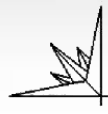


July 2022 spotlight



ANECCC
Association of North East
and Cumbria Car Clubs



ANWCC
Association of North Western Car Clubs

ANCC
Association of Northern Car Clubs



Darren Atkinson / Phil Sandham
9th O/A 1st in Class



BEATSON'S
BUILDING SUPPLIES
JIM CLARK RALLY

Photo Courtesy of : DAT Motorsport Photography : derek_photography@hotmail.com

www.sd34msg.org.uk

Volume 13 : Issue 7 : July 2022 : Maurice Ellison

Front Cover :- Jim Clark Rally

| | | | |
|--------|--------------------------|--------|--|
| Pg. 2 | Contents | Pg. 49 | Inside The Industry |
| Pg. 3 | SD34MSG Contacts | Pg. 50 | Inside The Industry |
| Pg. 4 | Member Club Contacts | Pg. 51 | Inside The Industry |
| Pg. 5 | Chairmans Chat | Pg. 52 | Platinum Jubilee Tour |
| Pg. 6 | SD34MSG Meeting Notes | Pg. 53 | Platinum Jubilee Tour |
| Pg. 7 | ANWCC Chatter | Pg. 54 | Platinum Jubilee Tour |
| Pg. 8 | ANWCC Chatter | Pg. 55 | Platinum Jubilee Tour |
| Pg. 9 | ANWCC Chatter | Pg. 56 | Platinum Jubilee Tour : Runners & Riders |
| Pg. 10 | ANWCC Chatter | Pg. 57 | Bolton Middy Tour |
| Pg. 11 | Rallye East Yorkshire | Pg. 58 | Bolton Middy Tour |
| Pg. 12 | Rallye East Yorkshire | Pg. 59 | Bolton Middy Tour |
| Pg. 13 | Rallye East Yorkshire | Pg. 60 | Bolton Middy Tour |
| Pg. 14 | Rallye East Yorkshire | Pg. 61 | Grass Roots Motorsport : Rally Car Visit |
| Pg. 15 | Rallye East Yorkshire | Pg. 62 | Grass Roots Motorsport : Wern Due PCA |
| Pg. 16 | Rallye East Yorkshire | Pg. 63 | Grass Roots Motorsport : Wern Due PCA |
| Pg. 17 | Rallye East Yorkshire | Pg. 64 | Grass Roots Motorsport : Fathers Day A/S |
| Pg. 18 | Jim Clark Rally | Pg. 65 | Grass Roots Motorsport : Fathers Day A/S |
| Pg. 19 | Jim Clark Rally | Pg. 66 | Grass Roots Motorsport : Fathers Day A/S |
| Pg. 20 | Jim Clark Rally | Pg. 67 | Grass Roots Motorsport : Fathers Day A/S |
| Pg. 21 | Jim Clark Rally | Pg. 68 | Grass Roots Motorsport : Fathers Day A/S |
| Pg. 22 | Jim Clark Rally | Pg. 69 | Grass Roots Motorsport : Fathers Day A/S |
| Pg. 23 | Feedback | Pg. 70 | Grass Roots Motorsport : Fathers Day A/S |
| Pg. 24 | John Overend Stages | Pg. 71 | Grass Roots Motorsport : Fathers Day A/S |
| Pg. 25 | Lee Lucas Trial | Pg. 72 | Grass Roots Motorsport : Fathers Day A/S |
| Pg. 26 | Lee Lucas Trial | Pg. 73 | Grass Roots Motorsport : Fathers Day A/S |
| Pg. 27 | Ford Escort Bits | Pg. 74 | Grass Roots Motorsport : Fathers Day A/S |
| Pg. 28 | Rally Sol Barbados | Pg. 75 | Quarry Hill House |
| Pg. 29 | Rallycross : Lydden Hill | Pg. 76 | Quarry Hill House |
| Pg. 30 | Keilder Forest Rally | Pg. 77 | SD34MSG 2022 Calendar |
| Pg. 31 | Keilder Forest Rally | Pg. 78 | Championship Registration 2022 |
| Pg. 32 | Keilder Forest Rally | Pg. 79 | SD34MSG under 18 Rules & Registration |
| Pg. 33 | Keilder Forest Rally | 2g. 80 | SD34MSG Championship Classes 2022 |
| Pg. 34 | Keilder Forest Rally | Pg. 81 | SD34MSG Championship Tables 2022 |
| Pg. 35 | Argyll Stages Rally | Pg. 82 | SD34MSG Championship Tables 2022 |
| Pg. 36 | Argyll Stages Rally | Pg. 83 | SD34MSG Championship Tables 2022 |
| Pg. 37 | Sweet Lamb Time Trial | Pg. 84 | ANWCC Championship Tables 2022 |
| Pg. 38 | North West Racers | Pg. 85 | ANWCC Championship Tables 2022 |
| Pg. 39 | North West Racers | Pg. 86 | ANWCC Championship Tables 2022 |
| Pg. 40 | North West Racers | Pg. 87 | Turner Ford For Sale |
| Pg. 41 | North West Racers | Pg. 88 | NESCRO 2022 Calendar |
| Pg. 42 | North West Racers | Pg. 89 | MSUK On-Line Training Module |
| Pg. 43 | Barbon Hillclimb | Pg. 90 | MSUK Removal of Competition Licences |
| Pg. 44 | Barbon Hillclimb | Pg. 91 | Events & Classified |
| Pg. 45 | Gemini Communications | Pg. 92 | Events & Classified |
| Pg. 46 | Gemini Communications | Pg. 93 | Events & Classified |
| Pg. 47 | Grumpy Old Git | Pg. 94 | Events & Classified |
| Pg. 48 | Grumpy Old Git | Pg. 95 | Events & Classified |
| | | Pg. 96 | Events & Classified |
| | | Pg. 97 | ANCC Stage Championship Calendar |
| | | Pg. 98 | & Finally - Forthcoming Meetings |



MOTOR SPORT GROUP

Contacts

| | |
|--|---|
| President U18 Championship Marshals Compiler Safeguarding Officer | : Alan Shaw shawalan555@gmail.com 01282-602195 |
| Vice President | : TBA |
| Chairman | : Steve Johnson steve.amsc@gmail.com 07718 051 882 |
| Secretary | : James Swallow jamesswallow87@gmail.com 07807 211829 |
| Vice Chairman Safety Radio | : Bill Wilmer MSUK Radio Co-ordinator Gemini Communications 07973-830705 w.wilmer@btinternet.com |
| Treasurer Road Rally | : Steve Butler steven.butler9@btinternet.com |
| Lancashire RLO MSUK Rallies Committee Chairman of ANCC | : Chris Woodcock pdschris@aol.com 01254-681350 |
| Sprint /Hillclimb | : Steve Price sp.sales739@gmail.com |
| League Compiler Individual Compiler | : Steve Lewis slewisbb1@gmail.com |
| None Race/Rally & Stage Rallies Website | : Tracey Smith tracey.amsc@hotmail.com www.sd34msg.org |
| Registrations | : David Barratt davidpbarratt@gmail.com 01254-384127 |
| Newsletter | : Maurice Ellison sd34news@gmail.com 07788-723721 |



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Ecurie Royal Oak Motor Club
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Garstang & Preston MC
www.gpmc.org.uk



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Preston Motorsport Club
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Warrington & District Motor Club
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www.2300club.org

Website : www.nwstages.co.uk
Mark Wilkinson - secretary@nwstages.co.uk

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Contact either Maurice Ellison

or Steve Johnson for more details

Steve Johnson steve.amsc@gmail.com

Maurice Ellison 07788-723721 sd34news@gmail.com

SD34MSG Member Clubs & Contacts

Accrington MSC

Contact : David Barratt
Email : davidpbarratt@gmail.com
Tel. : 01254-384127
Website : www.accrington-msc.org



Airedale & Pennine MCC

Contact : John Rhodes
Email : rhodesj3@sky.com
Tel. : 07497285339
Website : www.apmcc.co.uk



Blackpool South Shore MC

Contact : Dave Riley
Email : rileydavea@virginmedia.com
Website : www.bssmc.com



Bolton-le-Moors MC

Contact : Jack Mather
Email : jackmather95@hotmail.co.uk
Website : http://blmcc.co.uk/



Boundless by CSMA (NW)

Contact : Paul Kelly
Email : pmk@autosolo.co.uk



Clitheroe & DMC

Contact : Maurice Ellison
Email : sd34news@gmail.com
Mob. : 07788-723721
Website : www.clitheroedmc.co.uk



Garstang & Preston MC

Contact :
Email :
Tel. :
Website : http://gpmc.org.uk/



High Moor MC

Contact : Gary Heslop
Email : gary.heslop@btinternet.com
Tel. : 0161-6430151
Mob. : 07973-816965
Website : www.hmmc.co.uk



Hexham & DMC

Contact : Ed Graham
Email : edgraham01@sky.com
Tel. : 0161-2919065
Website : www.hexhammotorclub.co.uk



Kirkby Lonsdale MC

Contact : Nick Townley
Email : nick.townley62@gmail.com
Tel. : 07776-415623
Website : www.http://www.klmc.co.uk/



Knowldale CC

Contact : Stephen Broadbent
Email : sbroadbent402@hotmail.com
Tel. : 07745 934895
Website : www.knowldale.co.uk



Knutsford & DMC

Contact : Shaun Munday
Email : shaun@mundayfamily.co.uk
Website : www.knutsfordmotorclub.co.uk



Lightning MSC

Contact : Andy Rhodes
Email : andy.rhodes@btinternet.com
Tel. : 01772-632820

Lancashire A.C.

Contact : Chris Lee
Email : info@lancsautoclub.com
Tel. : 07831-124417
Website : www.lancsautoclub.com



Longton & DMC

Contact : John Coole
Email : jcoole@btinternet.com
Website : www.longton-dmc.co.uk



Liverpool MC

Contact : John Harden
Tel. : 0161-9697137
Email : lmc-chairman@liverpoolmotorclub.com
Website : www.liverpoolmotorclub.com



Manx AS

Contact : Chris Woodcock
Email : pdschris@aol.com
Tel. : 07973-830695
Website : www.manxautosport.org



Mull CC

Contact : Chris Woodcock
Email : pdschris@aol.com
Tel. : 07973-830695
Website : www.mullcarclub.co.uk



Pendle & DMC

Contact : Ray Duckworth
Email : raymond.duckworth@btinternet.com
Tel. : 01282-812551
Mob. : 07484161972
Website : www.pendledistrictmc.co.uk



Preston MC

Contact : Terry May
Email : telden46@blueyonder.co.uk
Website : www.prestonmotorsport.club



U17MC-NW

Contact : Chris MacMahom
Email : chris.macmahon1@virginmedia.com
Website : www.u17mc-northwest.org.uk



Stockport061MC

Contact : Mark Wilkinson
Email : markwilkinson81@icloud.com
Tel. : 07879-657580
Website : www.stockport061.co.uk



Wallasey MC

Contact : Steve Price
Email : sp.sales739@gmail.com
Tel. : 07814 953346
Website : www.wallaseymc.com



Warrington & DMC

Contact : Ann McCormack
Email : annmccormack13@yahoo.com
Website : www.warringtondmc.co.uk



Wigan & DMC

Contact : Steve Booth
Email : Service@A1fuels.co.uk
Website : www.wiganmotorclub.org.uk



West Cumbria MC

Contact : Maggie Bateman
Email : wcmcsec@outlook.com
Website : www.wcmcrallying.co.uk/



Wigton MC

Contact : Eddie Parsons
Email : eddieparsons5@icloud.com
Tel. :
Website : www.wigtonmc.co.uk



2300 Club

Contact : Neil Molyneux
Email : 2300@fcs-uk.com
Tel. :
Website : www.2300club.org





Chairman's Chat July 2022



This month SD34 MSG will meet by Zoom on the 20th July.

All clubs are invited to attend and extra club members are most welcome. Since we started the Zoom meetings due to covid-19, these have had a great attendance. Not only travel time saving, but now with the price of fuel it saves volunteers the cost of travel; this cost increase will now be impacting in all area of volunteering! **This meeting on Zoom also allows for the attendance of Claire Kirkpatrick the Club Development Manager for MSUK, clubs.**

In September we have booked the Poachers (PR5 6BA) for 21st September at 8 pm and we can have the room from 18:30 for those that wish to have a meal first, all welcome.

This magazine now goes from strength to strength thanks to the tireless work of Maurice and all those that send him copy, **Spotlight is one of many grass-root motorsport magazines trying to keep motorsport alive, it now has little if any coverage in local or national press!** We also thanks those that advertise in the magazine and motor clubs that are members of SD34 MSG, this helps SD34 provide the championships to all our members at greatly reduced costs.

My main activity this month has been planning the July and September Blackburn events for the clubs and helping to run the Lymm event – Graham Maxwell Celebration Events on the 19th June – Father's Day! I

We had 50 drivers at the closing date, this included 15 Families with 2 generations mainly driving on the event this was nearly 50% of the entry list! And it was only costing around £100 per family!

As it was a special day for many being out with Dad..... We have several reports sent in by those enjoying a cheap motorsport day from 5 to 80+ years old, driving and marshalling.

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'.

See a reports pages 62 to 74.

The Inter Association AutoSOLO was won by the NW team by only 5.8 seconds, a great result and thanks to all those that took part. This was a very close run event with only 16 seconds between the top 3 teams!

There is a 'new kid on the block' called StreetCar. (*No not – for those old enough – a streetcar named desire!*) but this 'StreetCar' is a PR umbrella for grass root motorsport; it has taken 3 year to be born, due to covid!... StreetCar is now an 'across discipline' motorsport PR tool for clubs and MSUK.

This grass root motorsport PR is something that has been needed and asked for the last 10-15 years by the volunteers at that level. The challenge is to promote affordable motorsport to the 95% of the UK that believe motorsport is only F1 and Lewis Hamilton.... after all I have been saying for years that grass root motorsport is our best kept secret in motorsport, we have many families driving in a weekend's motorsport event for around £100! Marshalling is down to just fuel costs to get to the venue.

It will take at least 10 years of hard work to grow this project-StreetCar, with motor clubs having to look at what should they do for their members?

All around the country there are 'Areas of Excellence,' motor clubs, at the top of their game when it comes to running Autosolos. The Cotswolds motorsports group covers the triangle from London to Bristol and up to Birmingham; the Anglian Motor Sport Group covers the Eastern side of the country; in the North West there is the North Western association (ANWCC) and SD34 member clubs; on the Eastern side (EMAMC) there are Mid Derbyshire, Loughborough and Cannock and District Car Club; and there are also clubs doing events in Scotland and Northern Ireland.

<https://www.cmsg.co.uk/>

<https://www.amsoc.org.uk/>

<http://sd34msg.org.uk/>

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

<https://btrda.com/about-autosolo/>

Steve Johnson : SD34MSG Chairman

SD34MSG Meeting

8pm Wednesday 18 May 2022
At 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, Knowlton CC, Wigan DMC,

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 and we seem relatively flush but 2-3 years awards to come out of this.

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.

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 released 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

Scammonden has been repaired with help from MUK

Can WCMSC (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;

20th 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 the room beforehand



ANWCC

Association of North Western Car Clubs

Inter-Association Autosolo



Huge congratulations to the ANWCC teams on taking the major honours at the Inter-Association Autosolo! Neil Jones (MX5) and Alec Tunbridge (Caterham) not only won their classes, they finished 1st and 2nd overall out of over 60 competitors. Ably backed by youngster Scott MacMahon (Micra) they beat the Central Southern team.

Central Southern took a bit of revenge by winning the B team competition, ahead of ANWCC B, our drivers being Howard Morris (MX5), Chris MacMahon (Micra) and late reserve brought in Alister Leggett who took his BMW to a class win!

3 class winners out of 5 is a superb effort - and to take the overall trophy - well, what can we say - well done guys.

| INTER-ASSOCIATION AUTOSOLO 2022 | | | | | | | | | | |
|--|-----|----|-----|--------------------|----------------------|--------|----------------|------|----------|---------|
| Abingdon Autosolo - Dolphin MC - 11 June 2022 - Abingdon | | | | | | | | | | |
| Ovl | Cls | No | Cls | Driver | Club | NW | Car | c.c. | Reg'n | Team |
| INTER-ASSOCIATION TEAMS | | | | | | | | | | |
| 1A | 11 | D | | Neil Jones | Bala, BTRDA | 22/200 | Mazda MX5 | 2000 | FL09 NDD | ANWCC A |
| | 8 | E | | Alec Tunbridge | BTRDA | 22/085 | Caterham Seven | 1588 | FJ56 OYY | |
| | 24 | A | | Scott MacMahon | ANWCC | 22/191 | Nissan Micra | 1348 | Y562 NBN | |
| 2A | 3 | D | | Steve Conner | Bath | | Mazda MX5 | 1840 | S789 GPN | ACSMC A |
| | 10 | A | | Bob Milligan | BTRDA | | Austin Mini | 1380 | D871 FFX | |
| | 5 | D | | Gary Ridgway | Maidstone & Mid-Kent | | Mazda MX5 | 1840 | Y52 TCD | |
| 1B | 12 | D | | Eddie Martin | Rygby | | Mazda MX5 | 1800 | EO03 FNC | ACSMC B |
| | 46 | D | | Adam Rock | Farnborough | | Mazda MX5 | 1840 | L908 ASU | |
| | 2 | A | | Alan Wakeman | Cotswold | | Nissan Micra | 1275 | N131 NFC | |
| 3A | 27 | B | | Ian Mephram | Farnborough | | BMW 318 Ti | 1895 | S97 LGO | ASEMC A |
| | 29 | B | | Christopher Newton | Maidstone & Mid-Kent | | BMW 318 Ti | 1900 | V814 GTE | |
| | 21 | B | | Richard Olsen | BTRDA | | MG ZR | 1800 | BJ51 YPH | |
| 2B | 34 | B | | Alister Leggett | Mid-Derbyshire | | BMW 318 Ti | 1895 | V280 DYX | ANWCC B |
| | 13 | D | | Howard Morris | Rhyl, BTRDA | 22/088 | Mazda MX5 | 2000 | EX57 CDO | |
| | 57 | A | | Chris MacMahon | ANWCC | 22/190 | Nissan Micra | 1348 | Y562 NBN | |
| 3B | 45 | B | | Andrew Jenner | Borough 18 | | BMW | 1798 | W464 NDP | ASEMC B |
| | 50 | B | | Steve Burles | Sevenoaks, Ross | | Citroën Saxo | 1599 | Y172 LRO | |
| | 52 | B | | Emma Olsen | Maidstone & Mid-Kent | | MG ZR | 1800 | BJ51 YPH | |
| 4A | 23 | D | | Mike Lear | Cotswold, Bristol | | Mazda MX5 | 1840 | R588 EOU | ASWMC A |
| | 53 | A | | Andy Thompson | Bristol | | Nissan Micra | 1275 | P970 XHU | |
| | 25 | A | | Harry Thompson | Bristol | | Nissan Micra | 1275 | P970 XHU | |

Continued on Page 8

We're half way through the championship year, with many events getting record numbers of ANWCC championship contenders.

It's a fairly quiet time during the summer months, so time to have a think about next year! We ask all competitors and club officials to have a think about our championships – do we need to change anything. We won't finalise the 2023 regulations until after our November meeting, but any thoughts you have please let us know – e-mail

anwcc@talktalk.net

Obviously, we may have to make changes to the way we work due to new regulations, but are hopeful that we will be able to operate without any drastic measures. If only those that dictate things really thought about what they are doing!

Does the Motorsport UK board realise just what effect their ratification of proposed new regulation R1.1.11 will do to their associations, member clubs, championship and event organisers and contenders?

Last month we said a great deal about the proposed new regulations from Motorsport UK, notably the new R1.1.11 that says that all changes to the Rallies Championship calendar have to go through a lengthy process before we, the championship organisers and the event organisers (all volunteers) can get on with the task of running the events and championships.

The proposal also stated that no more than one calendar change would be accepted. As stated last month, such an ill-thought out regulation could cause chaos, loss of championship rounds and possibly loss of events if competitors pulled out, or did not enter, because they would not be scoring championship points.

Our case was put forward in no uncertain terms, including examples of what would happen if R1.1.11 was in place this year. Those comments were in last month's *Spotlight* and, at the time of going to press, we were awaiting answers to the many questions asked.

Despite promises we are still waiting, one month later.

It is therefore extremely disappointing (putting it mildly) that the proposal went through various committees without, it seems, any real thought behind it – and certainly without any real explanation to the committee members.

The Rallies Committee approved the regulation back in March. Minutes of the meeting state ***“The Chairman presented a slightly amended document, which included some minor wording, numbering, and grammar changes”*** although it seems that the committee members were not given any further information as to the amendments, or indeed any details of the results of the consultation process held in November/December last year – so how could they approve it?

Then the Rules Committee were presented with the new regulation. The minutes of the Rules Committee meeting state ***“Supported as amended (with some reservations)”***

So, despite reservations they passed the regulation to the Board for ratification.

Next step was the Motorsport UK Board, which ratifies new regulation proposals, and passes them for inclusion in the Blue Book. We don't know how well the new regulation was discussed at Board level, but enough information had been sent to at least suggest that ratification be deferred.

So it was with great disbelief that the covering message received with the message about new regulations stated **“You may note that Regulation R1.1.11 has been approved. This was deliberately approved in order to provide some relaxation for Rallies, and the wider debate will continue and may result in due course in broader relaxations.”**

We are awaiting an explanation as to what that means – the rule certainly does NOT provide any relaxation (in fact, the opposite) and surely if they are asking for wider debate then the regulation is unsound and should have been deferred until that debate has been carried out – considering the full reasons and effects of such a regulation.

Here is the regulation, slightly amended from the original version in that they now refer to A2.4 which will muddy the waters even more.

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.

Date of Implementation: 1 January 2023

So, how does this affect championships. What happens to the championship if an event has to change date due to unforeseen circumstances?

CURRENTLY (2022) – this is what happens, within the interpretation of the regulations.

Club advises championship co-ordinator of proposed new date, giving the reason. Problem is usually issues with the venue, but can be weather related or personal reasons.

Championship Co-Ordinator updates the Championship calendar ... on the website (see Championship Calendar on ANWCC website).

Championship contenders get to know of the new date by looking at the website. Also published on Facebook and the ANWCC Chatter page. **Co-ordinator checks calendar – no clash of dates, accepts the new date.** If there is a clash of dates then the new date may become a reserve event.

The event organisers will receive a response within 24 hours ... and can then carry on with the task of organising the event, with very little delay.

FROM 1 JANUARY 2023

Club advises championship co-ordinator of proposed new date, giving the reason.

Championship Co-Ordinator then has to contact all championship contenders, championship Stewards, Eligibility Scrutineers, all other championship event organisers and Motorsport UK. This could be a few hundred people. There would have to be a time limit in which to respond, say 7 days, and all non-responses could be taken as accepting the change.

After receiving all responses, the information has to be collated - if the number of rejections to the change is 15%, or more, of those persons contacted the application for change as to be refused without submission to Motorsport UK.

This involves the volunteer Championship Co-Ordinator with a lot of work, taking a lot of time.

Change submitted to Motorsport UK for the change to be accepted, or rejected.

If submitted to Motorsport UK then 7 working days would seem a reasonable time to get a response – could a lack of response be taken as acceptance. It will create more work for the employees of Motorsport UK, adding to their workload as they will have to deal with the applications for change. Who actually decides if the change can be approved, is it one person or does it then need to be discussed by a committee, causing more delay?

Continued on Page 10

Based on the above the minimum time between the Co-Ordinator being notified of the revised date and being able to inform event organisers of the decision would be 8 days, but more likely to 2 weeks or more for the decision to be given.

This is unacceptable as event organisers are required to do a lot of work before the actual event – these people are volunteers who generally carry out organising events as a hobby, around their normal employment and family matters.

Date changes incur a lot of work – dealing with venues, accommodation, arranging safety crews, marshals, timing and a multitude of other things – the actual amount of work depending on how short the notice is of the date change.

If the change is accepted then the organisers are informed and calendar has to be updated, procedure as for 2022.

But what if the change is rejected, then

No organiser wants to change date, as it involves a lot of work in re-arranging things, such as safety requirements, accommodation, organising marshals, equipment procurement, paperwork, and numerous other things – the amount of work is dependent on how late the change takes place.

What happens to events that get told they have to be dropped from the championship for changing date. Potential loss of entries as registered championship contenders will no longer be able to score points.

It will delay things, as organising clubs will have to hold back on issuing regulations, or change regulations if already published.

If they have already accepted entries then they will have to inform those entrants and offer them full refund if they withdraw due to being unable to score championship points, and they (organisers) are unable to complete the contract of entry.

This means loss of revenue for the club, possibly even causing the loss of the event completely due to insufficient entries.

It will delay the work necessary to organise an event - having already an increased workload due to unforeseen circumstances which caused the date change.

What happens to contenders who want to do that particular event, to then get told they can still do it but nil points. If it is a late change (and cancellation of championship qualification) they may have incurred additional costs such as accommodation, resulting in financial loss if they do not start.

This will result in a **LOSS OF FAITH IN THE ASSOCIATIONS**, the very organisations that form the grass root levels of motorsport.

The ratification of R1.1.11 causes a lot of possible problems for Championship organisers, event organisers and championship contenders.

STOP PRESS ... as we get ready to publish comes news from Motorsport UK that, thanks to some people, there are ongoing discussions, and we are hopeful that this will be positive. We will report next month.

Dave V. Thomas

www.anwcc.co.uk

e-mail anwcc@talktalk.net

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



Yorkshire Wolds MC

2nd Rallye

East Yorkshire



4th & 5th June 2022

Lynsey Procter : Hexham & DMC

"Now that the dust has settled, literally, after the second running of the Rally of East Yorkshire, I must write about what a great event it was.

