - B&B - £70 Single or £80 Double  
Tickets and Booking Reference available from 2nd May 2022



Dress code Smart

No Trainers

Dicky Bow and Posh Frocks Encouraged

Tickets available from <https://bit.ly/3goPuQt>

For tables of 10+ please contact

Neville Simmons

on 03300 020569 or 07889 141828

**www.nerallychamp.co.uk**

**ANCC**

**proflex**  
SHOCK ABSORBERS

**Proflex Shock Absorbers Stage Rally Championship**

Round	Date	Event	Organising Club	Event Type
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



# 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,
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George Jennings (WaDMC)	Keith Thomas (Wigton)
Tony Lynch (WiDMC)	Barry Allman (CDMC)
Tommi Meadows (CDMC)	Neil Raven (IDMC)
Bob Hargreaves (KLMC)	Tony North
Barry Lindsay (SMC)	Ed Graham (HexDMC)
Colin Blunt (CDMC)	Dave Williams
Niall Frost (IDMC)	Bill Honeywell (CDMC)
John Harden (LiMC)	Amy Honchoz (IDMC)
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Ian Harwood (KMC)	Geoff Bateman (WCMSC)
Paul Gilligan	Ian Clapham (116 MC)
Donald Tarbet (ANECCC)	Adrian Spencer (Wigan)
Phil Andrews	Geoff Bengough

**Bill Wilmer & The Gemini Team**

Keith Lamb (Gemini 9)	Ian Davies (Gemini 23)
Peter Langtree (Gemini 48)	Tony Jones (Gemini 56)
Steve Coombes (Gemini 5)	David Bell (Gemini 61)

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Paul Gilligan 'Inside the Industry'  
Garry Simpson Songasport

Duncan Littler Speed Sports Photography  
and last but not least, Chairman  
(& my complaints manager)

**Steve Johnson**

& if I have left you out of the above credits,  
Sorry . . . . and PLEASE tell me

The opinions expressed in this publication are those of the individual contributors, and not necessarily those of the editor or the member clubs or the committee of SD34MSG

## SD34MSG

**Wed. 20<sup>th</sup> July**

**8:00pm**

**Back to Zoom for this Meeting**

The admin will let people in from 7:45 so that we can have the usual pre-meeting gossip and get at least some of the micky taking out of the way first



## ANCC



**Monday 6<sup>th</sup> June**

**www.ancc.co.uk**



## ANWCC

Association of North Western Car Clubs

**Tues August 9<sup>th</sup>**  
**8pm at the Kilton Inn**

**Knutsford**

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

## ANECCC



**Thursday 21<sup>st</sup> July**  
**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 July Edition is**  
**Tuesday the 28<sup>th</sup> of June**  
**which is due out on**

**Thursday the 30<sup>th</sup> of June**

**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