Organised by Yorkshire Wolds Motor club and once again based at Sledmere House near Driffield, the event altered slightly to last year by offering a 2 day format. This had the advantage of a later start on the Saturday morning from Newcastle and so not quite such an ungodly alarm clock needing setting.

So with the car loaded onto trailer and a comfy mattress installed in the back of the van, we set off South. After scrutineering, we received the road book for that day detailing the maps and tulips needed for the road sections as well as diagrams for the first 15 tests. The tests were a mixture of forest tracks, farm tracks and RAF Flixton with the navigation being interesting but not too complicated. I have a terrible habit of writing test code boards on the diagrams and then forgetting to transfer them onto the timecard before the marshals strike through the boxes, so I was focused on not messing that up and thus earning a deserved rollocking as well as shouting left/right at the appropriate times.

We survived the first day to return to Sledmere house where a hog roast was organised for us. There was a lovely seating area around a fire pit where we could chat, socialise and enjoy a delicious dinner.

Unfortunately, as one Yorkshire-man pointed out; God had forgotten to put the heating on, possibly due to some ethereal energy crisis. So it was a tad too nippy for me to stay out too late, which was probably a good thing as it sent me to bed early ready for another days rallying the next day.

Quite a few competitors had chosen to camp in the grounds of Sledmere and much nightly discussion was based around how many bells from the local church we would all hear overnight. Ali claims to have heard 2 O'Clock but I am convinced I heard 13 O'Clock - must be a Yorkshire thing.

I was surprised to wake up at 7am feeling quite refreshed and ready to crack on again. Day 2's tests were a repeat of a few from day 1 but ran backwards. This allowed Ali the confidence to push a bit harder knowing the surfaces but also for the tests to feel different.

Continued on Page 12



Rallye East Yorkshire *Continued from Page 11*

After a pleasant 9am start, we drove around Yorkshire for a bit, finding orange arrows to direct us into tests and enjoying a good days rallying. Coffee was held at the North Yorkshire water park, which looked like great fun on a warmer day. Thankfully we didn't need to wetsuit up and go on the zip slide as part of the event so after coffee and a biccie, we cracked on to complete the final tests of the day.

Despite some rough and bouncy surfaces, most competitors made it to the end although David Garstang and Matthew Alexander did end up taking the fiesta through on the trailer after breaking it on the last corner of the last test.

Once all competitors were back, we headed to the buffet which in my humble opinion, was one of the best buffets I've had! I would travel to Yorkshire just for those Sausage rolls let alone the cakes. The clerk of the course, Stuart Taylor, made an announcement that results would be slightly delayed due to an issue receiving the final marshals check sheets and so we made the decision to head home early, leaving Steve Retchless/Sam Wainwright as provisional winners of the event. We had entered knowing we would never challenge the top spots, but hoped to keep our noses clean and the car intact. We were sadly given a wrong test on 21, which we (obviously) disagree with but understand it is nigh on impossible to argue against. Which led to a late night Sunday discussion on how to remedy this dispute in future and we might have a suggestion for Motorsport UK to ponder.

At the time of writing, we are 14th but as results have gone provisional for 7 days, this may change. What doesn't change however, is that we had a great weekend away, enjoying a well ran event with friends and we already look forward to returning in 2023.

Our thanks as always go to the organisers for all the unseen hours of preparation beforehand to create the event and to the marshals for giving up their time on a bank holiday weekend to assist in its safe running, it is much appreciated.

Our next event together is hopefully the De Lacy Targa based at Catterick and another firm favourite in our calendar."

Lynsey Procter : Hexham & DMC

Yorkshire Wolds MC

2nd Rallye

East Yorkshire

4th & 5th June 2022



Mark Blunt : Clitheroe & DMC

My son - Mark Blunt - and I competed in our first targa event the Rallye East Yorkshire Targa run by Yorkshire Wolds Motor Club at Sledmere it was a two day event and what I can only say is it was well organised and very easy going.

We arrived on Saturday for 13:00 start, scrutineering done and at 13:42 we set off for our first test we concentrated more on getting the test correct rather than speed and after a few test we started to speed up.

The dust could have been a problem but at one min intervals and a little breeze all was good. We did 10 test with some fantastic views of North Yorkshire then off to a tea and biscuits break North Yorkshire water park. It was then off for a further 5 tests the last one being at Sledmere. Now it was time for the Hog Roast and tales of woe around a camp fire.

After day one we were surprised that we were 13 O/A and 1st in class.

Day two: we started with bacon sarnies and rude awakening of the first test literally 2 mins from MTC we had a nice steady run on Sunday making sure we got all 11 tests correct but still carrying some speed which we managed.

At the finish there was a very lavish buffet whilst we waited the results.

In the end we finished 17th O/A and First in Class.

Massive thanks to the Organisers, Marshall's and catering who did a fantastic job well done

Mark Blunt : Clitheroe & DMC

Yorkshire Wolds MC

2nd Rallye

East Yorkshire



4th & 5th June 2022

Neil Raven : Ilkley & DMC

Thanks to queen Liz being a top monarch we had a long bank holiday weekend in June, so in typical Raven style we made the most of it. A wonderful bike ride in the Yorkshire Dales on Thursday was followed by a drive to the seaside and a swim in a sea cave on the Friday. This all led up to a targa rally, 2nd Rallye East Yorkshire, in the incredible Yorkshire Wolds and ran over two days on the Saturday and Sunday, a great way to complete the long bank holiday.

Mrs Rave was top navigator, accommodation and logistics officer for this event and had booked an Airbnb next door to a pub, she's definitely a keeper. This meant that the night before the rally we were drinking Black Sheep, playing pool and singing along to 80's songs the best rally preparation you can get.

The Airbnb was only 4 miles from rally HQ so we had a steady start to the Saturday morning and duly lined up next to Sledmere house at peg No.5, that's right, 5th out of 55 starters, how cool was that? We got this fab seeding after the previous year's performance in our trusty Saxo. The new Peugeot 205 GTI, Sticky, was stepping up to the mark this year and had some big tyre tracks to fill! The Saxo is as standard as you can get with only a sump guard to protect her. Sticky has a sump guard, bucket seats and harnesses to boast, and a fabulous colour scheme. All these are worth 10 bhp of anyone's money!

Once lined up to our 5 marker, did I mention we were seeded 5th? we took the two spare wheels and my minging swimming kit out of the car, it stunk. We were now at race weight and went to get a bit of tray bake and coffee. Scruit-neering and noise were next and although a serious part of the event it was all carried out in a friendly and informal way, Mark Sherburn also offered advice on where to get clutch re-plated after I'd managed to cover a brand new paddle clutch in oil. Being car 5, did I mention that?, we were out at 13.05, five minutes after car zero, so we had to get ourselves sorted and ready to go. We did make conversation with our friends further up the field before we set off but needed to take a breather after walking up to post 53 to see Mick Pickles in his palatial mo ho and car transporter. He had sumptuous eating and sleeping facilities, we had an overnight bag and manky mankini in our accommodation, he had a full on hotel on wheels.

As we lined up for the start the butterflies kicked in and it was time to start looking at the road book and temperatures on the dials in front of me. Claire had marked all the tests up and was ready to go and as the start clock counted down to 13.05 we got our rally heads on, with a bit of Black Sheep fuzz.



Continued on Page 14

Rallye East Yorkshire **Continued from Page 13**

The first test was a great open test which we had been warned had a grassy and very slippery approach to a corner. We duly noted this but when we followed a quick RS2000 (who were the eventual winners of the event) out of a stop box it was the start of the end. Two golden rules of rallying - NEVER follow the car in front as they may not know where they are going, and NEVER try to keep up with the car in front because when the red mist comes down mistakes happen. So as we glided towards the bales of straw on the outside of the slippery grass bend I thought, bugger, what's going to fall off?

Fortunately we got away with a dent, lost wheel arch trim and about 45 seconds lost time. Onwards and upwards and I messed up on a left hairpin 1/2 mile further on. We bumped our way through the test and got to a very flustered stop line. Phil Savage was on duty here and due to my mistakes the following car was bearing down on us. We were concerned about our car, he was concentrating on the times, it was all a bit fraught. Phil held his cool and as we left the test I was sure I could see water leaking from the car. We pulled over and I did a frantic dance under the bonnet, checking water levels and trying to find any water leaks. Fortunately it was all in my mind and we carried on to the next test with no mechanical malfunctions.

The mind is a powerful thing and once you overcome that you're fine. This was our first time out on a targa in Sticky so I was sure this event was going to expose a weakness. I'd also replaced the gearbox the weekend before, soaked the clutch in oil, taken the new gearbox out again, cleaned the clutch and put the gearbox back in, and was a tad nervous about its performance. Test 1 completed and I was a little calmer but still needed confirmation all would be ok.

Test 2 confirmed everything was ok as the back end of the car tried to kick itself in to the air like a bucking bronco as we navigated our way down the bumpy track to the finish. The Peugeot 205 has an inherent problem of a bouncy back end, as do I, and the only cure is an expensive set of shock absorbers. There is another option which is to go a bit slower and that's cheaper all round. To try and improve the Peugeot's traction at the front end the new gearbox I'd put in had a limited slip differential in it and was taking some getting use to! I've always wanted an lsd and have one in the MX5 but never had one in a front wheel drive car. I found myself fighting with the car as it tried to fire us off in to the scenery on tight corners and straights when the grip moved around. And to add to my steep learning curve the car has no power steering so my poor ickle arms were getting an unexpected workout!

As the afternoon progressed we slowly improved our times and managed to keep our place in the running order even when we had to have a wee stop or two along the way! Tests 6 and 13 were at RAF Staxton Wold and were the best tests of the day. Fast and flowing with some very slippery corners. Code boards kept the enthusiasm in check but the smooth loose surface made it a fab test.



Continued on Page 15

Rallye East Yorkshire **Continued from Page 14**

Test 13 completed and we only had two tests left to complete on the first day which we did fault free and with some good speed. Our first sigh of relief came as we handed our time card in after the first day and headed for the hog roast and camp fire the organisers had put on for us. A great way to end the day and exchange what ifs, close calls and misadventures. Pete and Sarah Clegg relived the moment they went through a stop astride in mid air after Pete saw a yump he felt he could get some air off in his Corsa! The stop astride marshal was extremely impressed but still had to mark them as failing to stop!!

Back at the Airbnb we were focused on the results from the day and even managed to resist the lure of the pub and marked up the diagrams for Sundays run. The results were showing us down the order in 15th place. We were a bit deflated to say the least but the off on the first test had put us in that position. But we'd made it through the day with only a bent wing and a sulking indicator as issues so we were happy and decided to give the pub a miss but did have some Lidl beers to enjoy in the fading evening light of the garden.

Sunday was an early start with our departure time of 9.05 and we had to pack! When we arrived at site and started to discuss the results with Pete and Sarah we were told the results team had been working until 2am to get everything up to date and when we checked the updated scores we were actually 6th overall and second in the historic class! My frown turned in to a smile and we enjoyed our morning sarny with a renewed energy. Added to this Sledmere House were giving away cans of Coke Zero for free as they were out of date. Needless to say we filled our pockets and piled our stash up with the spare wheels and now salty crusty minging swimming stuff!

We had 11 tests ahead of us and about 60 road miles to cover before we could relax again. The car had performed faultlessly and went as fast in the wrong direction as it did in the right direction! Day one had seen Mrs Rave raising her voice several times as I approached a cone from the wrong angle or got my 360's and 180's mixed up along with my left and rights! But we'd got every test right and planned to keep it that way today. Some very back end bouncy tests lay ahead and rather than smash the car to bits I backed off a bit to make sure we would be able to drive home at the end of the event. The RAF Saxton test was run in reverse and just as much fun as the first day but lost its status as best test of the day, that went to test 21.

Test 21 was run through Wykeham and was the best test of the day. We had run through it the opposite direction on Saturday but this time it had a different route through tight hairpins and narrow tracks. A fantastic run with the diff trying to detach my hands from my arms in places! A couple of bumpy tests followed and we took it steadily through those and headed off to the last test which ran up to a bend which was accessible from the field all the competitors were parked up in which meant there were plenty of spectators to experience your car handling skills! This had also been the last test on Saturday but I was so cone drunk that I slowed down to navigate a simple pair of cones! But not today! We knew what was ahead so I released all the Peugeot lions up the hill to the corner and went for it! Ali Procter took the same approach and put Lindsay in the hedge and set a cracking time in the process. Actual Derek Mathewson was at the gate keeping a watchful eye on the proceedings and his son, Dave, came through in style in his great sounding Cortina.



Continued on Page 16

We parked up next to my stinking swimming gear and got out of the car with a huge sigh of relief, it had been a long two days and every test presented an opportunity to break the car. But we got through it and the car performed well so we wandered across the field and took our place at the gate and watched our friends complete the last test to finish the event. Unfortunately Joe Mallinson was down to one drive shaft so couldn't get through the last test but Mick Pickles and James Crossland made it to the finish line with their petrol tank strapped up with ratchet straps! Gaz Wriggo and Mark Raylor brought their MX5 home in one piece although the underside of the Mazda had taken a bit of a beating. Everyone else crossed the line in one piece and we all headed for the buffet and coffee to round off a fantastic day. The food was superb and the discussion around the days activities created a buzz around the room in-between mouthfuls of food and coffee. It was a great end to a wonderful weekend.

As we walked back across the field to our cars, to head off home, there was a feeling of being part of something special. We had all spent two days together enjoying our hobby and playing rally drivers. The organisers had spent 12 months making this happen and the officials and marshals had given up their weekend to make the event run. The targa scene in the north is healthy and in a great place and events like this continue to build this great community of enthusiasts. A huge thank you to all the marshals, officials and the Wolds motor club, especially to James Greenhough who overcame several challenges throughout the weekend while we played and enjoyed refreshments at various locations! The two day format worked well but I must say we were very relieved to get out of the car at the end on Sunday! But that could be because we had a great position to defend, and we did! With a fantastic field of drivers and cars around us we managed to keep it clean and bring the Peugeot home in one piece, apart from the bit that fell off in the bales!! Sticky needs a bit of tlc to get her ready for her next event, which will be St. Wilfreds in August, and the swimming gear needs a good wash!

Neil Raven : Ilkley & DMC

Competition & Classic Parts **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.

Peugeot



New Peugeot 205 Parts:

| | |
|--------------------------------|------|
| Wings | £ 45 |
| Outer sill (pair) | £ 50 |
| Headlights | £ 50 |
| Indicators | £ 10 |
| Lock set including tailgate | £ 20 |
| GTi Front Bottom Arms (pair) | £100 |
| Gti Anti Roll Bar Links (pair) | £ 10 |

Used Peugeot 205 Parts:

| | |
|---|-----------|
| Set 1.9Gti Front and Rear Seats | £200 |
| Pair Gti Door Cards | £ 40 |
| Electric Power Steering Column | £100 |
| Doors, bonnets & tailgates | from £ 40 |
| Lamp Pod & Hella Lights | £275 |
| 6 off 1.9Gti Alloys with moulded slicks | £200 |

Parts are located in East Yorkshire close to JN37 M62 but can also be picked up in Huddersfield

Phone Simon on 07785 308165
or Mick on 07748 347202

All of a sudden it was time to leave the Jubilee parties and head over to Sledmere for the 2nd Rallye East Yorkshire run by Yorkshire Wolds MC. New gravel tyres and the refreshed Escort was ready but having to rewire the trailer the night before as some pesky rodents had eaten the cable was probably a foretaste of the coming weekend.

It was my first rally in the 1973 Mexico for 20 years so straight into scrutineering was a wake up call. Combined age of crew and car is 170 years, so we were definitely in the historic class. After many years of being sat in the garage I'd refreshed the car recently for both historic stage and road rallying with a waiver with all mods being as used in period. Fortunately, no real issues although worryingly near the noise limit. This was going to be serious. Usefully the scrutineers suggested getting a MoT test for future events even though not legally required.

A relaxed wander around the paddock of an entry of 60 modern and historic cars with first car away at 1pm, very civilized. Straight into the first test, a 3.5mile of glorious tracks slowed by chicanes and code boards. Steve and I were both finding our feet so a few unscheduled stops whilst we worked out the way around the cones were in order. My last rally was in a Mini so it felt really good to be sliding around on loose surfaces again with rear wheel drive, although slightly odd to keep having to slow for chicanes and very tight 360's.

As we proceeded through the next tests, a varied mixture of forest tracks with a variety of means to limit speed we started to gel, learning the best way to identify directions around the various cones and chicanes, how to capture the code boards rapidly and accurately and crucially how to juggle all the information given. Teamwork is vital, as for us was not stressing about errors just carrying on and learning. I have to admit to finding the very tight 360's quite a handful, definitely bit of practice needed.

Long road section with simple tulips took us over classic night rally roads from Sledmere towards Wykeham forest. Petrol needed after 100miles, twin Webers aren't always a good idea at £10/gallon.

Near the end of the eleventh test I thought we'd caught a rock under the car but got to the finish. Driving away however it was apparent something was wrong, the tyre rubbing on the wheel arch under braking.

Pulling over to have a look it was obvious that despite being spanner checked extensively beforehand the nylock nut and bush securing the ARB to the TCA had dropped off leaving the strut to flap around uncontrollably. The original castellated nut would have been much better, although never had the nylock fail before.

Miraculously the nut was found in the dirt and a washer borrowed from a nearby gatepost fitted. The bush itself however is still somewhere in Wykeham forest. With an escort from a couple of passing marshals we limped back to Sledmere, followed by Stuart Taylor the CofC. We missed the last four tests but at least got back to the start albeit OTL. A conversation with the ever-helpful CofC granted us permission to run again for the second day although clearly we would be ending up at the back of the field. Very grateful to at least get the chance to run as we needed the experience.

The organisers had provided an excellent hog roast then with limited tools but lots of helpful advice it was back to the paddock to facilitate a better repair. Real camaraderie amongst proper grassroots rally enthusiasts. Another competitor donated some epoxy and a makeshift split pin to prevent the nut from loosening again. Fixed up as best as could and good to go for day2 so off to the tent for a good night's sleep.

Day 2 offered the same tracks but reversed with a couple of new ones to us as we'd missed them out. On one of those new to us tests and struggling to master the technique for getting around tight figure of eights I understeered into a strawbale at walking pace bending the wing onto the tyre. Pulled it off and got going again hoping nobody had seen. Not to be, the same two as yesterday just happened to be marshalling there and couldn't control themselves. Embarrassing or what. That now made five missed tests.

With all our troubles we were relieved to finally get back to the finish for a lunchtime buffet, load up and head home in time for tea. As the speeds in targas are limited the creased wing was easily pulled back into shape the following day, only lasting damage was to my pride.

But plenty learned for the next event for both driver and navigator, looking forward to trying again. Bit of practice beforehand hopefully too.

Took my wife's car to the local garage in Settle for a MoT later in the week, just so happened those helpful marshals are the better halves of some of the guys there and word had spread. Indeed the garage's owner even greeted me with a knowing laugh.....No hiding anywhere!

Great event, 26 tests on proper tracks with no oceans of cones. Spread over two days although the lunchtime start/finish meant only one night away needed. The long road mileage adding to the challenge. Thoroughly enjoyable and with a real clubman atmosphere and the relatively benign tracks limiting major car damage. Some pretty standard cars competed and finished well. Lots of learning for us both as a competing crew and to put into organising our club's own targa.

Thanks to Yorkshire Wolds motor club's organising team and all the marshals especially Samantha Ralph and Jenny Milne who'd witnessed our mishaps.

Yorkshire Wolds MC 
2nd Rallye
East Yorkshire
4th & 5th June 2022

Ian Daws/Stephen Holmes : Clitheroe & DMC

Jim Clark Rally An Alternative View

Stuart Bankier : Berwick & DMC



In the run up to the rally the set up crews did an amazing job preparing the stages for the event. I joined these guys for a couple of days early in the week before the event and the work they did over that week is probably grossly underestimated by all of the competitors and marshals.

I joined them on Tuesday which was Day 2 of toilets and bales. Each stage arrival and finish got a toilet as well as numerous other locations. Most of the "shifting" was done by vehicles like Andy's Land-Rover which could carry four at a push. Getting them on and off wasn't easy. After we had moved some toilets we moved on to bales. In the service area were a mountain of bales and stage 1, Longformacus, needed 36 alone. We started off with a tractor loading the trailers before we headed off to the stages and unloaded them in the designated spot. Rolling a bale weighing somewhere between 0.25 and 0.5 of a tonne off a trailer without it crashing through someone's garden fence or rolling off down the road isn't that easy. After three loads we decided we needed a better method or Longformacus was going to take all week so someone called in a favour and found a tractor and trailer, which could take 20 bales at a time, with the right handling gear to drop off the rest of the bales.

Wednesday I was assigned to a stage set up crew and off we went to the Eccles stage. Because all of the potential run off areas require large "no go" boxes there is a lot more to setting up the stages than just putting out a few arrows. The stage was already fully staked but taping and signage took the best part of the day. I ducked out late afternoon to collect my daughter from school but Laurie and Darryl were off to Westruther after they left me.

Thursday and Friday saw me in the service area helping me set it up and park the crews as they arrived from Thursday lunchtime. However the set up crews continued to set up stages and then dismantle them as soon as the stages were closed on Friday, Saturday and Sunday.

I think everyone who competed needs to bear in mind the work of all these volunteers who put in hundreds of man hours before and during the event. Well done to Laurie, Billy, Andy, Billy O'B, Jen, Colin, Darryl, Tom, the "Boss"-Tommy Heard and the rest of the team for going above and beyond the call of duty.

Once the event started I was marshalling at various locations and we had a very sociable time. We had quite a culinary weekend starting off with haggis and chips from the Reivers Fish Bar on Friday followed by a Chinese on Saturday night and Giacobazzis ice cream on Sunday afternoon. There are many compensations when marshalling and a householder produced these homemade cakes on Saturday for us at the start of Scott's View. Not only that but they offered us tea and the use of their loo.

A great weekend with so roll on 2023.

Stuart Bankier : Berwick & DMC



Cronin takes control of the BRC with Jim Clark Rally win



BEATSON'S
BUILDING SUPPLIES
JIM CLARK RALLY

Four-time British Rally champion Keith Cronin put the hammer down for a fifth title bid at the weekend [27-28 May], taking his Volkswagen Polo GTi to a sensational Beatson's Building Supplies Jim Clark Rally victory in the Scottish Borders.

Cronin and co-driver Mikie Galvin were a forced to be reckoned with all weekend long, opening up an unassailable forty second lead in their Pirelli-shod Polo over James Williams after the second stage on Friday night and the Irish pairing maintained that advantage over the second leg to take the win. Williams grappled with his Michelin backed Hyundai i20 to a maiden BRC podium in second, whilst local hero Garry Pearson rounded out the podium, another to claim his first podium in his Hankook supported Fiesta Rally2 in third.

The market town of Duns would return as the traditional host of the highly regarded event and nine brutal stages across Friday night and Saturday ensured it would be a challenging return to the rally for the BRC contingent, having been away since 2014.

It would be the eleven-mile Longformacus test run twice to open proceedings on Friday and Cronin was on another level. Stopping the clocks eight seconds faster than his Volkswagen Polo counterpart Osian Pryce, Cronin set his stall out early and repeated that feat on the second pass, going a staggering 23 sec quicker than anyone else to start the second day with 40 seconds in hand.

A trouble free and perfectly managed run over Saturday's seven stages saw Cronin deliver a drive that was borne by his experience, to take his first BRC win since the 2017 Isle of Man Rally and thanks to a round one runner-up spot, the championship lead. "It feels great, it's so nice to get a BRC win again" said Cronin. "Last year didn't go one hundred per cent to plan for us. So, it was encouraging to see the pace at Clacton and after we started so well here [Jim Clark Rally], it was all about managing the lead." "We had to keep our pace up. Today we weren't quite as flat out as last night, you just can't let go of the concentration with the level of competition in the British Championship. You start hearing noises & listen out for punctures but it all came good, it was nice to get the win."

Pryce was on Cronin's tail on the first stage of the rally but suffered a puncture on the second. Failing to stop and change the flat would lead to exclusion by the event organisers, as he and O'Sullivan breached a regulation mandating the requirement to not compete on a puncture.

With Pryce out, Williams would enter into a fight with Pearson for second but the Hyundai driver had the upper hand. An impressive sight to behold over the unforgiving Scottish Borders stages, the Welshman took the fastest overall time on the final stage to seal the deal and along with co-driver Dai Roberts, took his maiden BRC podium in second place, going one better than his season opener in Essex.

Pearson would be balancing his local knowledge with the need for points after a round one non finish, and the Duns driver managed the prospect perfectly. Enjoying his first outing on his home event in top-flight BRC1 machinery, his mood was reflected in his result, grabbing third place with Dale Furniss on the notes. Putting his Joker bonus points to good use, Pearson was another to secure a first BRC podium. Meirion Evans was making his BRC1 debut on the Jim Clark and professed to be struggling to live with the front-runners in his Melvyn Evans Motorsport run Polo.



Continued on Page 20

Jim Clark Rally : Continued from page 19

As the miles passed, the confidence grew and fourth place was the reward for him and co-driver Jonathan Jackson. Like many of the current generation of BRC contenders, Elliot Payne had not been to the Scottish Border stages before but coped perfectly with the pressure. Payne and Patrick Walsh overcame brake issues on Saturday to take their brightly liveried Fiesta Rally2 to fifth.

Ruairi Bell and Max Freeman fought back from a technical issue on stage one to take sixth in their Skoda Fabia whilst Jason Pritchard and Phil Clarke secured seventh, both crews recording their first BRC finish of the season.

The battle for the Junior BRC top spot went the way of round one runners up Eamonn Kelly and Conor Mohan. Kelly took his Fiesta Rally4 to a convincing lead after the second stage on Friday and despite the best efforts of his young rivals, was never headed.

Kelly elected to play his Joker for the chance to win additional bonus points and executed that plan to perfection, taking 30 Junior BRC points away from Scotland and the Junior BRC win championship lead.

Kyle White enjoyed the quickest time over the opener, but struggled in the dark with a trip into a hedge. Along with co-driver Sean Topping, White couldn't quite match Kelly over the remaining test to take second in their Peugeot 208 Rally4. Johnnie Mullholland and Eoin Treacy rounded out the top three in their Fiesta after a positive run.

Kyle McBride and Liam McIntyre sealed the deal in the Academy Trophy, taking their Fiesta to a second win of the season and fourth Junior BRC crew in the process.

Making his return to the National Rally Title chase, Alan Carmichael bagged the top spot in his Hyundai i20. Guided by Arthur Kierans, Carmichael enjoyed a start to finish win after opening round winners Craig Jones and Ian Taylor suffered a boost issue on Friday night. Sadly the pairing would retire their Fiesta later in the day.

James Williams closes in on Protyre Asphalt lead after Jim Clark charge

James Williams has closed to just one point behind Protyre Motorsport UK Asphalt Rally Championship leader Ruairi Bell after scoring maximum points on Round 2 of the series, the Beatson's Building Supplies Jim Clark Rally (27/28 May).

Co-driven by fellow west Walian Dai Roberts, James set a stunning pace in his Hyundai Power Products-backed Hyundai i20 R5 to score his best result to date in his Michelin-shod car.

"The last day was all about managing our pace and driving with-in ourselves to get to the finish," said James.

"On the second to last stage we had a bit of an issue with the boost valve and my heart was in my mouth about the podium, but we emptied the tank and set the fastest time on the last stage, which was a nice way to end the rally.

"There was a lot of emotion at the end of this rally. I drive with my heart on my sleeve and we have thoroughly enjoyed this event. We're just over the moon to have scored such a good result on such a challenging event."

Ruairi lost time on the event's opening two stages on Friday night after technical issues in his Pirelli-shod and Inspira-backed Škoda Fabia R5 left him and co-driver Max Freeman languishing down in 12th position. They fought back brilliantly as the event continued in daylight on Saturday, roaring back up the leaderboard to take second-place Protyre Asphalt points and maintain their championship lead – albeit by the smallest of margins.

Steve Wood put in another excellent performance to once again come home as the top non-R5 finisher in his City East Ford Fiesta RS WRC. Co-driven by Dale Bowen, Steve excelled at night and despite a few mistakes in daylight, including a few time-consuming engine stalls, he was delighted to pick up third-place points. **Continued on Page 21**



JCMR : Continued from page 20

Mark Kelly has also given his Protyre Asphalt title aspirations a major boost with a fourth-placed points finish in his Michelin-shod and Roccia/Tile Master-backed Ford Fiesta R5+. Co-driven by Neil Colman, he struggled to find a good rhythm on the first three stages and damaged the front wing at a chicane, but after that some extremely good stage times were rewarded with his second big points haul of the season.

Jason Pritchard registered for the Protyre Asphalt Rally Championship before the start of the Jim Clark and was therefore eligible to score points. And that's exactly what the three-time champion did, with he and co-driver Phil Clarke enjoying their best run and first finish en route to a fifth-place points finish, despite a slow puncture and windscreen wiper issues in their North Road Garage/Get Jerky backed Volkswagen Polo GTI R5.

Stephen Simpson/Neil Shanks had a great run to a sixth-place points finish in their CA1 Sport-run Tudor Glass Ford Fiesta Rally2.

Neil Roskell's event started with him not putting the bonnet pins in and the bonnet on his ND Civils/Collins Construction Ford Fiesta R5+ flying open on the shakedown stage! Co-driven by Andrew Roughead, he caught a car halfway through the opening stage and was stuck behind it all the way to the flying finish. Whilst trying to regain time on SS2, he got on to a dirty line and skidded into a solid salt box, narrowly missing a rear wheel, and then later in the same stage he hit some gravel and whacked into a chicane, damaging the front of the car. Daylight was much less dramatic and saw a great run to seventh Protyre Asphalt points.

John Stone's Legend Fires Volkswagen Polo GTI R5 won the Dynamic Fluids best-presented car award, which was presented to Paul Megretton who looks after the car. After that great start John and co-driver Laura Connell settled into a fast rhythm and were rewarded with eighth in the Protyre Asphalt series.

Darren Atkinson/Philip Sandham scored their first class B13 and Ford Escort Challenge points after a strong run in their Atkinsons Sandblasting/S&W Fabrication-backed Escort Mk2 – despite, like many, their windscreen getting covered in bugs and insects and creating quite a distraction at times.

Friday's second pass on the Longformacus test was the first time that Lewis Gatt had rallied in the dark – the bumps and associated issues with lights not distracting him too much as he set a good pace. He and co-driver Callum Young then enjoyed an excellent day in the daylight, with the Hoosier-shod Gatt Speed Ford Escort Mk2 driver leading both class B10 and the Ford Escort Challenge after two rounds.

Maximum class points on his 111th Asphalt Championship start sees Geoff Glover take the lead of B11 – he and co-driver Keith Barker enjoying another fast and trouble-free run in their self-prepared rear-wheel drive Vauxhall Astra Mk3.



Continued on Page 22

Gravel pulled out by the cars ahead created problems for Olly Hunter/Jonathon Kennedy in their Vauxhall-engined Ford Escort Mk2, as did some of the tight chicanes. Having retired on the opening round, their first points of the season see them shoot up to second in class B11.

Former B11 class champions Paul and Julian Doroszczuk's return to the Protyre Asphalt Rally Championship began with them understeering their normally-aspirated Cosworth-engined Drockspeed Motorsport Escort Mk2 off the road on SS2 and getting stuck in a hedge for almost three minutes. Their chances of a full fightback were curtailed somewhat when the last three stages were cancelled before they had the chance to tackle them at speed.

Handling problems prevented Jonathan Stepney from pushing his 1.9-litre engined Griffiths/Gavin Griffiths Group-backed Peugeot 205 GTi as hard as he'd have liked. Partnered by Aled Davies, the Perth-based Welshman enjoyed a good run and now shares the class B12 lead with Mike Pugsley.

Brad Cole/Jamie Vaughan have taken the lead in class B13 and are a close second in the Ford Escort Challenge after a good run in their 2.5-litre Smith & Jones powered Hydroline Solutions Escort Mk2.

Mark Holmes/Mark Perryman went off on Friday night and damaged a front wing on their Ford Fiesta S2000, which made for a bit of a nervous restart on Saturday morning. They put medium compound Michelin tyres on for the afternoon and flew over the later daylight stages to also score maximum class B14 points.

Defending class B14 champion Adrian Spencer, who was partnered this time by Ashley Trimble, has taken the class B14 lead after another great run in his RED Industries Subaru Impreza WRX. Paul Kirtley/David Jones survived an early off, which damaged the front of their Subaru Impreza WRC and dented their confidence. They fought back to score their first class B14 points of the season.

A class winning performance by Gareth Bevan/Dafydd Evans in their Blue Sky-backed Ford Escort RS has given the Gareth James Motorsport crew the lead in the Historic category.

Craig Jones/Ian Taylor lost a minute and a half on SS1 when an intercooler pipe burst on their RHL/CMJ Motors Ford Fiesta 4x4 and then retired on SS5 when the rear differential failed.

Chris Ford/Matthew Daniels crashed their Ford Fiesta Rally2 on SS5, while Anth Eaton/Ian Jackson also retired their Autotest Ford Fiesta R5+.

William Mains/Emily Easton-Page got caught out on a very fast bump which flicked their WCS/Roy Thomas & Son-sponsored Vauxhall Nova sideways and into a hedge, before rolling and coming to rest upside-down in the middle of the road.

Having won class N3 on Epynt, Johnnie Mackay was looking forward to another good run, this time on home soil. Co-driven by Michael Cruickshank, the reigning Scottish junior champion unfortunately retired his ISS/Kewtech Ford Fiesta ST on the opening stage.

Live action and driver interviews from the Jim Clark Rally are available to view on the Protyre Asphalt Rally Championship Facebook page, with commentary from Mark James.

Regulations and details on how to enter the 2022 Protyre Motorsport UK Asphalt Rally Championship are available at: asphaltrallying.com.

Membership of the BTRDA can be done online at: btrdamembership.com.

Round 3 of the 2022 Protyre Motorsport UK Asphalt Rally Championship is the Dunoon presents Argyll Rally on 24/25 June.

Jim Clark Rally – top 10 registered 2022 Protyre Motorsport UK Asphalt Rally Championship finishers:

| | | |
|-----------------------------------|--------------------------|-----------------|
| 1. James Williams/Dai Roberts | (Hyundai i20 R5) | 50mins 25.1secs |
| 2. Ruairi Bell/Max Freeman | (Škoda Fabia R5) | 52mins 17.2secs |
| 3. Steve Wood/Dale Bowen | (Ford Fiesta RS WRC) | 52mins 33.5secs |
| 4. Mark Kelly/Neil Colman | (Ford Fiesta R5+) | 52mins 48.6secs |
| 5. Jason Pritchard/Phil Clarke | (Volkswagen Polo GTI R5) | 52mins 54.8secs |
| 6. Stephen Simpson/Neil Shanks | (Ford Fiesta Rally2) | 52mins 58.8secs |
| 7. Neil Roskell/Andrew Roughead | (Ford Fiesta R5+) | 53mins 04.7secs |
| 8. John Stone/Laura Connell | (Volkswagen Polo GTI R5) | 54mins 18.6secs |
| 9. Darren Atkinson/Philip Sandham | (Ford Escort Mk2) | 55mins 28.0secs |
| 10. Mark Holmes/Mark Perryman | (Ford Fiesta S2000) | 57mins 26.5secs |



Feedback, Feedback !!!

We have actually got some Feedback



The Marshals' Pathway - Acting on your feedback

In April, we reached out to the Marshal community to provide feedback on our proposal to revise the current Marshals' Grading Scheme into a new development Pathway. Throughout the consultation period, we received a tremendous response constituting:

- 1,481 survey responses from:
- 29% of all Race grades
- 27% of all Specialist grades
- 17% of all Rally grades
- 17% of all Speed Grades
- 11% of all Kart Grades
- 63 additional detailed emails from members of the community.

We would like to take this opportunity to thank you all for your feedback; it is clear that the Marshal community is passionate about the future of our sport.

Following analysis of survey responses, we can now share some key results of the feedback survey with you.

89% of respondents agree that generic training modules should count towards multiple discipline upgrades, rather than having to be repeated.

Only 41% of respondents believe that the Pathway proposal in its current format is an improvement on the current Grading Scheme; however, 61% of respondents believe the proposal provides a clear and simple structure for up-grading.

55% of all respondents agreed with the amalgamation of Specialist roles into the discipline-specific Pathways; however, 80% of the Specialist Marshals did not agree.

66% believe that the proposal would provide clear instruction for new marshals to progress as a volunteer within motorsport.

Given this feedback, it is clear that the proposal has had a mixed reception. When we set out to develop this Pathway alongside the Marshals Advisory Group, we were open to adjusting it based on the response received from the Marshal community during consultation. As such, we are now working on a revised Pathway that takes your feedback into account, whilst also maintaining our aim to support volunteer participation and recruitment.

We will be in touch in due course with the revised Pathway, which will be implemented for 2023.

Thank you for your continued support.

North Humberside MC

John Overend Memorial Stages Rally

June 19th

Ian Clapham : 116 MC

34 crews in the main rally & 7 in the junior section started the event on Sunday 19th June at Melbourne Airfield which was a round of the ANWCC Stage Rally Championship, The Melbourne Challenge and the F1000 Junior & Senior Championships.

Myself & driver David Longfellow were seeded car 3 in a Mitsubishi Evo IV & were looking forward to the event after a good run on the Clacton & Tendring rally earlier in the year, the rally consisted of 6 stages in 3 loops with each stage run twice & totalled some 45 miles on a mix of 70% solid & 30% broken concrete.

Each stage had 1 split & 1 merge so pretty straightforward & a number of big bale chicanes & LOTS of cones & tyres.

The juniors completed each loop of 2 stages back to back & ran ahead of the man field.

Stage 1 we finished second fastest behind the rapid Fiesta F5 Mk2 of Darrel Taylor & Dylan Thomas with Craig & Stephen Renshaw in a lovely Subaru Impreza just 2 seconds adrift in third, unfortunately we passed car 1 Ford Escort Mk2 of Darrel Nugent & Helen Hall with a failed differential.

Stage 2 was the same layout as the previous & we were 15 seconds quicker however we had a misfire & during the stage we were sure it was fuel starvation, Craig & Stephen took 4 seconds out of us on this one.

The marshals moved some cones around for the next pair of stages but it was 90% the same route, unfortunately on stage 3 after topping the tank up the misfire was still there & worse towards the end of the stage, but thankfully still ahead of the Subaru pair, the R5 extending their lead stage by stage, there will be no catching the fiesta! The guys in service decided to disconnect the flatshift to see if that cured the problem.

Stage 4 once again quicker than the previous, 11 seconds this time with no misfire! but Craig & Stephen again were 4 seconds quicker! We need to up our game to keep hold of 2nd overall.

A long break now while the stages were changed again to keep us on our toes.

Stage 5 was our best by far, only 4 seconds behind the R5 & crucially 3 seconds ahead of the rapid Subaru crew.

Stage 6 & the final stage of the day 7 seconds quicker than the previous but had we done enough to keep hold of second? Craig & Stephen took just 2 seconds from us but that was not enough for them to overtake us overall & we finished in second by just 2 seconds after nearly 1 hour of rallying! The R5 pairing were a massive 1 minute 19 seconds clear to take the win.

A great day had by all, thanks to JL Brooks, Lanes Group, H2o Flowtech & Powers Uk.



Ian Clapham : 116 MC

Autotest Drivers Club N.I.

Lee Lucas Trial

18th June

Stuart Bankier : Berwick & DMC

I got a call from Noel Cochrane at the start of June to ask if I would like to navigate for him on the Lee Lucas Trial which is organised by the Autotest Drivers Club of Northern Ireland. Noel has been a regular entrant in the Berwick Classic in recent years and has won more than once. The event was based near Cookstown in County Tyrone and we would call it a Targa Rally. Whilst I had already arranged to marshal on the Kielder Stages Rally it didn't take me long to change my arrangements and book the plane tickets from Edinburgh to Belfast.

Northern Ireland seems to have far more classic cars per head on the population than anywhere else in the UK and Noel told us that it was worth going to the classic car show organised by the Legacurry Presbyterian Church on the Friday evening prior to the Trial. I was staying with my daughter Siobhan in Belfast so we headed off to Legacurry and found about 200 classic cars parked in and around the Church as an Air Ambulance Fund Raiser. There were a large variety of machinery from the 1930s to newish Porsches and kit cars and everyone was very friendly and keen to chat about their cars.

Saturday saw us make an early start for Cookstown in County Tyrone where we met up with Noel and I tried his MG Midget for size. Unlike the historic spec MG Midget and Austin Healey Frogeye Sprite that Noel has used on classic rallies in the north of England this Midget was very different. It looks like a Midget but has a Toyota 1600cc 20 valve twin cam engine, five speed box and disc braked Ford axle complete with panhard rod, lsd etc.

The event consisted of twenty tests at five different venues and at each venue we tackled each test four times before moving on to the next test. In order to speed things up the 50 entries, from all over Ireland, were split into five groups with each group starting the event at a different test. We were in the first group which comprised classic cars whereas the other groups comprised all manner of MX5s, MR2s, Starlets, Novas, Fiestas etc.

Test 1 was about 400 yards from the start venue and used the access roads and a big concrete pad in an agricultural college. We walked the entire test twice and then headed back to the test start as we were first car on the road. 3-2-1- Go and we were off.

Continued on Page 26



The MG and the Anglia were my favourites



This is a very early Mk Midget built in 1961 with the unique boot handle. Originally registered in Newcastle.

And it was beautifully trimmed – I am not quite sure that my current similar restoration project will get to this level



Lee Lucas Trial

Continued from page 25

I was staggered by the acceleration – down the lane, 90 left short straight, narrow gate, a couple of times round the big concrete pad then up a hill, hairpin right, narrow lane 180 degree turn and slalom to the finish. Wow that seemed fast. We got progressively quicker on each run at the test but some of those guys were so fast straight out the traps. In our class the Mini Cooper S and Robert and Jennifer Dickson were very consistent on each test and when you looked closely at their car everything and I mean everything had been lightened – even the external door hinges and the chrome door handle had been trimmed.

Also very quick was the MG Midget of Jack and his Dad, Simon Brien, complete with 1700 Ford crossflow engine running on webers, 2000E box and Ford Ild axle. Jack was very impressive but slightly modified one front wing at the second test venue. The second test venue was at an engineering works where the test used three adjacent yards. That went OK but when we moved on to the third test venue the handbrake started to play up and wouldn't lock the rear wheels which proved tricky as it was the venue with the tightest tests and unless the handbrake was working the turns were so tight that you had to shunt back and forwards to make the turn. Unfortunately we ended up doing a lot of shunting.

That left us a bit disconsolate but at the next test venue Noel had a change of tactics, he put a bit more air in the front tyres and reckoned that if he dabbed the brakes at the same time that he pulled the handbrake on that might do the trick. Even though the rear brake pads looked fine they must have been just worn to the point where the hydraulic handbrake itself wouldn't quite lock the wheels. That seemed to work OK at the next test venue which was another farm steading with a very grippy concrete surface.

That took us to the final venue where the tests took us in and out of barns, up and down hill with lots of changes in camber on some very slippery concrete surfaces which were either wet or dusty. It was a great test to finish the event and I had really enjoyed my day out. I don't know how these guys can drive so quickly and with such precision in what were some very confined spaces.

Stuart Bankier : Berwick & DMC





Competition & Classic Parts 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.

Ford



New Escort MK2 Parts:

| | |
|--------------------------------------|-------|
| Safety Devices Multi-point cage | £1450 |
| Bias Bar Pedal Box Cable Clutch | £ 260 |
| 4 Link kit complete | £ 140 |
| Alloy Radiator suit Pinto/Cross-flow | £ 160 |
| Set alloy arches and front spoiler | £ 480 |
| Tank stand for shaped tank | £ 50 |
| GRP4 Sump Guard | £ 180 |
| 2.5 Turn Quick Rack | £ 175 |

New Escort MK1 Panels:

| | |
|-----------------------------------|-------|
| Front Panel | £ 80 |
| Rear Panel | £ 70 |
| Wing top Rail repair Panel (pair) | £ 35 |
| Strut top Panel (pair) | £ 30 |
| Round Headlight Grille | £ 225 |

Parts are located in East Yorkshire close to JN37 M62 but can also be picked up in Huddersfield

**Phone Simon on 07785 308165
or Mick on 07748 347202**



Bird's Barbados Bid Scuppered

Following on from his superb podium place on last week-end's First Citizens King of the Hill, Cumbrian driver Frank Bird's hopes of victory on 2022 Sol Rally Barbados were dashed when he crossed the finish ramp in second place but was declared Outside Total Lateness (OTL).

Along with co-driver Jack Morton, 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 Rally Barbados twice.

In the Frank Bird Poultry-backed Ford Fiesta R5 with support from MCE Insurance, Hager, Vodiach, PBM, MAC Tools and Dragon Energy, and prepared as always by Dom Buckley Motorsport, Frank and Lake District-based co-driver Jack Morton got off to a solid start on Saturday's opening leg but it wasn't long before the gremlins struck. A couple of driveshaft issues along with an intermittent electrical fault, coupled with Morton suffering from heat exhaustion in the 67° cockpit temperatures, meant the pair languished outside the top 20 at one point, despite Bird putting in some awesome drives on the stages they didn't encounter problems on.

A fightback was planned for Sunday whereby Bird set a string of fastest times in his bid to climb up the order from ninth. Such was his pace that he soon was challenging for a podium place but he ended up breaking a rear wheel on the Dark Hole stage, although he still set fastest time! Frank continued his charge and snatched second place on the penultimate stage, but despite his best efforts, wasn't classified in the overall results as he was found to have gone OTL following the time it took to repair the damage on the earlier stage.

Frank Bird: "What an experience to compete in SOL Rally Barbados! The rally throws everything at you with very challenging stages and crazy temperatures in the car so I was happy to get to the finish, although it was frustrating to have been classified as OTL. We had a tough day on Saturday with two driveshaft failures and some electrical issues as well as Jack being ill. After lying 23rd on the first loop to get back to second overall is a big achievement. A massive thanks to all the team for their hard work over the two weeks, Jack for a top job on the notes and of course my dad and our sponsors."



Photos Courtesy of Vault/Nicholas Bhajan



Rallycross Lydden Hill

Angry Spider Racing

Rob Scott, Hannah Bickerstaff & Michelle Swallow

After a long drive to get there we had a great weekend.

We sustained a little damage in practice with a car trying to get into a gap that didn't exist. Part way through practice after the knock the car cut out.

On further investigation the shunt had caused the fuel pump to move and short out and blow the fuse.

Pump moved back to where it should be and new fuse in and away we go again.

Heat 1 I started at the front of the pack. There was a slight change to the course adding a new banking. I was slightly nervous of this hoping I wouldn't skid and spin. I got round and completed my laps and felt good doing it.

Heat 2 I was excited to get back out. This track is my absolute favourite. I was at the back on this race. Got a good start into the first corner. Felt better on the loose stuff this time. I came 7th in this race.

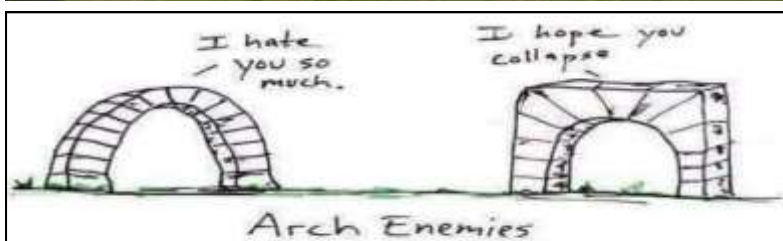
Heat 3. Another good start. With no spins I tried to keep up with the rest of the drivers. It still shows in the driving how nervous I still get whilst on track. We had no further issues with the car I felt I was getting better on the track with keeping my speed up and braking at the right times. Through all the heats my times stayed very similar with slight improvement as the day went on.

A Final I qualified at the back with 10 cars on track. I got off the line amongst the other drivers. I pushed the car a little too much and spun, losing my place. I was going well catching the car ahead of me until I lost majority of power and limped round to finish the race.

When getting back to the pits we could see exactly what had gone wrong...a boost pipe had popped off and a fair bit of oil was sprayed over the boot floor making us think one of the turbos might have given up the ghost.

Once again the EBC blue stuff pads were awesome, they work really well from cold and I've never had any fade in them. We will definitely be keeping to them they are working miles better than we thought they would.

Rob Scott



Photos courtesy of [Throughthelens](#)

Cumberland SCC

Kielder Forest Rally

18th June

Barry Lindsay : Spadeadam MC

A rally that has evolved over the years from Tour of Cumbria, Pirelli and now Kielder but I've grown up with it from spectating as boy, marshalling, competing, marshalling many years, 00 car, Chief Marshal and now back to competing.

This year I went into it negative, nothing was in our favour. We weren't going to be able to compete for the class with all the R2 cars and the impressive S1600 Corsa so restricted my budget of only second hand tyres... and go for a finish for the SG Patch ANECCC championship points. (Driving for a finish bit maybe lasted till the start of SS1 after that it was pretty wild..)

Stages were new variations to the event some bits even I hadn't drove on that I can remember anyway which is good for making me concentrate on what I was told!!

So to finish 26th Overall 2nd in class (B10, R2's and Fiesta St's in one) 2nd front wheel drive car. Was a great deal better than I expected. But I used everything and every inch of road to get that from the 206. Tyres will now go to recycling centre (We Saved the planet lowering the carbon footprint of the day using old tyres...)

Massive thankyou to **Caroline Lodge** perfect on the notes as always. Service crew for a long day for one 30min mayhem service Jonathan, Michael and Martyn great job everything got done.

Big well done to the organisers on getting the new look event off the ground hopefully back onto the calendar for years to come. Thankyou to ALL the marshals, Radio, Rescue, recovery alot of familiar faces from my CM days

Barry Lindsay : Spadeadam MC



Forestry England

KIELDER FOREST RALLY



Photos Courtesy of Martyn Petry

Cumberland SCC

Kielder Forest Rally

18th June

Mark Broadbent : Airdale & Pennine MCC

After 66 stage rallies as a navigator, it finally happened... I was contacted by a friend of a friend to ask if I (an apparently experienced navigator!) would nav for his future son in law at the Kielder, as his previous events had all been with a mate who sat with him who clearly was learning at the same level. Strange as I don't consider myself experienced and I always learn something new at each event I do!

After a brief catch up at some motorway services, the second time I meet Steve is at scrutineering in Hexham Mart. Signed on, car through and back to a hotel for the first full night's sleep since I became a dad in April!

A few firsts for me despite the obvious ones (car & driver!) - no stage recce... only a digital video provided by the pace note provider. No recce of the road mileage which I like to do only to ensure no mistakes are made on the day and the first time on notes, on gravel. Tough to know how fast we would be going and if my skill would translate. As it happened, the road book was excellent and any nerves that were there were soon settled

First loop of stages were rough, particularly the second stage. The car had retired from a previous rough event and it was in the back of Steve's mind throughout, clearly picking through the best of a bad road. Some concerns over temperature, but nothing some cool air could solve so any rest we had, the bonnet was up and fans on max. Running as car 56 and close to the back meant we had the worst of the road conditions and also bore the brunt of several delays, however no stages were cancelled and we got all our mileage in the morning.

A quick 30m service to fix a loose exhaust (another victim of the roads) and we were back out to repeat the loop, although this time the roads were far worse.

'Tram line' were on each corner now... great for carrying speed, not so great for the underneath of the Honda. The worst stage in the first loop was barely passable on the second and a big hit underneath the car damaged what we believe now to be the head gasket. Temperature right away very high and we hobbled the end of the stage. Oil and water in places there shouldn't be under the bonnet meant we retired to try and save the engine, just before stage 6, the final stage.

Results were always secondary, given a new event, new partnership and still a new car for Steve. For those interested, we retired running 41st overall and 7th in class. The two stages we did in the afternoon loop were slower than we achieved in the morning, but we somehow managed to jump up the leaderboard!

Depending on how the car is fixed next week, the next event scheduled is the Nicky Grist Stages in three weeks time. Fingers crossed for a finish!

KIELDER FOREST RALLY



Mark Broadbent : Airdale & Pennine MCC

KIELDER FOREST RALLY



ASSOCIATION OF
NORTH EAST & CUMBRIA
CAR CLUBS



Cumberland SCC

Kielder Forest Rally

GAIN FOR PAYNE IN CLOSE KIELDER CLASH

Ed Graham : Hexham & DMC

Elliot Payne and Patrick Walsh came out on top as the continuing close battle in the MRF Tyres BTRDA Gold Star Series continued on the Kielder Forest Rally where there was another photo finish with Payne/ Walsh finishing just 18 seconds ahead of Tom Llewellyn/ Ross Whittock with Stephen Petch/ Michael Wilkinson another 7 seconds behind and just 14 second up on Perry Gardener/ Jack Bowen, it was as close as that on a day when the scorching pace was matched by the scorching heat which left many drivers exhausted.

The wide expanse of the Hexham Auction Mat provided an excellent base for the event, new to the BTRDA Series, with the format featuring two loops of 3 stages in the Kielder Forest complex with some new variations on the regular routes due to several roads still blocked following last December's Storm Arwen. From Hexham the rally headed to Chipchase Castle for a ceremonial start before the opening stage, The Bower which started at Chirdon and ran over Roughside Moor to finish on the C200 at Yarrowmoor. Payne/ Walsh showed their intent, quickest on this one with Llewellyn/ Whittock in hot pursuit and Gardiner/ Bowen and Petch/ Wilkinson on identical times just behind them. A narrow bridge over the Smales Burn caused several crews problems while others found the many Kielder ditches waiting for them, Terry Pankhurst was an early casualty and Charlie Wright / Ashley Ramsay also went off, parking their Peugeot 106 in one of the many ditches while the spectacular Yaniv Bar who had flown in from Europe especially to do the event went off big style.

The second stage featured 8 miles in Bewshaugh and again it was Payne/ Walsh who set the pace, with Llewellyn/ Whittock again close behind, Petch and Gardener again couldn't be separated and Bob Morgan / Ade Williams in their Skoda Fabia were close behind. This stage claimed Charlie Payne/ Carl Williamson who went off and Russ Thompson/ Stephen Link whose Mitsubishi Evo stopped.



Photos Courtesy of Chris Ellison

Continued on Page 33

Keilder Forest Rally

Continued from page 32

Gardener reported a soft brake pedal, Dave Crosson/ Aileen Kelly stopped briefly to check on Payne and were caught by the Mitsubishi of Naylor/ Lawrence who had to chew dust to the stage finish. Wilson / Crozier reported hitting a gate which had somehow swung across the track but continued unabated, Belbin/ Burns put their Escort off near the stage finish, Beecroft/ Gillespie managed to roll one of the big Bowler Defenders, Sneddon/ Tomley also put one in a ditch and Paddy & Tom Horman (Puma) and Pitkanen/ Hockly (BMW Mini) also ended up off the road.

Stage 3 crossed over the Kielder Dam for a stage in Falstone and Payne continued to lead the pack with Gardener, Petch and Hill in hot pursuit while Llewelin lost ground with a brief off which was to prove costly come the finish!. Young Carl Robson, on his first ever gravel rally, stopped briefly with fuel pressure problems, Naylor / Lawrence had a full 360 degree spin, bouncing in and out of a ditch, Gardener/ Bowen had a brief off Allen Dobasu/ Jamie Edwards rolled their Fiesta, the Escort of Lepley/ Jenkins stopped in the stage, Beecroft/ Parish hit a rock and damaged the steering and there were several crews reporting punctures.

A long run back to Hexham for service gave crews some time to catch their breath before a return to Kielder and a re-run of the same 3 stages which saw Llewelin/ Whittock start a fight back, heading Payne. Petch, Hill and Joel through the The Bower. Crossan/ Kelly reported their Escort suffering low oil pressure, Bannister/ Atkinson (Escort) had an electrical problem and leading BTRDA Silver Star crew, Wright/ Fisher retired their Escort with a holed gearbox, Dobasu/ Edwards stopped at the end of the stage and retired as did the Impreza of Gaskell/ Dodds.

The second run through Bewshaugh saw another quick time from Llewelin/ Whittock, , 7 seconds up on Gardener with Payne close behind then Petch and Wilson/ Crozier. Hill/ Cooper reckoned there was a chicane not marked in the road book but as no one else mentioned it is highly unlikely. The Weaver/ Morton Corsa suffered a chronic misfire which they couldn't. trace and Melling/ West reported a front disc issue while the Dobson/ Pugh Escort must have made contact with the local wildlife, arriving at the finish with blood on the windscreen.

At the start of the final stage Llewelin said he was going to have a "Big Push" and he certainly did, once again quickest ahead of Petch Gardener, Payne and Joel but his efforts weren't quite sufficient and Payne had enough of a lead in hand, coming home victorious, albeit by the slenderest of margins, with Llewelin/ Whittock having to settle for 2nd place although on this performance it won't be long until the young Welshman takes an overall victory. Behind the front runners, Renshaw/ Spence struggle through their Subaru proving a handful with a burst brake pipe. The Bayliss/ Godden Mitsubishi lost power with a throttle sensor problem, Adrian & Matt Walk's little ford KA struggled through the ruts with a puncture, they were caught by the Garnett/ Arndt Nissan Micra, Carl Robson nursed his Toyota Yaris to the finish despite the continuing fuel pressure problems and Caroline/ Philimore managed to spin a giant Bowler Defender in the width of a forest track.

So ended a hard fought and closely competitive Kielder Forest Rally which ran without delays or any complications and gave the 90 competitors a great days competition over the ever challenging Kielder gravel tracks which were as demanding as ever and certainly tested the drivers to the limit.



Photos Courtesy of Mervyn Hogg

KIELDER FOREST RALLY



DRY AND DUSTY IN KILLER KIELDER

A new event on the rally calendar, The Kielder Forest Rally ran on July 17th and was the 4th round of the MRF Tyres BTRDA Gold Star Series, attracting a good entry of some 91 crews to make the journey up to England's most Northern county, the journey to Northumberland was a fair trip for some crews but it was deemed worth it, just to play in the legendary "Killer" Kielder Forest which, on this occasion was extremely dry and dusty following a long, arid, spell of weather.

The event attracted a good selection of Historic crews with all the leading contenders in the BTRDA Historic Cup series showing up, after all, points means prizes and there was a bagful on offer. The rally was based in Hexham, at the town's auction mart and, as the service vans with cars in tow rolled in for scrutineering they met a convoy of Land Rovers and cattle trailers heading out following the morning's livestock sale. The auction mart is an excellent venue with acres of space and a superb café which was, needless to say, extremely well patronised by hungry service crews.

Leaving the auction mart at an early hour, the crews headed up the North Tyne valley to a "Ceremonial" start outside the Jacobean frontage of Chipchase Castle before making their way to the opening stage in the forest. The format of the rally was quite simple consisting of a loop of 3 stages which would be run twice with a service back at Hexham after the first run through. The opening stage was in The Bower which gave crews a taste of what was to come, it was dry, dusty and extremely hot and the surface was very gravelly, like running on ball bearings as more than one crew described it. Add in the extremely deep ditches lining many sections of the track and a tight, narrow bridge over the Smales Burn and it was a rather challenging opener. Despite all this, Rawson/ Wild (Escort MK2) arrived at the finish and described the stage as "Brilliant" while Doug and Alex Menzies (Escort MK2) said "crikey it's loose", Hopkins/ Watson described the inside of their TR7 V8 as "Like a greenhouse" and Ernie Lee slid his BMW 325i to a halt at the stage finish declaring "I'm going far too hard for a man of my age".

The second stage was the well know Bewshaugh which started just off the C200 near Kielder village, this one saw the end of the previously pristine Escort MK2 of Derek Belbin/ Jimmie Burns who got sucked into a very soggy ditch and careered along it before their progress was brought to a halt by a stout tree stump, the car was too far off the road to be recovered in time to continue so it was an extremely brief outing for the Tynemouth & DMC pair.

A short run down the C200 and over the Kielder Dam brought crew to Stage 3 which was a 7 mile loop running in the Hawkhope area of Kielder Forest. The Menzies had a brief skirmish with a ditch as did the Escort of Dobson/ Pugh while Hanson/ Holdsworth in the Chevette HSR had what they described as a "Rather big moment", sliding along with two wheels in a ditch at an estimated 70 miles an hour !. Webster / Cook hit a large rock which knocked their steering out of line making it extremely difficult to get round any left hand bends. The Hopkins/ Watson TR7 V8 retired at the end of this stage.

A long run back to Hexham and then an equally long run back up again to the stages provided a lengthy interval before the second loop which was identical to the morning's run. Steve Bannister felt he had an electrical problem on the second run through Bower but it didn't seem to slow him down any. The second run through Bewshaugh saw the stage, as it always does, cutting up somewhat, Ranson / Wild, running at the front, described it as "Rough" but Inglis/ Chisholm came out of the stage declaring, "We were a lot quicker that time". Webster/ Cook reported that their Escort was still understeering. Dobson/ Pugh must have hit an animal of some description, it was either a low flying grouse or an extremely tall deer for there was blood splattered on their windscreen.

The final stage saw no real dramas as most crews opted for a steady run to get them to the finish, The surface of this last stage probably held up better than the rest and was enjoyed by most, Rawson/ Wild said it as "Really good" and Ernie and Patricia Lee described themselves, "Happy to get through that one".

Despite having a few rough edges, it was a promising first running for the Kielder Forest Rally, it made an excellent addition to the MRF Tyres BTRDA Series, giving crews the opportunity to sample the Kielder stages and with some very positive feedback from the competitors it looks as though it will find a niche in future rallying calendars.

Ed Graham : Hexham & DMC

Mull Car Club Dunoon Presents Argyll Rally

Friday 24th & Saturday 25th June



David Henderson scored maximum Prot tyre Motorsport UK Asphalt Rally Championship points the first time out in his new Michelin-shod Keco/PAR Petroleum-backed Ford Fiesta Rally2 after a magnificent run on the Dunoon presents Argyll Rally – while third has given John Stone the lead in the drivers' standings.

Co-driven by Chris Lees, Henderson mastered the narrow, twisty and challenging closed roads of Argyll and Bute, coming from third Prot tyre Asphalt position after a textbook performance on Friday night's four stages to take the top spot after a further eight stages held in daylight on Saturday. Henderson managed to hold on to maximum points, despite picking up a one-minute penalty for hitting a chicane on SS9.

Roskell overcame adversity to score a very hard-earned second place Prot tyre Asphalt points finish. He lost over 10 seconds on the opening stage when a combination of cold Michelin tyres and a greasy Dunoon town centre surface saw him skid off the road and into a hay bale. Together with co-driver Andrew Roughead he was still a close second starting Saturday's stages but lost time when his ND Civils/Burdens Ford Fiesta R5+ picked up a double puncture on SS6, which caused a brake line to burst and a rose joint to fail. Despite steering problems, he managed to get the car to service and completed the afternoon loop to score his best result of the season.

John Stone took the final Prot tyre Asphalt podium position, but it was far from a trouble-free run to third. He and co-driver Tom Woodburn lost over a minute on Friday night when the intercom failed, a problem made all the worse by a sudden and heavy shower of rain on the longest stage of the rally, the 14-mile Otter Ferry test held in darkness. The drama wasn't over, as he put his Legend Fires Volkswagen Polo GTI R5 off the road on SS10. Spectators had to push the car back onto the road and he survived to tell the tale of a very eventful trip to Scotland, as he came away with the Prot tyre Asphalt lead, just two points ahead of Roskell.

Mark Kelly enjoyed a good recce and with new co-driver Will Atkins was looking forward to his maiden Argyll Rally. Having won the Dynamic Fluids best-presented car award before the start, it all went wrong on the long 14-mile SS4 when he crashed his Michelin-shod Roccia/Tile Master-backed Ford Fiesta R5+ out of the event.

Steve Wood had led the Prot tyre Asphalt contingent at the overnight halt, the Welshman recording a driving master-class in the dark in his City East Ford Fiesta RS WRC. His advantage over Roskell was only two seconds, and the two drivers were then tied after Saturday's opening stage. Co-driven by Dale Bowen, Wood's hope of taking the lead of the UK's premier sealed-surface series ended when he put the car off the road on SS6.



Continued on Page 36

Argyll Rally **Continued from Page 35**

Mark Holmes/Mark Perryman were lying fifth Protyre Asphalt crew after a fantastic opening leg performance in their Ford Fiesta S2000. Unfortunately, hopes of a back-to-back maximum class B14 points finish ended in a ditch on SS5.

Brad Cole has extended his lead in both the Ford Escort Challenge and class B13 after an impressive drive in his 2.5-litre Smith & Jones powered Hydroline Solutions Escort Mk2. Co-driven by Jamie Vaughan, an extraordinary performance also saw the Somerton driver pick up fourth place overall Protyre Asphalt points which moves him up to sixth in the overall drivers' standings – and top two-wheel drive pilot.

Darren Atkinson finished just four seconds behind in his Atkinsons Sandblasting/S&W Fabrication-backed Escort Mk2. He completed SS4 with oil on a wet windscreen, thanks to being overtaken by a four-wheel drive car that had gone off and regained the road behind him, and the result was a fine gift for co-driver Phil Sandham who was celebrating his birthday in Argyll.

Olly Hunter has taken the class B11 lead after a fine drive in his Vauxhall-engined Ford Escort Mk2. He and co-driver Daniel May were also given a one-minute penalty for clipping a chicane on SS4, which cost them overall points.

It was Nathan Evans/Rhys Edwards who won class B11 in Argyll, despite their rapid 2-litre Tuned Motorsport UK Renault Clio 2 Cup car locking up at times under braking and a couple of wrong tyres choices along the way.

The 2018 class B11 champions Paul and Julian Doroszczuk finished third in class in their normally aspirated Cosworth-engined Drockspeed Motorsport Escort Mk2.

Jonathan Stepney/Aled Davies made it two class B12 wins out of two starts in their 1.9-litre engined Griffiths/Gavin Griffiths Group-backed Peugeot 205 GTi, which gives them the lead in the category.

Steven Ormond-Smith/Dafydd Evans enjoyed an excellent run in their Manx Rally Sport Mitsubishi Evo 9, picking up sixth place overall Protyre Asphalt points despite having to tackle much of leg one with lights that didn't fully work. They also took maximum class B14 points, although the category is still being led by the defending class champion Adrian Spencer, who (co-driven by Mark Hewitt) had another strong outing in his RED Industries Subaru Impreza WRX.

In recent years class B9 has been dominated by Williams Mains (Vauxhall Nova) but not anymore as Simon Hunter scored maximum points in Argyll and is now tied for the lead of the category. Co-driven by Howard Pridmore, the Chorley driver had a great run in his Kwiktrak-backed Opel Corsa S1400.

Johnnie Mackay has extended his lead in class N3 after a great performance in his ISS/Kewtech Ford Fiesta ST. Co-driven by Michael Cruickshank, the 20-year old driver from Aberdeen enjoyed a good Friday night but was a little frustrated on Saturday morning when he went out on wet weather tyres and the rain stayed away. The reigning Scottish junior champion enjoyed a good run after that to score a splendid top 10 overall Protyre Asphalt points finish – despite also being given a one-minute penalty for hitting a chicane on SS4. Mackay has also taken the lead in the Protyre Asphalt Junior standings.

Those that failed to reach the finish of a tough Argyll Rally included Peter Jackson/Paula Swinscoe who retired their GOS Heating-backed Ford Escort Mk2 with differential problems on leg one, Antony Allery/Mark Runciman didn't finish Friday night either after putting their Escort Mk2 off into the undergrowth, Chris Ford/Matthew Daniels retired on SS4 with gearbox issues in their Ford Fiesta Rally2 and Jonathan Davies/Wayne Jones took a wheel off their Vauxhall Astra near the end of the event.

Argyll Rally – top 10 registered 2022 Protyre Motorsport UK Asphalt Rally Championship finishers:

1. David Henderson/Chris (Ford Fiesta Rally2)....54mins 57secs
2. Neil Roskell/Andrew Roughead (Ford Fiesta R5+)....56mins 19secs
3. John Stone/Tom Woodburn (Volkswagen Polo GTI R5)....59mins 31secs
4. Brad Cole/Jamie Vaughan (Ford Escort Mk2)....1hr 00mins 21secs
5. Darren Atkinson/Phil Sandham (Ford Escort Mk2)....1hr 00mins 25secs

Newtown & DAC Select Security Services Time Trial Sweet Lamb Sunday 26th June

Ian Clapham : 116MC

Newtown & District Automobile Club Ltd organised a Rally Time Trial, which was run entirely within the Sweet Lamb Motorsport Complex on the 26th June.

37 crews started the event with Jason Pritchard & Phil Clarke seeded 1 on a test before the Nicky Grist in 2 weeks, myself & Mark were seeded car 33 & this was a test for us ahead of the Greystoke Stages a week later.

There were 6 stages, same stage ran 3 times in the morning then in reverse in the afternoon, initially a close battle between Pritchard & Dylan Davies/Dorian Evans until after stage 3 when the Skoda Fabia R5 crew retired, Pritchard & Clarke then held nearly a minute lead from Bob Morgan & Adie Williams in another Skoda R5, there was no catching the VW Polo crew as they extended their lead to 1 minute 35 seconds over the fast charging Subaru pair of John & Benjamin Caine who just pipped Morgan & Williams on the last stage for second overall.

Mark & myself were in the Mini R50 for this event & outside of the Mini Cooper Rally Challenge straight away we were up against some fast cars in our class, the day for us was to shake down the car before next weekend & it proved invaluable as during stage 2 we had a water leak, this was fixed in service & we did not lose any time, during the day the weather became pretty wet & the stages became extremely slippery, credit to the marshals standing out in all weathers for our enjoyment, we finished 29th overall & 4th in class.

A great day had by all, thanks to Mark Gellatly, WB Rally Car Hire, Lanes Group, H2o Flowtech & Powers UK.

Ian Clapham : 116MC



Lord of the Flies

Lord of the Flies tells the story of a bunch of public schoolboys who take back control of an island cut off from the rest of the world and they then collapse into vicious in-fighting

Apparently – it's a work of fiction

NORTH WEST RACERS

With Dave Williams

RACING ROUND-UP

The latest update from the North West-based racing series sees the CNC Heads Sports/Saloon Championship head to Oulton Park for a single round while the Avon Tyres Northern & Super Classic Formula Ford 1600 Championship and Vinyl Detail ST-XR Challenge both visited Anglesey for Double and Triple Header meetings respectively.

CNC Heads Sports/Saloon Championship : Oulton Park 28th May

The Spire of Jon Woolfitt claimed pole position by a comfortable margin ahead of Paul Dobson's tail-happy Mazda-engined Locost despite running on old tyres which gave him both under- and oversteer – although Woolfitt joked that it might have been the driver's inputs that were generating the handling problems!

Third fastest was Andrew Southcott. The MG Midget driver won here at the start of the season but was concerned about a faulty oil pump when he returned to the paddock at the end of qualifying and, sadly, was absent when the grid formed for the race.

Series sponsor, Ric Wood, qualified fourth fastest in his Nissan Skyline but decided to race the Holden Commodore which he had been using in the Classic Touring Car Racing Club events that were also part of the programme. This meant he had to line-up at the rear of the grid but it seems he likes to work his way through the field as he starts at the back fairly often.

After the red lights went out, the opening lap saw quite a ding-dong battle between Woolfitt and Dobson who swapped places 2 or 3 times before Woolfitt made a decisive move into Brittens after which he was able to pull away.

Meanwhile, further back, Mark Primett (Banks Europa) got a great start from eighth on the grid to arrive at Cascades in third place but then disaster struck! At the end of the Lakeside Straight his throttle jammed open as he braked for Island Bend which caused some alarm to those following.

As everyone took avoiding action, Jamie Cryer in his Class E Ginetta picked his way through the chaos to get into third. He had struggled for grip during qualifying and so was further down the grid than usual which meant he had more time to avoid the spinning Primett than he would've otherwise done.



***Jon Woolfitt took another CNC Heads victory
Photo: Peter Scherer***



Paul Dobson was Woolfitt's closest challenger - Photo: Peter Scherer



***Ric Wood qualified his Nissan Skyline but
raced his Holden Commodore
Photo: Peter Scherer***

Continued on Page 39

Cryer didn't hold third for long as, despite starting at the back of the grid, Wood overtook him before Knickerbrook was reached.

Right behind Primlett when he spun was a flat-out Guy Carter and his TVR Tuscan clipped the Banks Europa as he took avoiding action. Carter kept going and, after a brief tussle, relieved Cryer of fourth at Druids on the second lap.

At the end of 20 minutes + 1 lap, Woolfitt was the overall and Class B winner 10 secs ahead of Dobson who was running in the same category. Wood won Class A from Carter – the pair finished third and fourth overall.

Cryer took fifth overall, the reigning champion remains unbeaten in Class E this year but that record came close to being broken in this race. His main class rival, Paul Rotheroe, had a new gear box fitted to his Citroen Xsara. This helped him qualify ahead of Cryer but then he was delayed when Primett spun. He caught up with Cryer and made a few passing attempts before he retired with a blown engine.

The Caterham 310R of Bod Buckby was the only runner in Class C as was Marshall Groves (Vauxhall Vectra) in Class D. Buckby was nearly a retirement on lap 1 when his clutch pedal jammed heading into Hislops. He had to give it a kick to release it!

Graeme Smith pursued Buckby in a bid to take eleventh overall but eventually settled for twelfth in his Class F winning Mazda MX5.

Avon Tyres Northern and Super Classic Formula Ford 1600 Championship: Anglesey – 18th/19th June



With a healthy entry of 17 cars the regional single-seater drivers had their own qualifying session but lined up at the back of the National Championship's grid for their two races.

John Murphy in his Van Diemen RF90 set the fastest time in qualifying despite a problem with his carburettor which caused his engine to stutter in corners. Back in the paddock the cause was easy to diagnose and fix so he was looking forward to the 2 races.

However, in the first of these he did not have a great start which enabled Peter Daly to get ahead of him having qualified his Van Diemen RF88 second fastest. Very quickly, they caught up with the slower National runners and Murphy was unable to immediately get back in front of Daly as he was boxed in... but then his fortunes changed when he reached Rocket as there was chaos amongst the lower ranks of the National cars which held up Daly.

Alaric Gordon leads, John Murphy, Paul Tucker, Garath Buckingham and Peter Daly
Photo: BRSCC YouTube LiveStream



Class D Double Winner Phil Nelson
Photo: BRSCC YouTube LiveStream

North West Racers **Continued from Page 39**

Murphy had a far better run through the mayhem and emerged from the complex with a couple of National drivers between himself and Daly. Racing against the more recent chassis in his 32 year old Van Diemen helped Murphy break away from his regional rivals but then the dicing got a little too intense so he decided to keep out of the way and focus on getting home in one piece to take the honours both overall and in Super Classic Class A with a rather lonely second placed Daly winning Class B.

In third on the grid was Garath Buckingham (Van Diemen RF88) but he was delayed in the lap 1 melee at Rocket and lost 3 places. His loss was Alaric Gordon's gain. His Swift SC97 handled superbly during Friday's Test Day but was plagued by understeer during qualifying which meant he started fifth on the grid behind Nick Barnes who was hampered all weekend by a flat spot on his Swift FB89's engine.

The opening lap log jam at Rocket allowed Gordon to leap-frog Buckingham and Barnes to move up to third but during the course of the contest Buckingham put in a superb recovery drive to reclaim the final place on the overall podium by the end of lap 5.

Further back in the field, at the end of the qualifying session, Phil Nelson was surprised to be the fastest driver in the older Formula Fords that contest Class D in his Hawke DL2B as he had not raced at Anglesey for 3 years. At the start of race 1, Roger Arnold (Merlyn Mk20) swept around his outside at Target to take the class lead – but he wasn't ahead for long as Nelson managed to pass him heading into Rocket and pulled away from his class rivals to take a comfortable victory.

At the start of race 2, Peter Daly braved it around the outside of John Murphy at Target to claim the inside line at The Banking where he took the lead but once again there was mayhem amongst the National contenders which delayed many of the Northern & Super Classic front-runners and allowed Alaric Gordon to find his way through to the front of this section of the race.

There was now a lull in the action as the Safety Car was sent out to allow a Formula Ford belonging to a National driver which had lost a wheel to be recovered. By the time racing resumed, there were only 3 and a half minutes left of the scheduled 15 so Race Control added an extra 5 minutes.

Once the green flags went in, Gordon was taking defensive lines to prevent Murphy from passing so they were joined by Paul Tucker (Swift SC92), Garath Buckingham, Daly and Nick Barnes to make it a 6-way dice for the lead. For a lap, Murphy was trying everything he knew to pass Gordon but he couldn't find a way by. Then, at the start of the next circuit, Buckingham made a brilliant overtake at The Banking to take third from Tucker. He then dived down the inside of Murphy at Rocket but couldn't quite make the move on the second placed man stick.

Murphy eventually got ahead of Gordon the next time the field arrived at Rocket when he was the last of the late brakings. Gordon then came under pressure from Tucker and Buckingham. This battle eventually caused the race to be halted when Buckingham and Gordon came together at the International Hairpin with Gordon trapped in his cockpit underneath Buckingham's car. Fortunately, he was able to be released without injury.

With Gordon and Buckingham removed from the results for causing the red flag, Murphy took his second overall and Class A win of the day from Tucker who ran in the same category.

Daly once again took Class B, this time in third overall. Behind Daly, Barnes was left vowing to fix the mid-range flat-spot on his engine before the series resumes. It had robbed him of speed at the start of races and made him a sitting duck when dicing with others.

Phil Nelson was able to take a comfortable Class D win – his second of the weekend – over John Roberts (Merlyn Mk11A) after Roger Arnold retired with a fuel issue.



**Garath Buckingham releases Alaric Gordon
from underneath his car**
Photo: BRSCC YouTube LiveStream

Continued on Page 41

Unfortunately, after gear selection problems in qualifying, Class D entrant Stuart Dix failed to finish both races in his Cooper Chinook. His engine cut out in the first and a plug lead came adrift in the second.

At Anglesey there was the first entry of the season in the Northern Class in the shape of Peter Atkinson who was slowest in qualifying with his Van Diemen RF02 and did not start the first race although he appeared in the second encounter when he was the final finisher.

Vinyl Detail ST-XR Challenge: Anglesey – 18th/19th June

The Fiesta ST150 remains the most popular car in this series as 13 of the 14 drivers who took part in qualifying were behind the wheel of the Class D machines. The one exception was reigning champion, Chris Jones, who was having a run in his Class B Escort XR3i as he finds the older car handles with greater purity. Although he had a blast harrying the STs in race 1, contact during that encounter meant the weight of his steering began to increase – possibly due to damage to the differential. It became dangerously heavy during race 2 and so Jones retired and didn't appear in the third contest.

Towards the end of testing on Friday, Michael Blackburn did some laps with the tyres and set up that he planned to use for qualifying the following morning. He was very glad he did as the car didn't handle as he expected so he was able to try something different the next day. This change of approach proved to be a good move as the handling of his ST was much nicer and he was able to qualify on pole 4 tenths ahead of Sam Beckett who was trouble by under-steer.

The real star of qualifying was 18 year old Dan Robinson, son of multiple ST-XR Challenge champion Mark, who was third fastest on his motor racing debut behind the wheel of his Dad's ST.

The start of race 1 was a tale of two getaways for the drivers on the front row. Michael Blackburn shot away from pole position while Sam Beckett on the outside of the front row was engulfed by the pack and he was down in fifth on the approach to The Banking having been passed at a congested first corner by Mark Blunt, Chris Grimes and Matt Pimlott. He also had Luke Woodward looking for a way by.

Robinson was another who messed up his start and was even further back than Beckett but this proved to be a blessing later in the lap...

Blackburn and Blunt pulled away from a huge battle for third which, by the time it reached the International Hairpin, Beckett had worked his way to the front of with Woodward fourth and Grimes diving down his inside.

Grimes was carrying so much speed that not only did he pass Woodward, he also hit the rear right of his team-mate Beckett's car. Both Tensport Performance Fiestas suffered significant damage in the impact... and then Beckett was sent spinning into the path of Woodward where he received another hard hit. Pimlott also made light contact with Grimes' rear bumper in the chaos but continued.



Michael Blackburn took a hat-trick of ST-XR Challenge wins



Debutant Dan Robinson was a star of the weekend



Chris Jones' Escort leads the STs of Chris Linley and Richard Steel

Photos above: BRSCC YouTube LiveStream

North West Racers : Continued from Page 40

With 3 stranded cars on the track, the officials had no choice but to bring out the Safety Car followed by the red flags and then later, they disqualified Grimes for causing a collision.

For the restart, Blackburn was alone on the front row as was Mark Blunt on the row behind because neither Beckett nor Grimes had cars that were running. Blackburn had a poor start which allowed Blunt to take the lead around the outside at Target.

This pair pulled away from everyone else until the end of the second lap when Blunt suddenly slowed exiting the final corner. Blackburn was caught by surprise and made light contact with his rear bumper. Blunt had been driving brilliantly and appeared to be on his way to a maiden victory but the vibrations from the loss of a gearbox mount caused a driveshaft to pop-out – he was gutted!

So, Blackburn found himself ahead with a small gap to Pimlott who had Robinson on his back bumper. As the leader pulled away, the battle for second intensified as Pimlott found it increasingly difficult to change gear to the point where he hesitated exiting the International Hairpin allowing Robinson into the runner-up position in his first ever motor race!

Pimlott's difficulties in finding a gear became so severe that at the start of the final lap he pulled off at Target when the lever came off in his hand! Even if he had made to the finish, the stewards disqualified him from the results for not observing the Safety Car protocols. All this meant Adam Bissell took his first ever podium in third.

The Tensport Performance cars of Chris Grimes and Sam Beckett had been repaired overnight to make it on to the grid for the second race but Luke Woodward withdrew from the meeting – as did Adam Bissell.

With a shock absorber smashed into a chassis leg, Beckett thought his weekend was over after the accident on Saturday but hard work by his mechanic, Sam Robinson, got him back out racing on Sunday.

When the red lights went out, Michael Blackburn was the first to reach Target, a couple of lengths ahead of Dan Robinson. Meanwhile, Mark Blunt got a flyer and was already up to third, having started eighth, on the run down to The Banking.

Blackburn would later advise that this was one of his best performances. He was really tuned in to his driving and was hitting every apex. Remarkably, second placed Robinson was following doggedly in his wheel-tracks despite this being only his second motor race.

From the back of the grid, Beckett caught up with Blunt and was putting him under enormous pressure but couldn't find a way by.

It took much longer for Beckett's equally battle scarred teammate, Chris Grimes, to work his way up the order but he eventually got up to fifth while Matt Pimlott was left well behind when his gear selection difficulties returned at only the second corner of the contest but he had the consolation of setting fastest lap.

Dave Williams


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Kirkby Lonsdale MC & Liverpool MC

BARBON

HILLCLIMB

11th June

Keith Thomas

Liverpool and Kirby Lonsdale motor clubs deserve the highest praise for putting on such a great event as they did on the 11th June at Barbon Manor. Liverpool the major club is just over 80 miles away and Kirby Lonsdale whilst very local at just over 4 miles away is only a very small club yet once again the hard-working officials overcame various obstacles and ran a wonderful event that was enjoyed by all. In fact, with two practice runs and three timed runs and an early finish it seemed to satisfy everyone including those travelling to compete at a sprint meeting the following day.

Barbon is a very picturesque setting, looking down on the village and the church from the top of the hill its like a scene from Postman Pat, narrow local roads and lovely stone walls have been part of this timeless scene for well over two hundred years.

The event has been running since the very early 1950s and has been drawing competitors and spectators rather like a pilgrimage year in year out just as the local agricultural shows do even today. Despite vast improvements in technology and farming methods people love to see the "old timers" and just as the agricultural shows still attract the Grey "Fergie" tractors built in the early fifties, Barbon still attracts cars of the same era. The two Buckler MK5s that competed against each other in 1954 were still competing against each other on June 11th, they will resume competition again on 16th July.

In 1954 Graham Curwen's Buckler was driven by John Cookson who worked for Provincial Insurance company at Kendal he was also the very first "Works" driver for Reliant and in fact John designed the Reliant Badge that has adorned those cars some of which were famously enjoyed by Princess Anne.

Keith Thomas's car BEC542 was built and driven by Norman Hammond of Windermere, his address was 9 Stanley ??? Windermere then 15 Victoria Street Windermere, does anyone know any family of Norman Hammond if so please get in touch as it would be interesting to have some history about him.



Continued on Page 40

Barbon Hillclimb : Continued from Page 39

The variety of cars competing would have done credit to any event at any venue, apart from a host of Westfields, Caterhams, Locost and their derivatives they were challenged by Honda S2000s, Elan plus 2, Edward Roberts magnificently restored Triumph Stag, MGB, Lotus Cortina, Healey Sprite, Toyota MR2, Porsche Boxster, MGB, 1947MG TC, Riley TT Special, Mazda 323 GTX, Sylva, even a racing car masquerading as a Fiat 500. Mini Cooper and a Cooper S, Mitsubishi Lancer, Evo and Subaru, an Abarth, Renault and a quite unusual vehicle a Proton. The Escort MK2 of Neil Pilkington from Askham had been beautifully restored after eight years hard work, this and the other aforementioned vehicles were just some of the varied entry list.

A lovely Morgan V8 driven by David Everett over from Richmond was being shared by his wife Tanya her first attempt in a hillclimb, however she was enjoying here debut so much David might find himself elbowed out in future. I can see him at home doing household tasks whilst Tanya attacks the hills as evidently she really loved the thrill of the sprint she had done recently at Aintree.

Racing cars come in various shapes and sizes of course but Van Damien, OMS, Jedi, Hawke, Royale, RBS8A, were challenging the contingent of Force racing cars. Jim MacDiarmid was just about in his own backyard as he lives just down the road in Endmoor, so with Robin Wood of Hexham and Nicholas Scott who made the journey from Lincoln they finished 1,2, 3 in that order thus holding up the honour of Force racing cars once again.

A great day's sport was enjoyed by all and it will all happen again on 16th July, this next event being a round of the Bert Hadley challenge which means a big field of Austin 7s will be battling out for top tiddler. This year the British Championship guys aren't coming up to Barbon so the clubs need to get at least 89 entries to make it viable so please contact your friends, get them to compete or at least come to the event as a spectator and reward the guys and of course girls who have put in so much work to keep this event going over so many years. Those volunteer marshals and officials are real heroes, there in rain, hail and shine we thank them profusely.

I know for certain some people who haven't been out for many years have already entered and a few are new to hill climbing that have entered so the July meeting looks as if its going to be a fantastic one, will you be there, I certainly hope so.

Check out the Barbon website for more details.

Keith Thomas
01900 603073 or 07778 659 338
kandca.thomas@branthwaitemill.com



2022 Barbon Hillclimbs

Saturday 16th 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**



9.30am with timed runs from 13.00

Children with adults free

Sorry no Dogs or Drones allowed

Follow us on facebook

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

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

Malton MC & Clitheroe & DMC

Sun 6th November

**MEM Malton
Forest Rally**

(GCE)

Dalby

North Humberside MC

20th 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

Following last months hectic schedule of marshalling activity June was slow to get going. I presume that the Queens Platinum Jubilee got in the way and motorsport organisers generally avoided the extended weekend.

Morecambe Car Club were one local club that did organize something and ran a Platinum Jubilee Tour. Malc Graham did the Morecambe Tour with Phil Sandham on the Maps and told me after the event that it was the best tour that he has ever done and enjoyed the roads and the scenery although like all drivers he hadn't a clue where he was or where he was going. Morecambe itself held a 'street party' that even got onto the TV and into the Guinness book of records. Over 5000 people had lunch on 2.5km of the seafront. Lancaster lit a beacon in the Castle. I lazed about and did nothing exciting.

Saturday the 11th and it was Barbon Hillclimb. The weather forecast promised an overcast but dry day with sunny spells. Reasonably accurate except the sunny spells were very, very short and the wind was relentless. The pace of a couple of the contestants was very impressive.

Sunday 12th June saw the final Lancashire Automobile Manchester to Blackpool Classic Car Run. After 60 years it has run it's course and due to continued urban spread in Greater Manchester and Preston areas the organising team were finding 'interesting' routes harder to find. (see <https://www.youtube.com/watch?v=21XNZIECoM8>) I was only 16 (turned 17 in the October) when the first one ran in 1963 and my Mum & Dad took me to watch it pass by, then to the finish on the Prom in Blackpool and then to Stanley Park.

The Final Run tried to recreate the spirit of the early runs using the original routes (there were two one for Veteran and another for Vintage cars) and original route instruction books. Bill Wilmer, Rob Eltringham and I manned a control at the Hoghton Arms close to Junction 3 of the M65.

Saturday the 18th and I am on my way eastbound on the M62 to marshal on the John Overend Memorial Stages run at Melbourne on Sunday the 19th.

Signing on was done remotely but still so many marshals have not worked out how to do it and there was a long queue at the entrance which wasn't helped by people getting out of their cars and waiting to get 'served' and then nattering for to 'friends' for ages before moving on.

Melbourne is a biggish Single Venue so you get a reasonable amount of stage mileage for your entry fee but if the 'Set up Team' was better deployed at changovers and why do the Marshals at those changed junctions not help change them round?

I recon it would be easy to get even more stage miles and better value for money. The time to change round the stages was far too long. The rally got under way shortly after 9am. There were 3 stages run twice (total of 6 stages). They started with a little over 40 entries plus 7 Juniors but it was it was after 16:30 before it finished. The junior F1000 competitors took a long time to go round but the event ran at 1minute intervals. Why not 30s? Far to slack an operation. I was getting bored waiting for cars.

Grumpy Old Git

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



Continued on Page 44

Grumpy *Continued from Page 42*

When I arrived at post 19 on the John Overend Stages I set up my Radio system and noticed that somehow I had lost 2 of the 3 PL259 to BNC connectors (Ariel to radio set). Also missing are my Bi-Focal glasses. A search of the car was to no avail. Luckily I was only using the 81 radio and had no need for a mast but the bi-focals would have been useful.

When I got home I checked the garage and my shed. Still no sign of the errant connectors or spectacles

Monday I rang Tower Communications and in no time at all replacement connectors were dispatched. The only problem is that Roger does not do Debit Cards so it had to be Bank Transfer if I was going to get them for the Argyll Rally.

I needn't have bothered. We arrived on Thursday afternoon and then had a meal at the Ardentenny Inn. On the Friday the Clitheroe team set up the Glendaruel Stage (SS5 & SS9) and then we were marshalling on Otter Ferry (SS3). As I pull up to the 'Signing On' point on Otter Ferry my car dies and no matter how often I wind up the Starter Motor it refuse to start. Time to call the AA. However the signal is intermittent. After 12 attempts listening to the same garbage about how it was simpler to report the fault on line (when you don't have access to the internet or a phone signal) I eventually manage to tell someone at the AA of my cars problem. I then receive a text telling me that someone will be with me by 20:30.

20:30 comes and goes but there is no sign of the AA and the phone signal disappears with the arrival of rain. Now the Stage Commander is getting anxious that if an AA recovery truck arrives then it will block the stage whilst getting me sorted so he arranges for me to get towed a little way down the Stage approach road - only the little way turns out to be 3 miles away and not even a glimmer of a phone signal.

Rally Cars start to go past me (approx. 10pm) and I am fed up and starting to get a little concerned. About 23:30 rally cars start coming back WD from the Rally start. One car stops and tells me there has been a few offs and the stage has been cancelled. Midnight and a car arrives in Stage direction. It's a marshal from SS1 who is staying at a nearby caravan. He takes me 2 miles back up the road to a telephone box and I phone the AA. They tell me that it will be another 2 hours before anyone can get to me! (I am not amused and by the time I put the phone down I think they might have known). The recovery truck eventually arrives at 3am. He had been waiting at the main road because the Road Closed signs were still blocking the road. This driver had instructions to take me to Dumbarton where I would be transferred to another vehicle (they call it a relay service) who would take me further. I and my poorly car got dropped at Dumbarton sometime after 5:00am. I was informed that the AA Relay driver would collect me at 8:00am approx. three hours later. When the promised recovery truck didn't turn up at 8:00am they got another phone call. 'Ahh' they said 'We said 9:00 am and it could be an hour or so after that'. You don't want to hear my reply. Eventually, some 45mins later the AA recovery truck arrived and was my car was dropped off at Tony Harrison's garage. I got home just before 3pm. Approx. 20hrs after reporting the breakdown!!!!!!!



Slept like the proverbial log on Saturday night!

Inside the Industry

June 2022

with Paul Gilligan

Manufacturers Close Order Books As Component Shortages Bite

I remember last year some people optimistically forecasting that the shortage of components particularly semi conductors would be over by the middle of 2022. Which is where we now are. At the time I said I thought it would be well into 2023 before things got back to normal, now I think I'd say 2024. Just to show how serious the situation Ford have stopped taking orders for new Fiestas as a result. Until recently the Fiesta was the UK's top selling car and had held that position for many years. Now the lead time for a new Fiesta order is at least 6 months (so next year) so Ford have decided to suspend any new Fiesta orders until the situation becomes more clear. And buying near new isn't really an alternative, on the Ford website their dealers have in total only 40 Fiestas under a year old.

It's not that Ford have no components, but they don't have enough and like all other manufacturers they are using them to produce the more expensive and more profitable car and van models.

Ford aren't alone. MG have stopped taking orders for their very successful electric models as once again the order book is full for this year. They have recently started again taking orders for petrol models (this was suspended in March) but any new orders won't be delivered until sometime next year.

For some prestige models the lead times now extend to 2-3 years resulting in any immediately available cars selling for way over list price. In the last two weeks I've seen a £60000 Land Rover Defender sold for over £80000 and a £180000 Porsche 911 Turbo for £220000!

The whole market is affected. May's UK new car sales were over 20% down on last year and over 32% down on the pre Covid figure for 2019. Van sales were 25% down on last year.

Is Demand Now Cooling

In the car market both new and used I think the answer is definitely yes. Used car values have reduced but only slightly. Dealers are now starting again to offer openly advertised discounts and/or special finance offers on selected used cars. What they are terrified of is being left with stock they bought a month or two ago at peak prices as values decline. The reductions being seen currently are small and don't affect all types of car but many see this as the thin end of the wedge. We're all aware of the cost of living crisis that is hitting just about everybody and this is now having an impact on big ticket purchases like changing your car. With the reliability of modern cars it's so easy to put the change off for a year.

Of course used car supply is still limited because new car supply is limited. And with used car demand dropping some see this as the saviour of the market. One industry analyst recently commented that with normal levels of supply the UK used car market would be "a bloodbath". Only because supply is low are values more or less holding up in the face of low demand. The top end of the market remains strong (see above) but the budget end is being worst hit. Perhaps no surprise demand for used diesels remains very strong even though their share of new sales continues to drop. If new car supply were to come back to normal quickly, which I certainly don't expect, used car sellers would be in real trouble. And it looks like it will be a long time before the cost of living crisis and inflation are behind us.

Mercedes U Turn

Any of you who have continued to read this for a long time may recall that I some years ago reported on a meeting I'd attended with a senior executive of Mercedes UK.

Continued on Page 46

Can't remember how long ago but certainly not ten years. The gist of the message he conveyed was that Mercedes had "taken their eye off the ball" and had allowed both Audi and BMW to overtake them as highest volume German prestige manufacturer. He emphasised that what he was saying came "right from the top, and I mean Stuttgart not Milton Keynes". Mercedes were determined to regain their position as top volume seller and would do "whatever it takes". And they did with a very impressive volume increase in the UK and elsewhere over the next few years, and back to beating Audi & BMW in volume terms. Note the continued use of the word "volume".

Well things have changed. Mercedes like all others have realised over the last two years that they can actually make more money selling less cars. By concentrating their limited component supply on more expensive models, winding back discounts and increasing retail prices they have achieved some startling results. In 2019 their average net revenue from a new car was 51000 euros. In the first quarter of 22 average was 71500 Euros, a 40% increase. And Merc intend to increase average revenue per car even more. The progress in margins is even more impressive. In 2019 Merc made 6.2% margin on the average car, it's now over 16% and rising! Porsche and Ferrari are the only ones to make over 20%.

Their Chief Executive recently spoke to an audience of bankers and investors in Monte Carlo. "We're not going to compete for volume" he said. A rather different message from the one his predecessor issued a few years ago. "We're now a modern luxury company". He was saying to the audience in effect that they and their clients should buy Mercedes shares because profits were only going one way. He was saying to his customers retail and fleet not to expect any more cheap or heavily discounted cars because there aren't going to be any. 75% of future R&D spend will be on top end models. Entry models like the A Class (if it survives) will see significant further price increases.

Why Is The Top End Of The Car Market So Strong?

I've referred above to how much over list price some UK buyers are prepared to pay to get to the front of the queue for a rare new car. And how well Mercedes are doing in increasing prices and margins. Every time a top end manufacturer announces a very small run of special cars at £2m-£3M they normally say at the same time that all of the cars are already sold. Top end classic cars continue to break records with one of the only two Mercedes SLR Coupes selling for \$115M recently. Why?

Well the simple fact is that there are more rich people in the World than there were and the number is increasing. OK the Russian oligarchs have taken a knock but there are lots of others who haven't. In 2020 between North America, China and Europe there were around 43 million millionaires. That's a lot. In 2025 forecasts say there will be 62 million, that's 19 MILLION "new" millionaires in only 5 years. They will all buy top end cars, many will buy classic cars (but only top end ones). As ever the numbers don't lie.

Government Backtracks On Electric Car Grants

Last week the Government announced it was abolishing the final grant towards the purchase of an electric car. This had progressively been reduced for £5000 in 2011 to £1500 and then only applicable to cars with a retail price of under £32000. Reason given is that electric cars are now selling strongly anyway. The money saved will be diverted to encourage the sale of plug in taxis, motorcycles, vans and wheelchair accessible vehicles. Some will also be used to boost the recharging network. Perhaps they are eventually realising that this network is the real problem?

Cazzo Update

I really want to get through a month without mentioning Cazoo, but they keep announcing such interesting (to me) things that I find it difficult. In what looks like to me increasingly desperate attempts to get somewhere near profitability they have now stated they want to cut costs by £200M by the end of next year which will include 750 job losses.

Continued on Page 47

They will stop signing up new customers to their car subscription service so that will move to closure as existing contracts wind down. This is the service they started by buying three existing similar businesses for £149M 18 months ago! They will also close the fleet preparation centre which they acquired when they bought SMH Fleet solutions for £39.1M last year. Cazoo have also ended their £10m a year sponsorship contract with Everton FC.

Meanwhile they have opened up in Italy, with their marketing spearheaded by the expensive sponsorship of Bolognas FC.....

Meanwhile a rival UK owned internet seller Carzam has been forced to close due to being unable to raise funding. All the banks and other funders they approached were so frightened by what they had seen Cazzo do that they were unwilling to advance any money.

Parts Shortage Boosts Car Thefts

Car thefts have increased significantly in many parts of the UK, and police believe that component shortages are the reason. Cars are being stolen not to be moved on complete but to be broken up with rare parts being quickly sold on. Some areas report thefts increasing by up to 25%. Cars are often stripped within hours of being stolen. And police warn owners are wrong to assume their car is only at risk when parked at home. Many thefts now occur from supermarket car parks with the thieves using devices to block signals when owners try to lock their cars remotely.

Paul Gilligan



IS THERE
A BETTER
WAY TO
SELL YOUR
CAR?
CAZOO
YEAH!



Get a valuation



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01768 484 185

Platinum Celebrem Magnificum Tour

*For the benefit of the small minority of
“non-Latin” scholars amongst those reading
the above it roughly translates as
Platinum Celebration Grand Tour!*



SATURDAY, 4th JUNE 2022 Morecambe Car Club Ltd

Fred Bent : Morecambe Car Club Ltd

First a little background

Morecambe Car Club was formed in the Spring of 1952, the year that our Queen Elizabeth II acceded to the throne, her father King George VI had passed away in February 1952.

On the doorstep of Lakeland and Yorkshire Dales, with an established association to national car and motorcycle rallies using Morecambe's central promenade for timed driving tests, plus its hotels as rally headquarters, it was inevitable that the new club would concentrate early sporting endeavours on road rallying. Certainly, the best known of these is the Illuminations Rally, it first appeared in 1955 named the Eastwood Rally, after one of the clubs three founding members, Arnold Eastwood. The rally was held in the autumn during the towns annual "Morecambe Illuminations" period, a popular event which extended the busy tourist season each year. The club sought, and was granted permission by the Town council, to use "Morecambe Illuminations" as the rally title. The "Lumies" quickly became regarded as one of the best road rallies in the country. This was a time when road rallying was an important and serious branch of motorsport in Britain.

The ultimate accolade came when the event was selected as a qualifying round of the national "The Motoring News Rally Championship" regarded as the national rally championship of its day. The Illuminations quickly became one of the elite rallies of the series and remained so until its demise in 1987.

The date of **4th June 2022** chosen for the first of our Jubilee celebration events, coincided with the extended "Bank Holiday" that her Majesty the Queen has graciously granted, in recognition of this milestone in Morecambe Car Clubs history! Whilst this was obviously beneficial insofar as those travelling from further afield who possibly took the opportunity to combine joining our activity with a pre-event "donkey ride" on Morecambe Sea Front, it had the potential disadvantage of considerable holiday traffic on the roads in the area.



Continued on Page 50

MCC Platinum Jubilee Tour Continued from Page 49

Therefore, we endeavoured to select a route for our “fun run”. Which, whilst incorporating some of the “Classics” of the Illuminations and other Morecambe CC events of yester-years, as far as possible, avoided the tourists! We opted to take participants on roads that gave them the opportunity to see the spectacular landscape that has been “behind the screen of darkness” and beyond the beam of our “Super Oscars” or whatever the modern-day equivalent is.

A unique bond

Morecambe Car Club has, throughout its history, enjoyed the support and assistance, both practical and financial, of Pye Motors. The company, founded by William Pye in 1925, is still a family business and when Nick Payne, the founder’s grandson and the present MD, got wind of our intention to celebrate the club’s platinum Jubilee, he contacted us and asked how they could be of help! We appreciate this special relationship and are grateful once more for their wholehearted collaboration and friendship.

The event – The tour was a “Drive in what you Arrive in” affair, open to any road legal vehicle. While the majority of entrants came in rally cars from various eras the field included some modern machinery, with the most up to date being the Pye Motors 2022 bright orange Ford Mustang Mach/E GT (*and yes its electric!*) loaned to Steve Turner and Martin Thomas(!) and the oldest a Rover P4-10 of Bob and Susan McLean and a Volvo P544 of Kevin and Christine Savage, both 1962. (*Thats the cars not the crews – they are all much, much earlier!*)

On this occasion the pleasure of a Morecambe Promenade start was not included (*too many flippin tourists!*) but instead the thirty-five entrants assembled at the Red Well Inn Arkholme - a venue that will be familiar to many of you as the base/service area for numerous “Mild & Bitter Stages” rallies, lunch halts and finish for countless PCT’s and for several years the Clubs HQ.

The following text is adapted from a report by David Alderson a Morecambe CC Member in the 60’s an early 70’s who now lives near Northampton.

Saturday 4th June dawned sunny and remained so throughout the day for the crews departing from “The Well” onto the first leg - taking them over Hutton Roof, through Dallam Tower Estate, then on over Tow Tops, a quick viewing stop at Gummars How and down again to the Lakeland Motor Museum at Backbarrow for a coffee and comfort break.

The plan for leg 2 was then to head north on the east side of Lake Windermere to have a paddle at Winster Ford, a well-known inclusion on the route of most Lakeland rallies. Unfortunately, very heavy rain on the Thursday evening meant that the water level at Winster by Saturday was considered, by some, just too deep to risk so a short deviation included in the roadbook as an alternative, brought crews back together, heading east above Kendal, crossing M6 and squeezing through the 6ft 6in clearance Beck Foot ‘Crook-O-Lune’ bridge, then north again along Fairmile up to the lunch halt at “Junction 38” Truckstop services. Although both are owned by the local “Dunning” family since appearing on the recent TV documentary series the nearby M6 Westmorland Services and Farm Shop has become standing room only!



Photos Courtesy of Tony North

Continued on Page 51

MCC Platinum Jubilee Tour Continued from Page 50

Leg 3 of the tour route carried on via Soulby and Kirkby Stephen then over the daunting Pennine fells towards to the next coffee stop at Tan Hill Inn (*they are all intended to cater for the “fuller figure” these Tours!*), the highest pub in Britain.

Leaving Tan Hill Inn for leg 4 crews headed down over Stonesdale Moor and turned towards Nateby over Birkdale Common. With Appleby Horse Fair scheduled for the following weekend the roadsides were populated by camped out groups of ‘Travelling People’, their distinctly marked “Gypsy Cob” horses tethered to stakes and feeding on the grass verges for several miles. It was great to see the beautifully painted traditional “Bow Top” Gypsy caravans, many travelling by horsepower only for several days to reach Appleby, others being trailered alongside expensive modern caravans.

Our next coffee/comfort stop was at The Fat Lamb on the A683, a popular passage control point on many rallies, particularly long-distance classics such as LeJog, Flying Scotsman etc. Mine Host at the inn “Paul Bonsall” had laid on a selection of scones jam and cream, a variety of cakes and biscuits etc along with the tea/coffee to tempt those with little or no will power! (*The crews had been warned that they would be weighed at the start and finish of the event and anyone failing to put on less than two stones would be heavily penalised!*).

Leaving the Fat Lamb, the final leg of the route headed south towards Sedbergh and on down in the direction of Dent then turned right heading southwest over Barbondale and onto Devils Bridge at Kirkby Lonsdale where it finally picked up the B6254, on to the finish back at Red Well Inn.

A wonderful drive of 150 miles on sparsely populated typical rally roads, many of which I had not driven for almost fifty years. I have to say driving those roads in daylight was a sobering experience, definitely less stressful than in the heat of competition, but perhaps it best not to think about how we used to drive them in the dark with a wingman calling the bends! What the eye doesn’t see the mind doesn’t grieve.

The crews – The success of any event is very much dependent on those taking part and particularly one celebrating seventy years of motorsport. It was therefore a delight to see familiar faces from at least six of the past decades, who have fond memories of the club and its activities. Some had not met up for many years and so there was considerable reminiscing and numerous very tall tales were told! The entry list is appended and several participants had teamed up especially for the event along with a number of regular partnerships.

The Awards!!! – Yes there were awards!! – not for performance on the tour but voted for by the participants, or at my discretion (usually as a result of money “changing hands”!).

Rock On – All those taking part were presented at the finish with a giant stick of Morecambe rock! Rumours that this was courtesy of the “British Dental Association” have been strenuously denied by a spokesperson for the club!

The “Lumies Legend” was hotly contested with names such as Frank Fennel, Kevin Savage, Geoff Hall, Paul Bosdet, Dennis Quinn. Pete Tyson and Mal Graham, Phil Sandham all in the mix as were Bob and Susan McClean for “Quietly getting on with rallying” but the very popular winners were David Scaife and Mary Capstick.



MCC Platinum Jubilee Tour Continued from Page 51



Special mentions were made of Derek Ormerod and Amy Jessiman (Amy's first ever time navigating), Martin and Elizabeth Oglesby (for waiting at the exit of Winster ford to rescue another competitor if required) – (*Martin's Opel Kadet GT was also much admired.*)

The “Lumies Loonies” award was really no contest and saw the popular pairing of Geoff Hall and Paul Bosdet take a runaway victory! Comments included – Usual Standard(!) or no comment – *presumably assuming any explanation was unnecessary!* The duo scampered up to accept the prize to tumultuous applause.

In this category also mentioned were Mal Graham/Phil Sandham (good story tellers), Roger Goth/Miles Whitelock (always good for an opinion!), Christopher Rae (too fast into Winster ford (*evidence on part 2 of Chris's Face Book - dashcam footage!*)) David Crowder/Sarah Jessiman (getting lost for 40 minutes), Ian and Vicky Brown (leading six crews into a farmyard) and John and Julie Livermore (going all the way in a standard Honda CRV full of dogs!) - (*perhaps the dogs should have been nominated at Legends!*).

The “Whistle and Flute” award for the crew dressed in a manner suited to the age or style of their vehicle was again a foregone conclusion. The Irish entry, headed up by Frank Fennell and Philip Armstrong, fittingly attired in berets and waistcoats reflecting the Gallic origin of Frank's 1971 Citroën DS21, waltzed off with the bubbly! – (*amongst the many comments were “who let the French in”*). Celebrations of the achievement, ably supported by the “Lumies Loonies” victors, continued until the early hours, at the “Bay Horse”, the “Red Wells” sister establishment.

Conclusion

Judging by the post event comments on social media a good day was had by all. Many thanks to Chris Rae who has put up on FB his dashcam footage and its well worth a look!

<https://www.facebook.com/christopher.rae.75/videos/5176876692426260/>

<https://www.facebook.com/100003330481840/posts/5123248521129447/>

<https://www.facebook.com/100003330481840/posts/5125909660863333/>

<https://www.facebook.com/100054962800521/posts/532009221974500/>

See you all in 10 years!

... and there's more!

This was the first of two Platinum Jubilee celebratory events with the second a Jubilee luncheon to be held at the Midland Hotel Morecambe on Sunday 30th October. We are delighted to announce that joining us will be the one and only Malcolm Wilson OBE, former British Rally Champion and team principal of the FIA World Rally Championship winning M-Sport team and the rally Co-driving legend that is Mike Broad. Tickets (limited to 88) are £35 – contact Ronnie Sandham, or John Pinches.

Ronnie rsandham7@gmail.com

John morecambecarclub1950@gmail.com

Fred Bent : Morecambe Car Club Ltd





Morecambe Car Club Ltd

Saturday 4th June 2022

“Platinum Celebrem Magnificum Tour”

Entry List



| Entry List | DRIVER | | NAVIGATOR | | PASSENGER | | Car Make | Car Model | Year Manufactured |
|------------|-----------|-------------|-----------|--------------|-----------|-----------|------------|----------------|-------------------|
| 1 | Pete | Tyson | Neil | Harrison | | | Morris | Mini Cooper S | 1968 |
| 2 | Deryck | Pickup | David | Bamber | | | Triumph | TR6 | 1972 |
| 3 | John | Vipond | Susan | Smith | | | Volvo | 244 | 1975 |
| 4 | David | Alderson | Phillip | Senior | | | Triumph | TR4A | 1967 |
| 5 | Frank | Fennell | Rory | Dooley | Philip | Armstrong | Citroen | DS21 | 1971 |
| 6 | Martin | Oglesby | Elizabeth | Oglesby | | | Opel | Kadet GT/E | 1979 |
| 7 | Derek | Omerod | Amy | Jessiman | | | Ford | Escort RS 2000 | 1979 |
| 8 | Chris | Rae | Terry | May | | | Toyota | GT86 | 2014 |
| 9 | Kevin | Savage | Christine | Savage | | | Volvo | PV544 | 1962 |
| 10 | Malcolm | Graham | Phill | Sandham | | | BMW | Z4 | 2012 |
| 11 | David | Crowder | Sarah | Jessiman | | | Ford | Escort | 1975 |
| 12 | Ian | Brown | Victoria | Brown | | | Talbot | Samba | 1983 |
| 13 | Mike | Kirk | Mike | Davies | | | Ford | Escort RS | |
| 14 | Steve | Murphy | Nick | Murphy | | | VW | Golf GTD | 2010 |
| 15 | Stewart | Lawrenson | Joyce | Lawrenson | | | Ford | Kuga | 2020 |
| 16 | John | Parker | Saffron | Parker | | | MG | B Roadster | 1979 |
| 17 | Mark | Stone | Karen | Graham | | | Morgan | 04-Apr | 2003 |
| 18 | Roger | Goth | Miles | Whitelock | | | BMW | Z3 | 1998 |
| 19 | David | Scaiffe | Mary | Capstick | | | | | |
| 20 | Robert | McClean | Susan | McClean | | | Rover | P4-100 | 1962 |
| 21 | Bob | Hargreaves | Hazel | Hargreaves | | | BMW | Compact 318i | 2000 |
| 22 | Mal | Capstick | Bob | Green | | | Mitsubishi | Starion | 1970 |
| 23 | Ian | Newton | Gillian | Newton | | | Ford | Focus 1.6D | 2012 |
| 24 | Danny | Cowell | Dennis | Quinn | | | Talbot | Samba | 1983 |
| 25 | Geoff | Hall | Paul | Bosdet | | | Vauxhall | Nova Sport 1.3 | 1984 |
| 26 | John | Livermore | Julie | Livermore | | | Honda | CRV | 2002 |
| 27 | Clive | Chisnall | Peter | Barrow | Neil | Chisnall | BMW | 335D Touring | 2016 |
| 28 | John | Butterfield | Carol | Butterfield | | | Porche | 911 | 1975 |
| 29 | Yvonne | Graham | Mark | Warren | | | Honda | CRV | 2014 |
| 30 | Graham | Payne | Mary | Payne | | | MG | MGB | 1965 |
| 31 | Andrew | Payne | Joanne | Titterington | | | Ford | Escort Mexico | 1972 |
| 32 | Steve | Turner | Martin | Thomas | | | Ford | Mach/EST | 2022 |
| 33 | Nick | Payne | | | | | Porsche | 28tj | |
| 34 | Paul | Mount | Rasa | Sukiene | | | Smart | Roadster Coupe | 2003 |
| 35 | Christian | Parker | Molly | Livermore | | | Subaru | Impreza | 1995 |
| 36 | Charles | Woodward | Rodney | Brereton | | | Ford | Escort | 1979 |

Bolton-le-Moors CC

Bolton Midday

Touring Assembly

Sunday May 14th

James Swallow : Bolton le Moors CC

Being a huge fan of touring assemblies, I'd been toying with the idea of running one for some time. Given the turbulent winter encountered by the club, I felt it was the perfect time to introduce something fresh to our calendar.

The decision to run was quite a late one, so fixing a date in March, for May, was ambitious to say the least. Happily though, thanks to the sterling work of Steve Cawley, his wife Sheila, and the rest of the club pulling together, we made it happen.

A last minute switch of start venue added to the headaches, (along with last minute road closures, but we won't dwell on those, they make Steve twitch) but even these were overcome thanks to a couple of camping stoves, and the christening of my newly purchased food warmer. Well, I say 'my', it's more an 'our', but Clare (the future Mrs S) didn't want to come along, so she missed out on the christening of our new purchase!

The range of cars was fantastic to see. A gaggle of Escorts, an Anglia, a 205 road rally car, a very nice Jaaaag, and some more modern machinery also thrown into the mix.

After "the best bacon butty" to quote Rod Brereton, and with everyone signed on, I shot off ahead of the field to put out some codeboards that could be noted down as people made their way round, a job that would have been a bit more fun in something other than a 1.0L Yaris but hey, it shows you can have enjoyable day out in almost anything!

Despite constantly looking in my mirrors expecting to see the yellow front end of Ian Rowson's RS2000 at any moment, I was able to enjoy the roads and stunning surrounding scenery of the route, confidently being navigated round by the younger sibling Vicky.

Out of Myerscough College we headed out for a loop of the 'foothills' of Beacon Fell, re-tracing some of the liaison sections and stages of the recent Legend Fires North West Stages, before crossing Harrisend Fell towards five lane ends. A loop towards Kit Brow, but not through it on this occasion, saw the route head through Quernmore before climbing up towards Jubilee Tower to enjoy the run over the Trough in its entirety.



Continued on Page 55

Bolton Midday
Continued from Page 54

Once down into Dunsop Bridge it was more reverse action of the LFNWS through Little Bowland past the Boar Park into Chipping and on through Longridge. Heading towards Jeffrey Hill the route took in the infamous bank hairpin by the old stock car circuit, over Jeffrey Hill and descending back into the valley to make our way over to Bashall Eaves. A few tighter sections round here saw us pop out at the foot of Waddington Fell, which would be traversed before landing in Slaidburn for the lunch halt.

For the return trip to Horwich, we were on codeboard collection rather distribution, on touring assemblies I'm notorious for getting carried away and missing some, so maybe I wasn't the right man for the job on this one!

Out of Slaidburn we went through Gisburn and Stocks over Bowland Knotts to Keasden crossroads, before turning right and heading for Austwick and over the back roads to Giggleswick. From here we continued south over Rathmell until we reached Sawley, a nip down the A59 before slotting left to go over Pendle Hill into Sabden and making our way to Clayton le Moors. Unfortunately here we had to use a bit of the M65 to get across to Grane Rd, before heading right at the Grey Mare to pick up the road without average speed cameras to make our way to Egerton. A quick loop up past Entwistle Reservoir and over to Belmont was the final main flourish of the route before arriving at the Jolly Crofters for a well-earned pint, pie and peas.

As last back I was thrilled to see everyone nattering about the day they'd had, with so many positive comments to be had. It really makes all the effort worthwhile when you know how much people have enjoyed themselves.

Following such a positive reception, it's safe to say the Mid-day is here to stay. In fact, plans are already under way for next year!

A huge thank you to all who entered, I'm glad you enjoyed the day and we look forward to seeing you on next year's event, and I again extend my thanks to everyone at BLMCC who supported me in making the event at happen.

James Swallow : Bolton le Moors CC



For her birthday, I took my wife to an orchard and we stood there looking at the trees for half an hour.

Not the Apple Watch she was expecting apparently.

I before E

Except when your foreign neighbor Keith receives eight Counterfeit beige sleighs from feisty caffeinated weightlifters

Bolton-le-Moors CC

Bolton Midday

Touring Assembly

Sunday May 14th

Mel Morgan : Bolton le Moors CC

On 14th May, BLMCC hosted a midday touring assembly which, quite honestly, I didn't have a flippin' clue what it was. When I read more about it, they were basically advertising a day out driving on beautiful country roads that have previously been used in a rally. They advertised easy and straight forward navigation using tulip diagrams and breakfast and evening meal included. Well, offer me a bacon butty and an open road and I'm there!

After enquiring more about the event, I realised that this would be a perfect day out for my brother, Anthony and I. My brother is visually impaired and unfortunately had to stop taking part in motorsport because of changes in Motorsport UK regulations. The event was made simple to navigate and didn't require any map reading and there were no complex instructions so all we had to do was arrange for the tulip diagrams to be printed in large print (which the club very kindly arranged) and we were good to go. Anthony was made up to be able to take part in a motorsport event, something which he wouldn't have been able to do if it hadn't have been for this type of event.

The day was amazing, there was a huge range of different cars. We couldn't have asked for more beautiful weather or more beautiful roads. It was amazing to just drive for the sheer pleasure of driving. My competitive streak got in the way on a few occasions and I had to remind myself that this was a non-competitive event but hey ho, it was bound to happen right? It's in our blood! The morning took us from Preston through the hills and far away before stopping for a midday break at a lovely café in Slaidburn. Then we headed off through the winding roads back to Horwich for tea time. The whole day was 150 miles of the most amazing roads and beautiful countryside. I would definitely recommend this type of event to any club, your members will love it.

For more photos, visit <https://www.facebook.com/boltonlemoorscc>

Mel Morgan : Bolton le Moors CC



Bolton-le-Moors CC

Bolton Midday

Touring Assembly

Sunday May 14th

Chris MacMahon : U17MCNW

It was the first outing for the Mac Mahon boys doing a non-competitive motor sport event and we weren't disappointed! Using Scott's dependable Suzuki Swift sport we met up with our fellow drivers for bacon butties at Myerscough College near Preston. The field comprised of all sorts of cars from old classics to modern day run arounds.

With full bellies we set off to cover nearly a hundred and fifty miles of some of the best roads used for classic night rallies in the North West of England. Within a couple of miles of leaving the college we were in the countryside travelling through some of the pretty towns and villages of Lancashire. With Scott driving and me navigating we soon got used to using the rally trip meter app that we had downloaded just before we set off. After about ten miles, I said to Scott "Are we meant to making notes of the code boards at the side of the road"? – this is probably why we came last!

About half way through the tour we stopped for lunch at a very picturesque little café in Slaidburn where we filled our bellies yet again with charcoal grilled chicken sandwiches. Having recharged our batteries, we set off over the border into Yorkshire where we were treated to fantastic views of the Three Peaks before setting back to the Pendle district of Lancashire. Using back country roads we meandered our way back to the Jolly Crofters at Horwich for yet more grub and a couple of pints (unfortunately not for Scott he was driving). Thanks to the organisers at BLMCC for a great day out, we can't wait for the next one.

Chris & Scott Mac Mahon BLMCC / U17MC



Hexham Junior School Rally Car Visit

School pupils had an unexpected lunchtime treat last week when two rally cars turned up on the playground.

Hexham First School pupils got the chance on Friday (June 17) to see the type of car that would be competing on the Kielder Forest Rally at the weekend.

One car on show was the Ford Escort MK2, built in 1978 and owned by Paul Fry who was running as zero car on the event.

The other was the brand new, state-of-the-art Ford Fiesta of Hexham & District Motor Club's, David Henderson.

While David didn't do the Kielder Forest Rally as he is competing on this weekend's Argyll Stages Rally in Scotland, brought the car along to show the children what a modern rally car looks, and sounds, like.

Organisers of Kielder Forest Rally said they are grateful to the school's headteacher, Justine Overton, for arranging the visit.



Department of Useless Information

- Glass takes one million years to decompose, which means it never wears out and can be recycled an infinite amount of times!
- Gold is the only metal that doesn't rust, even if it's buried in the ground for thousands of years.
- When a person dies hearing is the last sense to go. The first sense lost is sight.
- Your tongue is the only muscle in your body that is attached at only one end.
- The tooth is the only part of the human body that cannot heal itself.
- If you stop getting thirsty, you need to drink more water. When a human body is dehydrated, its thirst mechanism shuts off.
- Zero is the only number that cannot be represented by Roman numerals.
- Kites were used in the American Civil War to deliver letters and newspapers.
- The song Auld Lang Syne is sung at the stroke of midnight in almost every English-speaking country in the world to bring in the new year.
- Drinking water after eating reduces the acid in your mouth by 61 percent. Drinking a glass of water before you eat may help digestion and curb appetite.
- Peanut oil is used for cooking in submarines because it doesn't smoke unless it's heated above 450F.
- The roar that we hear when we place a seashell next to our ear is not the ocean, but rather the sound of blood surging through the veins in the ear.
- Nine out of every 10 living things live in the ocean.
- The banana cannot reproduce itself. It can be propagated only by the hand of man.
- Airports at higher altitudes require a longer airstrip due to lower air density.
- The University of Alaska spans four time zones.
- In ancient Greece, tossing an apple to a girl was a traditional proposal of marriage. Catching it meant she accepted.
- Warner Communications paid 28 million for the copyright to the song Happy Birthday, which was written in 1935!
- Intelligent people have more zinc and copper in their hair.
- A comet's tail always points away from the sun.
- Caffeine increases the power of aspirin and other painkillers, that is why it is found in some medicines.



Wern Ddu Gravel PCA

29/05/2022

Mel Morgan : Bolton-le-Moors CC

The 29th of May brought the first Wern Ddu event that my dad and I had ever competed in. We'd fancied doing this event for a while given how different it is to our usual events on solid ground. However, given its gravelly nature and frankly quite terrifying rock formations, we were always worried about how well our trusty Yaris, Mavis would fair. That's when Andy Crawley stepped in as our knight in jeans and a T-shirt, and offered the use of one of the club cars for the day.

After setting off at an ungodly hour from Wigan, we headed towards the pouring rain in true Welsh Wales fashion. Once we got up and running, dad was up first in the club's Proton and we ended the first run giggling like little school girls. We were hooked, and I'd only been in the passenger seat! Over the next couple of runs we unfortunately noticed the car cutting out and a couple of my runs had to be abandoned. In true grass roots fashion, everyone mucked in to find the problem. Everyone was so lovely and welcoming, we had a good laugh with everyone. The issue with the car turned out to be the battery catching on the bodywork and shorting itself out. A few bottle caps and a roll of Gaffa tape later and we were back on track having the best time of our lives and improving our times with each run with the marshals egging us on.

I'm pretty sure that we didn't drive in a straight line at any point around the course, nor did we feel in control of the car at any time but that's the joy of it. We knew we weren't going to be winning any prizes, we were just there for the giggles, and boy did we get them. I would say to anyone who wants a taster of driving on gravel to get your bums down to the Wern Ddu event run by Warrington and District car club. If you don't have a car that you're happy to wreck then for a small fee, you can use one of the club's cars and have the time of your life.

I would seriously recommend it to anyone.

Mel Morgan : Bolton-le-Moors CC



Wern Ddu Gravel PCA

29/05/2022

Brian Wragg : Liverpool MC

A Dusty Day at Wern Ddu

An 06.30 start on Sunday 26 June 22 saw me at the Wern Ddu quarry for 07:30.

Andrew and Barry had the course already set out and all it needed was for Tim to tear around it at speed to make sure all was as it should be. The forecast was for showers during the day with light winds.

And so at about 9.30 under the watching eyes of Sarah the first car got away. The promised rain had not fallen which meant that the gravel surface was soon to be powdered by the tyres as the drivers forced their cars round the obstacles. Great fun for them but not so much so for the Marshal's.

Drifting a car round the course is quite a challenge however the clouds of dust created by such high speed activities meant that they were driving through their own dust clouds at times. With only 30 or so cars competing it meant that lunch came early. The regular mobile caterers were on site today and as usual they produced a good and varied menu, no I didn't go back for seconds this time, I had a 3-sausage bap with chips, cheese and sweet chilli sauce for my lunch. This is my car in the dust line. And Tim in the course car.

For the afternoon session, the course was reversed, which led to no end of confusion for the drivers. Not content with driving through their own dust clouds they also attempted to change the course layout and repositioned cones and barriers. Once again some of the poor motor cars were so disgruntled at being driven at speed over such dry and dusty conditions that they just gave up half way round. A bit of loving care and mollycoddling got them to agree to try again, and once more to say enough is enough.

The projected rain that was due, finally arrived just as the penultimate car of the day was set off by Sarah on the start line, but it only wet the surface. There were some very good times recorded by the younger drivers and some of the more experienced drivers also managed to keep four wheels in the dust and avoided making contact with any of the rocks, cones or barriers.

So a rather dusty gathering of drivers, marshals and officials eventually saw to the raffle and prize giving ceremony. Nancy, with the laughing eyes was invited to hand out the awards, she did this small ceremony with great aplomb and an even greater smile.

All that was left to do was to pass back to the owners of the cars, the bits that they had behind.

We all set off home leaving clouds of dust off our vehicles to envelop following traffic.



Lymm AutoSOLO Graham Maxwell Celebration Event

**Sunday June 19th
(Fathers Day)**

Steve Dolby : Cannock & DMC

It was good to see so many youngsters present at this event which took place on Father's Day, very appropriate as several father/son and father/daughter teams were involved. Many of the youngsters, and some of the not so young ones, were competing in Nissan Micras. This takes me back to my son Michael's early days in motorsport. He started at the age of 14 in the family Nissan Micra 1.0 litre shopping car, competing in grass autotests organised by Knutsford and District Motor Club. He was twice the junior grass autotest champion (not sure how many other competitors there were though!). The shopping car was upgraded to a Micra 1.3 K11 and Michael had his first taste of tarmac events in 2009 at places like the M65 Blackburn Services and the M6 Lymm Services with me coaching him from the passenger seat.

All these events were a great starting point for Michael in motorsport, allowing him to develop his driving skills at an early stage in a safe environment. It was also great for our father/son relationship.

2009 was also the year I won the ANWCC Autosolo Championship in the Micra 1.3. This shows that I was quicker than Michael at that point, although the tables have now turned somewhat!

We were not involved in competitive motorsport again until 2021, when we decided to join Cannock & District Car Club, buy a Mazda MX-5 and compete in Autosolos. There can be advantages in being involved in Autosolos with a grown up son/daughter. For example, we share all the costs 50/50 and we work on the car together (e.g. changing the diff. to an LSD and installing new coilovers).

The disadvantage, however, is that the speed advantage that you had when they were young tends to disappear! Michael now usually posts quicker times than me – and I can't even use the normal driver's excuse of blaming the car! To prove the point Michael was the 2021 ANWCC Autosolo Champion!

Now for the event. Unfortunately Michael did not get an entry, but nevertheless was happy to come along to marshal as a time keeper. There was some rain whilst we were walking the course which probably worried some of the drivers, but the surface dried out before the start and remained dry for the rest of the day.



Steve Dolby in action - 2nd overall on the day!



Both Michael & Steve Dolby Timekeeping

A testing course, which stayed the same all day, had been laid out with a good selection of tight turns and faster sections. I managed to remember my way round the course (which is not always the case) but the layout did catch out a few people causing several wrong tests. I decided to keep the MX-5 in first gear for the whole of each run, even though this meant hitting the rev limiter a couple of times. I thought that this would be quicker than changing up to 2nd then back down to 1st almost straight away. Although it was not necessary to use the handbrake, I found that using it carefully here and there was a help. However, I was nearly caught out by the snappy oversteer that this created with a half spin on the very 1st corner!

We had three test sessions in the day, with 4 runs in the first two sessions and 3 runs in the last one making a total of 11 runs with all the scores to count. Typical run times were 70 to 80 seconds, meaning that we had a good amount of competitive driving. I managed to clip the same cone twice on separate runs in the very tight left/right/left middle section costing me 10 seconds in penalties.

Congratulations to Alec Tunbridge who was very quick all day and claimed 1st overall in his Caterham Seven. I was 2nd overall and first in the Production Sports Car class. Not far behind in 3rd and 4th were Ollie Michaels and Howard Morris also in MX-5s. Well done to all the other class winners and to Ben Tyrell for taking the PCA honours in a Nissan Micra 1.3 K11 (what else!).

To summarise, Autosolos / PCAs are an excellent way to get in to motorsport without too much expenditure. Under the watchful eye of their parents youngsters can quickly gain and improve their driving skills. In my opinion, this enables them to be safer and more confident drivers when it comes to getting on the road. Just as importantly, these events help to make bonds between the generations, as well as giving everyone opportunities to make new friends.

Thanks to all the organising team for putting such a well organised event. It ran like clockwork and produced a lot of smiling faces at the end of the day.

Steve Dolby : Cannock & DMC



boundless BY CSMA **Lymm AutoSOLO** **Graham Maxwell** **Celebration Event**

A 'Family' day out!

Sunday June 19th

Steve Johnson
Under 17 Motor Club NW
Accrington Motor Sport Club
Boundless by CSMA NW Motor Sports Group.

The third Lymm event of 2022 had 50 entries on the event, of those 50 entries 15 were from families that had two generations attending the event, this made 30 drivers and marshals on the event!

AutoSOLO and autotesting have always been one of the friendliest disciplines of motorsport. Competition on the test is very intense but when you have an issue with the car, all the drivers will 'rally' round and help you out!

Graham Maxwell sadly passed away 4 years ago with Kidney Cancer. His wife attended the event and his daughter Jo Maxwell was driving a Seat Leon. Jo had not driven an auto-solo for 12 months but drove with passion and finished 4th in class out of 10 and 17th overall. Around £200 was also collected during the day for Kidney Cancer UK.

Another Regular family at AutoSOLO events in the NW are the 'Williams', they are just as involved as the F1 namesake family! James has been driving on events with dad Andy for 10 years, since he was 14. On this event he was out in the ex Phil Clegg, Haynes Roadster with a 3 litre engine! Phil Clegg was giving James expert tuition to finish third in class out of 8 on his first time driving the car! James was one of the groups

Continued on Page 63

Graham Maxwell AutoSOLO **Continued from Page 62**

'Team Leaders' - these are club members that help to direct the drivers to the marshalling positions and get them lined up for their driving sessions. The 4 groups rotate Drive - Rest - Marshal - Rest. On this Father's Day event, each groups team leader was from the Under 17 Motor Club They all have Dad that drive on the events!

The other team leaders were;

Mel Morgan, dad - Gary

Harry Fonseca, dad - Jeremy (report pg. 70)

Daniel Millward-Jackson, dad - Chris

The Clerk of the Course on this event was Hazel Johnson, despite her relative young age...and 13 years driving on the road! Hazel has been helping to run these events now for over 20 years starting as a timekeeper at 10 years old! She has been doing event secretary, entries secretary and C of C since she was 16! and as she had been away from autoSOLO for 8 years..... This was her 'Father's Day' present to me! - **For independent reports on how Hazel did as C of C please read pages 68 & 74.** I certainly enjoyed the event as a driver! I drove clean without hitting any cones, finishing 18th o/a and was beaten by; Jo Maxwell, James Williams and Scott MacMahon - what a great tribute to their upbringing; I am sure making all the Dads' proud of them, to be handing the baton on to the next generation!

Under 17 Motor Club members the MacMahon family travelled to The Abingdon Autosolo the weekend before Lymm where Scott was part of the ANWCC 'A team' that won the inter Association AutoSOLO by only 5 seconds.... Scott started driving at 15 with the Under 17 Motor Club 10 years ago. One of the best things Chris says about AutoSOLO is you can have a family day out with both of you driving the car on the event during the day for as little as £100.

The autoSOLO events at Blackburn and Lymm are like being at a large family gathering, Lots of help and advice is available for newcomers ,with plenty of 'face to Face Chat! Practical help from those who have been in the sport for 40+years, please take the time to read the reports that have been submitted in this issue.

The event also had several other families entered, some more reports can be found in this month's Spotlight.

Steve & Michael Dolby - **report page 64**

Andrew & Louise Robinson



Continued on Page 64

Graham Maxwell AutoSOLO
Continued from Page 63

Shaun & Chris Mundy

Michael & Ian Pettit

Richard & Monty Alcock

Andrew & Ben Briggs - **report page 71**

Milo & Rob Gibson - **report page 72**

Paul & Ben Tyrrell

I have to thank Paul Tyrrell for his comments to me 12 months ago at this event; it gave me food for thought..... I asked if he had enjoyed the event 12 months ago and Paul's reply was 'What a great way to spend Father's Day out, with the lad for the day, having fun.'

The club had many kind comments from the drivers and marshals about the slick running of the event, 45 Starters and 11 tests of 70 seconds plus per driver. I thank all that put in the great deal of effort required in running this event, at the end all the equipment was cleared away in 15-18 minutes by the drivers; it takes 20-30 man hours to set up! But with 50/60 helpers to take down it helps the team to put on these events.

The Lymm Venue was originally setup by Graham Maxwell in 2008 and he ran 10 events at Lymm with the support of the 'team'. Graham always promoted the sport to newcomers and encouraged them. Hopefully the team is managing to keep to these standards.



Steve Johnson
Under 17 Motor Club NW
Accrington Motor Sport Club
Boundless by CSMA NW Motor Sports Group



- Strawberries and cashews are the only fruits whose seeds grow on the outside.
- Avocados have the highest calories of any fruit at 167 calories per hundred grams.
- The moon moves about two inches away from the Earth each year.
- The Earth gets 100 tons heavier every day due to falling space dust.
- Due to earth's gravity it is impossible for mountains to be higher than 15,000 meters.
- Soldiers do not march in step when going across bridges because they could set up a vibration which could be sufficient to knock the bridge down.

boundless BY CSMA

Lymm AutoSOLO

Graham Maxwell Celebration Event

Father's Day Motorsport

Jo Maxwell

I feel incredibly proud to be able to say that my dad was Graham Maxwell. Last weekend I competed in the annual Graham Maxwell Celebration Autosolo at Lymm services along with my boyfriend Matt, and Mum Rita came along for the experience and bacon butty making duty! I didn't do too badly either consider it's only been an annual outing for me!

We lost my Dad very suddenly four years ago after a short battle with kidney cancer- it had spread everywhere before we even knew it was there at all. To all of us who knew him it was an enormous shock and life really will never be the same again without him.

Dad had organised the autosolo's at Lymm in May and June for many years and had gathered a reputation for a very smoothly organised event thanks to his meticulous planning and some incredible teamwork from his motorsport mates (Dave, Paul and the Steve's especially)!

I can't lie - it had become a bit of a frustration that Father's Day was usually taken up by him disappearing to run the event and returning later in the afternoon tired and sunburnt (albeit buzzing after a great day)! However, the fact that his wonderful friends have continued the event in his name and it seems to fall on Father's Day, is actually a really wonderful way for us to enjoy the day and remember him with more joy than sadness as time goes on. A great excuse to also shake a bucket around everyone for some donations for Kidney Cancer UK who this year we managed to raise just shy of £200 for!

Frustratingly we still don't have a car to compete in of our own, but that's a work in progress - Matt and I were very grateful to be able to borrow his Mums Seat Leon FR for the second year running and really did have a great time (my Tucson definitely wasn't going to be appropriate) - despite a few wrong tests for Matt but we're not talking about that anymore....!

For someone who hasn't been involved in motorsport for a very long time, I was a bit nervous about turning up to the event having not competed since the event last year and for Matt it was only his second experience ever! However I just want to thank everyone involved in the day as it had such a fabulous family feel to it and that seemed to be the feeling of many others too. Everyone was welcoming and helpful, the most competition was actually with myself, and for all of us who knew my Dad there was a bit more meaning as to why we were all there. I know Dad also would have been really chuffed that Hazel Johnson had taken on Clerk of the Course (as her Father's Day gift to her Dad Steve so he could compete!) as he was always so passionate about the younger generations getting involved.

It really did feel like a great tribute to a legendary man and I hope it will continue for many years to come! A heartfelt thank you goes from the Maxwell's to everyone involved for putting on such a great event that Dad would have been chuffed with. We will definitely see you all again next year, and hopefully before!

Jo Maxwell



boundless BY CSMA

Lymm AutoSOLO

Graham Maxwell

Celebration Event

Father's Day Motorsport
A Mums View

Rita Maxwell.

I came to Lymm auto solo last Sunday 19th June in memory of my late husband Graham Maxwell. I haven't been able to come since 2019 as I found it too emotional & my health wasn't great. Here we are 3yrs later & I was so pleased & happy to be there amongst some of Graham's close friends & see how well the event has progressed & how well it is being run, that is thanks to Steve Johnson who was Graham's right hand man & now runs this event with precision & gusto, but of course Steve can't do it on his own he has the help & support of members of his family & many others, they know who they are! There is a special atmosphere at Lymm & I now understand why Graham loved it so much. I had a great day out & enjoyed making bacon butties for the Marshalls & official helpers & chatting to some of them. I was very pleased & proud to watch our daughter Joanne (Jo) & partner Matt taking part albeit in Matt's mums car! Graham I know would have been extremely pleased & proud.

I'd like to thank Steve & everyone for including me & making me welcome. Most importantly, I would like to say Thank You to everyone who made a donation in the Kidney Cancer U.K. bucket. We raised £200! Thank you all very much indeed for your generosity. See you next year! Take care, look after each other.

Rita Maxwell.



FOR SALE

A Pair of ex MG J2 REAR AXLE Brake Back plates assemblies 10 inch diameter. complete with brake shoes unused linings, wheel cylinders and shoe retention springs. with hand brake links - No drums.

In addition the hand brake cables are also available complete and free movement.

Any realistic offer considered or Exchange for Ford Pop E93A gear boxes or 100E motor spares.

Dickie Milne milne1886@gmail.com



Lymm AutoSOLO

**Sunday June 19th
(Fathers Day)**

Seán Robertson : Liverpool MC

Over to Lymm on Sunday 19 June for the Graham Maxwell Celebration Autosolo Event in support of Kidney Cancer UK. The few moments of drizzle as the last drivers arrived didn't last and we had a generally pleasant, if not exactly warm, day. Hazel Johnson gave her informative Clerk of the Course briefing – interrupted by a Lithuanian lorry driver exited the lorry park through the coned course, I considered giving him a "Wrong Test", but the language barrier was proving to be a bit tricky and it had taken Brian Wragg's smattering of German to find out when he was actually leaving so trying to explain the intricacies of motorsport wasn't going to be worth the effort.

Once Steve Johnson had quickly rebuilt the start line it was one with the real action and armed with the excellent Sapphire Solutions TimingAppLive I set the first car off into the test. Unfortunately if you're reading this hoping for drama you'll be disappointed as everyone was behaving themselves, and apart from a few Wrong Tests, the odd clattered cone and some interesting interpretations of what "stop astride" entails, everything ran like clockwork. Phil Clegg's overheating Alfa powered Haynes Roadster gasping for water in the paddock was as dramatic as it got really.

A few highlights of the day: young Ben Tyrrell managed to get himself a passenger ride in Michael Pettit's enthusiastically driven Orange and Green Mazda MX5 and by the width of Ben's grin when they crossed the line I certainly think he enjoyed the experience – or was absolutely terrified, it's difficult to tell the difference sometimes. Erdinc Degirmencioglu took his beautiful white Mk1 Escort around and in keeping with tradition the Ford made rapid sideways progress – has anyone ever seen an Escort go in a straight line? A helmeted James Williams had swapped his GT86 from earlier in the year to share the driving seat of the Haynes with Phil Clegg and seemed to be having lots of fun in it. Overall winning time was Alec Tunbridge who always manages to combine his smooth laid back style with propelling his Caterham Seven around like greased lightning.

Jo Maxwell would certainly have brought a smile to her dad's face on Father's Day by posting ever decreasing times in her SEAT Leon FR, and Matt Worsley was also eventually posting decent times in the shared car, once he'd worked out which way to go...

Everyone was able to have 11 runs – 4 in each of Tests A and B, along with a bonus 3 runs in Test C, and we were still able to be packed away and off home in time for tea. I was asked by one of the marshals what I liked about going to Lymm and it was an easy question to answer – the friendliness of everyone involved, both organisers and drivers, it really is an event and venue which is always a pleasure to attend.

Seán Robertson : Liverpool MC



Lymm AutoSOLO Graham Maxwell Celebration Event

**Sunday June 19th
(Fathers Day)**

Andrew Briggs Under 17 Motor Club NW

On Father's Day we headed off to Lymm for the Auto tests where Ben was competing in his Micra.

This was his third event at Lymm after starting competing earlier this year with the Under 17 Motor Club North West.

At 15, Ben is currently the youngest competitor, but has made some good friends already, 16 and 17 years old, most of whom have been competing with the club since 14 years old. I'm not aware of any other club that offers this opportunity to youngsters.

There were a few such Father and son combinations, as of course the lads can't drive on the road yet, so Dads drive them there and then hand over the cars for the real speed work.

There's a great camaraderie and co-operation at these events, with all competitors taking turns to marshal during the rest periods. In the event of any mechanical malady, there is soon a bunch of helpers and tools produced; making sure the car is back on course again swiftly.

There is a wide mix of abilities (cars and drivers) and experience, but all are catered for from the humble 1 litre cars to Stage rally cars, Caterhams etc.

The competition is friendly but make no mistakes, it's competitive! Ben had a good day, starting off steady, but improving on each run to end with a 2nd in class award.

He'll be back again as soon as he can.



Andrew and Ben Briggs – pictured above, helping to set the course up on the Saturday.

Once the course is setup it is available to be walked. This allows newcomers to learn the route for the Sunday event!

Andrew Briggs Under 17 Motor Club North West



L - R. U17MC-NW 'Micra' members - Ben Tyrrell, Ben Briggs, Daniel Millwood-Jackson, Milo Unwin.

Lymm AutoSOLO

Graham Maxwell

Celebration Event

Sunday June 19th
(Fathers Day)

Milo Unwin, age 16, U17MCNW

Fathers Day was my second autosolo in my new car, following the sale of my previous micra and it is fair to say I thoroughly enjoyed it! The day had alot of drivers so was a busier one but more the better. Me and my Uncle rob (navigator) decided to arrive fairly early prior to the start, to allow time for changing the wheels so we had some good legal rubber to drive home on and also walk the course. A map is provided via email so all drivers know where to go and which cones to drive in and out of etc.

My first block of 4 runs were exceptional. All clean runs and decreased my time by 2 seconds each run, going from an 88 seconds to an 82 by the end of that block! I was so happy with this progression. My car handled the thrashing very well, considering it is a 20 year old Nissan! In between blocks of racing, you are allocated time to have a rest period and marshal. I was on Time keeping so was responsible for using the Timing app to record the drivers time, and acknowledge any penalties signaled by the other marshals.

The second and third block of driving however was not so successful. On the second block My time crept up slightly, incurred a penalty and problems with the car came about with the O/S/F brake caliper sticking I struggled to keep control as the car would brake to one side but still managed to beat my fastest run by 0.1 of a second so still a slight success!

Luckily the brake binding was not too excessive and was okay to continue, gives me an excuse to replace and upgrade! The third block was a very similar result but not as bad because the brakes had time to cool inbetween and on my last run of the day I got a 81!

Personal best of the day despite a binding brake so overall a great success. The day in general was brilliant, I feel as though Autosolo is such a great social event as well as a step into the world of Motorsport. I personally compete in a 2002 Micra which cost around £500 so definitely more cost effective as some would think! Autosolo is so accessible to most people with Motor clubs competing up and down the country and a typical entry fee is £40! That price is absolutely amazing for the gains you receive out of it - being legally able to tear your car round a course. You can compete in a completely standard car, the only requirement is that it must hold a valid MOT! Absolutely anything will do. The social aspect is brilliant out of Autosolo too. Right from your first event you will be made to feel like part of the club and will make some brilliant friends. A few of us younger members even have an online Group chat to discuss cars,

Motorsport amongst other things. After the event yesterday, around 6 of the Nissan Micras gathered round for a group photo - the love for them is real! Motorsport is so accessible to anyone, the minimum age to drive is only 14! It is so easy to get into. For example, the U17MCNW only charge £5 for a family membership for 1 year! I wouldn't swap the Motorsport I do for the world..

Milo Unwin, age 16, U17MCNW



Lymm AutoSOLO Graham Maxwell Celebration Event

**Sunday June 19th
(Fathers Day)**

Jeremy Fonseca – Under 17 MC NW

Getting behind the wheel of a real car, at least one that is moving is normally out of the reach of most kids until they reach the age of 17. At primary school, Harry Fonseca was a car mad child who obsessively talked about and drew overly detailed drawings of cars. The closest he came to actually controlling a car was to sit on my knee on the rare occasion of a private road to steer the car. As he grew older, he did have other interests, but the obsession with 4 wheels persisted.

For his 11th birthday, and meeting the height and age requirements, we got him a session at Oulton Park with the 'Youngdrive' scheme, a BMW sponsored 90 minute session with a driving instructor. Instead of satisfying his curiosity he just wanted more, but 'experiences', however good they are a limited in scope and prohibitively costly. Roll on a couple of years and some idle internet surfing resulted in finding the U17 Motor Club NW. Local, with a remit to both teach driving skills from the age of 14, and encouraging young people to compete in real motorsport, it sounded like an ideal way of dealing with Harry's obsession.

His first event was in the driving school car of the late Roger Barfield, who patiently spent the day with him and a couple of others teaching basic driving skills on the Autosolo course at Blackburn Services. Once they got to the end of the day Roger, a seasoned competitor, and missed by many, took them around the course and showed them how it was done, resulting in some simultaneously scared and impressed faces as they climbed out of this 'ordinary' driving school car. The bug had firmly bitten and Harry persuaded his mum to lend him her car, an old Ford Focus so he could compete, with me in the 'responsible adult' seat. Luckily we always gave it back in one piece.

Harry is now 22, and still at it, most recently at Lymm on the 19th June in the Citroen C1 which we bought over lockdown and Harry rebuilt. It wasn't obvious at the start of this motorsport journey that it wasn't just about the driving - the club has a strong ethos to educate about all aspects of motorsport, so marshalling, setting up the event, safety to, name but a few is all part and parcel of it.

Harry was team leader at Lymm and helped ensure the smooth running of the event when he wasn't competing. A big thanks to all the organising team and especially Steve Johnson for all the club has done. I might have been only looking to do something about Harry's automotive obsession but he's got much more out of it than I expected. Long may it continue!

Jeremy Fonseca – Under 17 MC NW



A Father's Day outing



Harry Fonseca



Jeremy Fonseca

Lymm AutoSOLO Graham Maxwell Celebration Event

Sunday June 19th (Fathers Day)

Iain Leviston - Boundless by CSMA



Wikipedia describes Father's Day as "a holiday of honouring fatherhood and paternal bonds, as well as the influence of fathers in society." Children usually bring dad a cup of tea or breakfast in bed, but at Lymm the kids went one step further, and took over running the Boundless by CSMA event.

Hazel Johnson replaced dad Steve as Clerk of the Course, while all of the team leaders were the children of fellow competitors. Hazel's new role allowed Steve to enter the AutoSolo competition in his Micra, recently stolen and recovered and now fitted with all new glass after the windows were put through...

Particularly poignant was Jo Maxwell's presence; the event was celebrating her father Graham Maxwell who was an avid competitor and organiser of the Lymm events. Jo did her father proud, not just with fourth in class but also raising money for Kidney Cancer UK.

Walking the course was damp affair for most as the sky alternated from drizzle to rain and back to drizzle again, proper North West weather. This dried up as we were briefed on the day's events, but were then disturbed as one of the two European truck drivers parked in the far corner of the site decided to leave. Impressive driving meant that he easily extracted his artic from the course – this was clearly too easy, and plans are afoot to make the course more challenging on our return in August!

Despite the lack of sun the course was virtually dry as the first cars hit the track, and we moved efficiently through the day, though more than the usual number of wrong tests were committed by regulars and Lymm newcomers alike.

Alec took out a cone which took its revenge by jamming under the Caterham's nose and stopping Alec from steering at the next corner. The Haynes Roadster decided it was too hot to run cleanly, so completed the day with the nosecone removed, allowing us all to enjoy the sound of the Alfa Romeo 'Busso' V6 in all its glory.

Alec Tunbridge secured the overall victory, with Scott MacMahon winning class A, James Haslam Class B, Lauren Crook Class C, Steve Dolby Class D and Phil Clegg Class E. Ben Tyrrell won the PCA element of the event.

The next event is at Blackburn on 9 and 10 July, and we return for the final Lymm event of 2022 on 14 August. See you then.

Iain Leviston - Boundless by CSMA.



Steve's purple Micra with My red Morgan parked next to it.

Quarry Hill House

Classic Car Show and National Gardens Charity

5th June

Keith Thomas

In a world where so many people tend to be rather greedy, wanting to take all the time it is very reassuring indeed to find people with exactly the opposite slant on life where they do lots of work that help other people have a better or more fulfilled life. Recently many of us enjoyed a wonderful Sunday afternoon looking around the lovely grounds of Quarry Hill House near Mealsgate in Cumbria owned by Charles and Margaret Woodhouse and family who had opened their property as part of the NGS open gardens scheme and combined it with a Classic Car show, those two activities really did complement each other rather well I have to say.

The classic car connection was so strong because son in law William Irving is a very accomplished competitor in all forms of VSCC motorsport and his stable of vintage cars along with those of his friends provided great interest even to those who cannot be described as petrol heads, William has devoted very many man hours restoring and fettling those cars and it is clear his children are already following in his footsteps.

I don't know Charles or Margaret Woodward but when I Googled their address to give directions to those wishing to attend, I found out that they have helped set up many charities and community foundations as a means of developing the potential of people, particularly young people through sport and education not only here up in Cumbria but also in Essex where they lived previously as Charles was a partner in London law firm Farrar & Co.

Grant awards include support for Wigton youth station, Silloth rugby union club, Derwentwater independent hostel, Silloth ladies netball club, start up funding for Sport leaders at five Cumbria primary schools, Silloth golf club received funding towards professional tuition fees for 100 of their members over an 8 week period and the list goes on,

They are happy to share the story of their community fund to encourage others to start up their own funds and pay tribute to Cumbria Community foundation for managing the paperwork, investment, and management of their funds. What a fantastic family and what a legacy to leave to the area.

Continued on Page 73



Quarry Hill House Continued from Page 72

To even be considered as a participant in the NGS scheme your property has to be considered worthy and of merit, I am no gardener, but I can absolutely assure everyone that this stunning property with its manicured grounds, lawns, woodland areas and outstanding specimen trees collected and nurtured over many years is a tribute to all those involved, an inspiration to us all no matter how big or small our gardens are.

The family and their friends must have been baking, cooking, and decorating for hours on end as dozens of cakes provided sumptuous sustenance to the steady stream of visitors all afternoon, all proceeds going to the charity.

One can only guess at the countless hours that went into putting on such an enjoyable afternoon for us all, but those countless hours were very much appreciated by everyone. We sincerely hope they will put on a similar event next year and again extend an invitation to the local motoring and tractor enthusiasts. Everyone loved the relaxation and wellbeing that you feel wandering around a property that has been designed to appeal visually not only in its attractive architecture where cost wasn't too a big consideration, but it was designed to take advantage of its setting in the landscape. Those magnificent trees were planted by people well over a hundred years ago, those people may be long gone but their work is there for all to admire today. Fortunately, others have been planted to take over when the old ones come to an end of their life cycle thanks to the Woodhouse family so on behalf of everyone thank you for such a wonderful afternoon.

Keith Thomas



Hexham & DMC The Northern Dales Targa Rally July 17th

- New Longer Tests
- More Variety
- No Road Miles
- All Day None Stop Action
- Catering & Toilets on Site
- Small Entry Fee

Regs

<https://www.dropbox.com/.../2022%20Northern%20dales...>

Entry Form

<http://ralliesinfo/webentry/2022/northerndalespca/webentry.php>

Other Enquiries edgraham01@btinternet.com

| SD34 Motor Sport Group Calendar 2022 | | | | | | | |
|--------------------------------------|-------------|--------|---------|---------------------|--------------------------------|-----------------------|---------|
| Date | Discipline | League | Marshal | Club | Title | Venue - Notes | Champ |
| 3-Jul | Autotest | Yes | Yes | Knutsford & DMC | Tim Sargeant Autotest | | Non R/R |
| 3-Jul | Stage rally | | | West Cumbria | Greystoke Stages | Greystoke Forest | |
| 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 | CANCELLED | 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 | Knowldeale & 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, 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), and is also the data controller for the purpose of GDPR and the Data Protection Act 2018. Our address is:- SD34MSG, c/o 6 Thistleton Road, Thistleton, Preston PR4 3XA.

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

Please note all our (SD34MSG) Competitions are

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

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

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

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

Registration fees may also be paid by bank transfer to:

Lloyds Bank

Sort Code: 77-76-05

Account Number: 49052568

Please enter your full name as the reference

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

| Championship | | Class | | | | | |
|------------------|--------------------|--------|-------------|--------|---|---|---|
| Stage Rally | Driver / Co-Driver | A | B | C | D | | |
| Road Rally | Driver / Navigator | Expert | Semi Expert | Novice | | | |
| Sprint Hillclimb | Driver | S | 1 | 2 | 3 | 4 | 5 |
| Non Race Rally | Driver | A | B | C | D | E | |

2022 SD34MSG Under 18 Challenge Registration Form

Name

Address

Post Code

e-mail Tel No Home

Mobile SD34 Nominated Club (1 only)

Age on 1st January 2020 DOB

Competitor Signature Date

Please register me for the SD34MSG Under 18 Championship. I agree to abide by the championship regulations. I understand that the information contained on this sheet will be held on computer, but will be for SD34MSG use only. (There is no fee due for this championship.)

Parent Name

Parent Signature Date

Parent Information (If different to above) Address

Post Code

e-mail Tel No Home

Mobile

the registration link for the Sd34MSG U18 Challenge is [SD34 u18 championship](#)

General Data Protection Regulation 2018. Under the data protection regulations (the GDPR), which came into force on 25 May 2018, we have to ask your permission to hold data about you as per the Groups Data Protection Policy. NOTE: We cannot assume your permission; it has to be given to us explicitly. If we don't get this consent we cannot communicate with you. Therefore by signing the above Championship Registration form you give your full consent and authority for SD34MSG to contact you via email, telephone and/or letter for the purpose of keeping you informed with activities, events and for social purposes so long as I you are a registered Championship contender. You also understand that you may withdraw your consent at any time by contacting the Groups Data Protection Officer, who is the SD34 MSG Secretary (secretary@sd34msg.org.uk), and is also the data controller for the purpose of GDPR and the Data Protection Act 2018. Our address is:- SD34MSG, c/o 6 Thistleton Road, Thistleton, Preston PR4 3XA. The SD34 MSG GDPR Privacy Statement can be viewed on the Groups Web Site. @ <http://sd34msg.org.uk/> Please return the completed form to the championship compiler. This can be done by post or by completing the form, print off, sign, scan and then e-mail to championship compiler. Address information at bottom of page.

SD34MSG Under 18 Challenge Regulations

The SD34MSG "Under 18 Championship" shall allow any member of an SD34MSG club, who is under the age of 18 on the first day in the championship year (this will normally be 1st January in any year) to compete for the championship in any discipline of motorsport which allows their participation at an age of under 18 as defined in the current Motorsport UK Bluebook. As this will be a multi discipline championship then all Under 18 Championship qualifying competitors wishing to be considered for the championship must register for the Under 18 Championship separately to the normal champion-ships. This will not exclude them from registering for the normal SD34MSG championship as well. (Entry to this championship shall be free and points will be awarded from the date of first registration.)

Scoring

For championships which work out overall positions by Index of Performance (as per the SD34MSG Index of Performance system and rules) the Under 18 registered competitor with the best index in the event will be awarded one point for each under 18 championship contender, or 10 points whichever is the higher, and second placed one point less, etc. i.e The 2nd best index 1 point less, 3rd best index 2 points less and so on till all eligible registered Under 18 competitors have been awarded their points.

For Championship events which work out overall position by means of the least actual time lost (or time and fails system) then the Registered Under 18 competitor with the best overall position will be awarded one point for each under 18 championship contender, or 10 points whichever is the higher, and second placed one point less, etc. i.e The 2nd best overall position 1 point less, 3rd best overall position 2 points less and so on till all eligible registered Under 18 competitors have been awarded their points.

Some championship events may well have eligible competitors in both the driving and navigating positions and therefore I would envisage that points be awarded to both Drivers and Navigators separately according to their overall position either as navigators or drivers. There will be no distinction between drivers or navigators for the overall awards.

Registered competitors may also score 5 points on two separate occasions by marshalling on any SD34MSG championship event. One of these must be for marshalling on an SD34 Championship event other than one run by their own club. If the event is run/co-promoted by more than one club and one of these clubs is their own club this will not count as another club for marshalling points. You must claim these points directly with the championship compiler within 1 (one) month of the event taking place stating which event you marshalled on.

The REGISTERED Under 18 competitor with the highest score at the end of the championship year, from any discipline or multiple disciplines, would be the Overall Under 18 Champion. Next highest score 2nd Overall and third highest score 3rd Overall. It must be stressed that an Under 18 Championship contender must notify the Championship compiler of their taking part in a particular eligible event within 1 (one) month of the event taking place. (This can be easily done by e-mail just stating which event and its date.)

The event organisers must supply a complete set of results and entry list with clubs entered under to the Under 18 compiler so that points can be awarded accordingly. These must be notified as soon as the results become available and no longer than three weeks after the date that the results become official.

Please note all our (SD34MSG) Competitions are "Held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and any supplementary Regulations.

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

SD34MSG

Challenge Classes for 2022

Non Race / Non Rally

- A) Production Saloon Cars up to 4.15m (13'7") overall length and up to 1400cc (Must have all seats & trim fitted);
- B) Production Saloon Cars up to 4.15m (13'7") overall length and over 1400cc (Must have all seats & trim fitted);
- C) Production Saloon Cars over 4.15m (13'7") overall length (Must have all seats & trim fitted);
- D) Series Production Sports Cars hood down or hood up;
- E) All other cars (including "low volume" sports cars e.g. Caterhams, Westfields) and Stage Rally-prepared cars.

Sprint & Hillclimb

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

Category S - Standard Cars complying with S11

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

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

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

Category 4 - Sports Libre Cars complying with S14

Category 5 - Racing Cars complying with S15

Stage Rally

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

Road Rally

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

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 |
| Knowl Dale 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 st May 2022 | | | |

SD34MSG Championship Tables 2022

| Marshals Championship | | | | |
|---|-------------------|--------|------------|---|
| O/A | Competitor | Points | Club | Q |
| 1 | Brian Wragg | 180 | Liverpool | Y |
| 2 | Maurice Ellison | 100 | Clitheroe | Y |
| 3 | Dave Barratt | 60 | Accrington | Y |
| 4 | Mark Johnson | 50 | Clitheroe | Y |
| 5 | Tracey Smith | 47 | Accrington | Y |
| =6 | Bill Gray | 40 | Liverpool | Y |
| .. | John Harden | 40 | Liverpool | Y |
| .. | David Hunt | 40 | Liverpool | Y |
| .. | Kevin Jessop | 40 | Liverpool | Y |
| .. | Jack Mather | 40 | Bolton | Y |
| .. | Steve Lewis | 40 | Clitheroe | Y |
| .. | Tim Millington | 40 | Warrington | Y |
| =13 | Mark Jagger | 30 | Liverpool | Y |
| .. | Phillip Jagger | 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 |
| .. | Steve Johnson | 30 | U17MC | Y |
| 22 | Steve Smith | 27 | Accrington | Y |
| =23 | Steve Frost | 20 | Clitheroe | Y |
| .. | Robert Eltringham | 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 |
| .. | Andrew Rushton | 20 | Pendle | Y |
| .. | Allan Shaw | 20 | Pendle | Y |
| .. | Jo Evers | 20 | Bolton | Y |
| .. | Andrew Gillett | 20 | Bolton | Y |
| 38 | | | | |
| 9 Clubs have provided Marshals | | | | |
| 58 marshals have Claimed Points | | | | |
| 37 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 | Pete Messer | SD | 586.35 | Clitheroe |
| 2 | Steve Wilson | 1F | 506.70 | Longton |
| 3 | Matt Bramall | 2A | 416.18 | Longton |
| 4 | Chris Bramall | 2A | 397.27 | Longton |
| 5 | Nigel Fox | 2B | 303.00 | Clitheroe |
| 6 | Clive Plested | SA | 299.31 | Liverpool |
| 7 | Edward Roberts | 1 | 282.94 | Knowldale |
| 8 | Nigel Trundle | 1 | 203.71 | G&PMC |
| 9 | David Goodlad | 3 | 198.11 | Bolton |
| 10 | 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 | Scott McMahon | A | 51.28 | U17MC |
| 2 | Ian Harcourt | D | 50.84 | Bolton |
| 3 | Lauren Crook | C | 50.53 | U17MC |
| 4 | Gary Sherriff | B | 46.47 | Bolton |
| 5 | Alec Tunbridge | E | 43.20 | Bolton |
| 6 | Andy Williams | A | 41.01 | U17MC |
| 7 | James Williams | A | 40.26 | U17MC |
| 8 | Chris McMahon | A | 40.04 | U17MC |
| 9 | John Jones | B | 30.70 | Accrington |
| 10 | Milo Unwin | A | 28.70 | U17MC |
| 11 | Stephen Johnson | A | 28.59 | Boundless |
| 12 | Nigel Fox | A | 27.42 | Clitheroe |
| 13 | Ian Leviston | E | 26.62 | Boundless |
| 14 | Stephen Dixon | A | 20.00 | West Cumb |
| 15 | Erdinc Degrimencioglu | E | 18.57 | Warrington |
| 16 | Shuan Mundy | D | 17.02 | Knutsford |
| 17 | Ben Tyrrell | A | 10.25 | U17MCNW |
| =18 | Ian Swallow | E | 10.00 | Bolton |
| =18 | Jack Mather | B | 10.00 | Bolton |
| =18 | Stephen Mather | B | 10.00 | Bolton |
| 21 | Peter Sharples | A | 9.58 | Preston |
| 22 | Dave Graves | B | 9.55 | Bolton |
| 23 | Steve Price | B | 9.10 | Wallasey |
| 24 | Stephen Holmes | A | 8.96 | Clitheroe |

| Under 18Championship | | | |
|----------------------|---------------------------|--------|------------|
| O/A | Competitor | Points | Club |
| 1 | Daniel Millward - Jackson | 58 | U17MC(NW) |
| 2 | Ben Briggs | 40 | U17MC(NW) |
| 3 | James Sharples | 9 | Preston MC |

| Individual Championship | | | | |
|-------------------------|-----------------------|--------|--------------|---|
| O/A | Competitor | Points | Club | Q |
| 1 | Steve Wilson | 58 | Longton | Y |
| 2 | Erdinc Degrimencioglu | 40 | Warrington | Y |
| 3 | Mark Johnson | 25 | Clitheroe | Y |
| 4 | Nigel Fox | 23 | Clitheroe | Y |
| 5 | Stephen Holmes | 15 | Clitheroe | Y |
| 6 | Tim Millington | 18 | Knutsford | Y |
| 7 | Ian Swallow | 11 | Bolton | Y |
| 8 | Dave Graves | 7 | Bolton | Y |
| 9 | 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 | 664 |
| 2 | Jonathon Mounsey | Clitheroe | 429 |
| 3 | Berwyn Evans | C&A | 385 |
| 4 | Neil Roskell | G&PMC | 334 |
| 5 | Rob Jones | Wigan | 328 |
| O/A | Co-Driver | Club | Points |
| 1 | Alex Stone | Blackpool | 369 |
| 2 | Sophie Landen | Warrington | 330 |
| 3 | Chris Cook | Wigan | 329 |
| 4 | Jack Morris | 116 | 313 |
| 5 | Simon Rogers | B&B | 295 |

Stage Rally (Forest) :

| O/A | Driver | Club | Points |
|-----|-----------------|-------------|--------|
| 1 | Tom McKeown | North Wales | 102 |
| 2 | Boyd Kershaw | Port Talbot | 100 |
| =3 | Matthew Jackson | NWCC | 80 |
| =3 | 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 26th June 2022

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

Autotest :

| O/A | Driver | Club | Points |
|-----|----------------|-----------|--------|
| 1 | Stephen Dixon | West Cumb | 124 |
| = 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) | 240 |
| 2 | Ben Briggs | U17MC(NW) | 182 |
| 3 | Oliver Matheson | U17MC(NW) | 141 |
| 4 | Milo Unwin | U17MC(NW) | 131 |
| 5 | Lauren Crook | Knutsford | 50 |

AutoSOLO :

| O/A | Driver | Club | Points |
|-----|----------------|---------|--------|
| 1 | Steve Dolby | Cannock | 256 |
| 2 | Ian Harcourt | Bolton | 242 |
| 3 | Michael Dolby | Cannock | 231 |
| 4 | Alec Tonbridge | Bolton | 218 |
| 5 | Scott MacMahon | U17MCNW | 202 |

Speed :

| O/A | Driver | Club | Points |
|-----|----------------|-----------|--------|
| 1 | Matt Bramall | Longton | 835.32 |
| 2 | Chris Bramhall | Longton | 793.86 |
| 3 | Roger Abbott | Longton | 781.08 |
| 4 | Nigel Fox | Clitheroe | 703.00 |
| 5 | Rob Holt | Liverpool | 700.00 |

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 | Nigel Fox | Clitheroe | 135 |
| 2 | Ian Clapham | 116 CC | 109 |
| 3 | David Goodlad | Knutsford | 98 |
| 4 | Ian Jones | NWCC | 88 |
| 5 | Erdinc Degeirmencioglu | Warrington | 75 |

| 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 | 33.78 |
| 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 | | 98 |
| 2 | Gordon Davies | | 76 |
| 3 | Mark Gellatly | | 65 |
| =4 | Guy Butler | | 60 |
| =4 | Gary Jones | | 60 |
| O/A | Co-Driver | Club | Points |
| 1 | Paul Stringer | | 98 |
| 2 | Tina Horsfield | | 76 |
| 3 | Jack Morris | | 71 |
| 4 | Matthew Jones | | 60 |
| 5 | Ian Clapham | | 46 |

| 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 |

HEXHAM & DMC Northern Dales Targa

Sunday 17th July

A new format for an old favourite

- New longer Tests
- More Variety
- All at one Venue
- No unnecessary Road Miles
- All Day none-stop action
- Full on-site facilities (Toilets & Catering)
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<https://hexhammotorclub.co.uk>

**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



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**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 | 98 |
| 4 | Dave Thomas | Newtown | 68 |
| 5 | Ian Clapham | Clwd Vale | 59 |

Inter-Club Championship

| O/A | Club | Contenders | Events | Points |
|-----|--------------------|------------|--------|------------|
| 1 | Clitheroe & DMC | 18 | 29 | 189 |
| 2 | Bolton-le-Moors CC | 19 | 26 | 174 |
| 3 | Liverpool MC | 19 | 22 | 167 |
| 4 | Longton & DMC | 13 | 23 | 160 |
| 5 | Knutsford & DMC | 17 | 23 | 158 |
| 6 | Caerns & Anglesey | 41 | 20 | 150 |
| 7 | U17MC(NW) | 14 | 17 | 147 |
| 8 | North Wales CC | 18 | 12 | 76 |
| =9 | Bala & DMC | 20 | 13 | 75 |
| =9 | Warrington & DMC | 23 | 13 | 75 |

Marshals Championship

| O/A | Marshal | Club | Points |
|-----|-----------------|------------|--------|
| 1 | Brian Wragg | Liverpool | 117 |
| 2 | Maurice Ellison | Clitheroe | 83 |
| 3 | Sioned Kitchen | Ilkley | 39 |
| =4 | Henry Kitchen | Ilkley | 35 |
| =4 | Sean Robertson | Liverpool | 35 |
| 6 | Janusz Daren | Knutsford | 30 |
| 7 | Trefor Rowlands | Clwyd Vale | 29 |
| =8 | Tim Millington | Knutsford | 25 |
| =8 | Bill O'Brien | Gemini | 25 |
| =8 | Rob O'Brien | Gemini | 25 |

FOR SALE

1962 Turner Ford Mk2

chassis number 62/558

(photos on the Turner Website

<http://www.turnersportscars.co.uk/>,

lots more available by email)

registration number is 9682 DZ

- This is one of approximately 300 cars left from a total production of 600.
- There are about 150 cars in the UK and the majority of the others are in the US.
- There is an excellent club as well as a very active and helpful Turner registrar.
- The car is eligible for FIA HTP papers (Turners are now very competitive in Historic racing) and this car having the Ford engine and gearbox along with the later double wish-bone front suspension is generally regarded as the most desirable Turner.
- Ford 1500GT pre-crossflow engine, Ford semi close ratio all synchro gearbox.
- New Robin Knight (Turner guru and racer) chassis (which has had roll cage and seat belt bracketry added) along with a huge number of new parts – too much to list here.
- There is an excellent history file including a lot of Turner literature and all my itemised receipts.
- She has full weather gear, hood and sidescreens, and a tonneau.
- She is in good condition, drives really nicely, and has excellent performance.

£17,000

or sensible offers

Please contact Simon Riley on 01900 85072

or email sriley@rileyitsolutions.co.uk

the car is near Cockermouth.





NESCRO

Historic Motorsport In The North Of England & Scotland



2022 NESCRO CHALLENGE DATES LIST

| | | | | |
|-------|----------------------------|--------------------|----------------------|----------------|
| • Sun | 17 th July | Northern Dales | Hexham & DMC | Historic/Targa |
| • Sun | 14 th August | Blue Streak | Spadeadam MC | Historic/Targa |
| • Sun | 4 th September | Wearside | Durham AC | Historic/Targa |
| • Sun | 18 th September | Doonhamer | South of Scotland CC | Historic/Targa |
| • Sun | 2 nd October | Solway Coast Targa | Solway Car Club | Historic/Targa |
| • Sun | 23 rd October | Solway | Wigton MC | Historic/Targa |
| • Sat | 12 th November | Saltire | Saltire Rally Club | Historic/Targa |

NESCRO 2022 Historic Driver's Challenge

| Pos | Driver | pts |
|-----|-----------------|-------|
| 1 | Dave Short | 253.9 |
| 2 | David Garstang | 232.0 |
| 3 | Andrew Smith | 204.8 |
| 4 | Alex Procter | 183.6 |
| 5 | Colin Wilkinson | 166.4 |
| 6 | Andy Beaumont | 160.0 |
| 7 | Andrew Johnson | 153.8 |
| 8 | Ian Dixon | 151.9 |
| 9 | Peter Metcalf | 131.1 |
| 10 | David Marsden | 115.8 |

NESCRO 2022 TARGA Driver's Challenge

| Pos | Driver | pts |
|-----|-----------------|-------|
| 1 | Chris Dodds | 283.5 |
| 2 | Steve Retchless | 213.0 |
| 3 | Fraser Hughes | 211.2 |
| 4 | Simon Jennings | 192.2 |
| 5 | Craig Wallace | 179.5 |
| 6 | Robert Short | 177.2 |
| 7 | Tom Hynd | 175.3 |
| 8 | Kevin Savage | 169.1 |
| 9 | Stephen Short | 166.7 |
| 10 | Paul Turton | 156.0 |



NESCRO 2022 Historic Navigators Challenge

| Pos | Driver | pts |
|-----|-------------------|-------|
| 1 | Lynsey Procter | 281.1 |
| 2 | Roy Heath | 253.9 |
| 3 | Matthew Alexander | 232.0 |
| 4 | John Scott | 166.4 |
| 5 | Andrew Fish | 162.5 |
| 6 | David Boyes | 153.8 |
| 7 | Alex Metcalf | 131.1 |
| 8 | Alex Procter | 107.5 |
| 9 | Susan Dixon | 105.0 |
| 10 | Brian Smith | 102.3 |

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 | Kirsty Thompson | 177.2 |
| 6 | Sue Hynd | 175.3 |
| 7 | Phil Savage | 169.1 |
| 8 | James Greenhough | 166.7 |
| 9 | John Turton | 156.0 |
| 10 | Joshua Bailey | 142.8 |



Online learning module for Event Secretaries

We are very pleased to announce that the first online learning module for Event Secretaries is now available via the Learning Hub.

This generic module affords guidance and support to those carrying out the role at all levels of the sport, and will be supplemented by discipline-specific additions in the coming months. This will enable us to build a library of development content for Event Secretaries across the UK, providing the knowledge and skills necessary for this hugely important role.

To access the online module, please log in to the Motorsport UK website [HERE](#) and then follow the instructions in the attached document to enter the Learning Hub. Please note that you must log in as an individual, not as a Club. If you do not know your details, please contact training@motorsportuk.org

Once you are in the Learning Hub, there is a whole host of content available to you by clicking on the different sections. Alternatively, if you click on the key logo at the top of the screen you can view all content by type – there are videos, articles, online exercises and much more, all designed to assist your learning and development both inside and outside of the sport.

Whilst the responsibilities of an Event Secretary will of course vary depending on the type and level of event, we hope that you find this introductory module useful not only in your role but in supporting the Event Secretaries of the future.

Thank you for your continued support, and we will be in touch in the coming weeks with details of our first ever workshop series dedicated to Event Secretaries and Event Stewards which are due to take place in the autumn.

Kirkby Lonsdale MC

PENDRAGON STAGES

Sunday 28th August

CANCELLED

Unfortunately this year's rally has been cancelled.

The Army have removed our licence to use Warcop for Operational reasons

Miles Whitelock
Clerk of the Course

FOR SALE

Brian James Trailer Micro



- Max bed size 10ft x 6ft
- 2 new tyres
- all straps included

For more details Contact

Stuart Moore

stuart.j.moore5@gmail.com

Wigton MC

Cumbria Classic & Motorsport Show

Dalemain

August 21st

**Porsches and Austin 7s to star at the
Cumbria Classic & Motor Sport Show**

This year's Cumbria Classic & Motorsport Show on August 21st at Dalemain near Penrith will have Porsche and Austin 7 as the featured marques with a class for the Austin 7s and two for the Porsches, air cooled and water cooled.

Last year the Wigton Motor Club run show attracted over 800 entrants. This year they are capping the entries to 400 individual and 400 club entries. Dalemain is just two miles from Junction 40 of the M6.

As part of the Cumbria Classic Weekend, the Saturday (August 20th) see the Rose and Thistle Challenge, a very popular touring event.

Entry forms can be found at: [Cumbria Classic and Motorsport Show | Wigton Motor Club](http://CumbriaClassicandMotorsportShow|WigtonMotorClub) (wigtonmc.co.uk)

Entries close on August 1st

Removal of Competition Licences when disqualified from holding or obtaining a Road Traffic Act driving licence

The Board of Motorsport UK confirms that disqualification from holding or obtaining a driving licence under the Road Traffic Acts ('RTA') following conviction for offences under that legislation is incompatible with the holding of an ASN Competition Licence.

This incompatibility is a combination of the regulatory requirements of the sport in respect of the highest standards of conduct and behaviour, potentially bringing motorsport into disrepute and the alignment of the ASN with and support of the FIA programmes for action on road safety in a global context.

The Board confirms that the following applies to any person disqualified from holding or obtaining a RTA driving Licence following conviction under that legislation:

1. The licences of all persons so disqualified under the RTA are hereby withdrawn pursuant to NCR Chapter H. Art. 3.1.2 and
2. The fact of RTA disqualification must be voluntarily immediately reported to the Licensing Department of the ASN and
3. Failure to self-report is a breach of the National Competition Rules ('NCR') under Chapter C Articles 1.1.2 (b) and 1.1.3 and 1.1.4 and will result in an automatic referral to the independent National Court by the Disciplinary Officer with interim suspension under Chapter A. Arts. 2.2.1.3 and 2.2.1.4 and the penalty may be to double the period of suspension and
4. The consequence of the RTA disqualification is that the right to be granted and or to hold a Competition Licence under the NCR shall be automatically suspended from the date of that disqualification and that suspension shall expire on the same date as the entitlement to hold an RTA Licence is restored.

Therefore all Competition Licence holders currently disqualified from holding a RTA Licence must immediately report this to the Licensing Department and surrender the physical licence. The ASN reserves the right to call for evidence of the date of expiry of any RTA disqualification.

TO SELL A TACO IN TEXAS,

You Need:

- Obtain a Permit from State Health Services.
- Obtain County/City Permit
- Obtain "Food Manager Cetificate"
- Take a course in "food handling" and get a certificate.
- Maintain all meat/produce in approved storage containers at correct temperatures.
- Cook to a specific temperature.
- Use only approved water sources.
- Have Insurance.
- Maintain clean surfaces and work environment at all times.
- Be subject to regular and surprise inspections from the Health Department.



TO BUY AN ASSAULT RIFLE IN TEXAS,

You need:

- An ID
- Fill out one form
- Cash



Walk out with as many guns and ammo as you want, same day.

@fox_dirty_laundry

Olaf the Viking is shopping at a supermarket when he comes across an old lady in a wheelchair, almost in tears.

"What's the matter?" asks Olaf.

"Oh," sobs the old lady. "I want to have a look at the frozen puddings but, as you can see, there are three steps down into the chiller cabinets."

"No problem," says Olaf, lifting her onto his back. "I'll take you."

Olaf strolls through the chiller cabinets with the old lady on his back. She selects several puddings and puts them in the basket he is carrying for her. At the other end the old lady's husband is waiting with her wheelchair.

"I'd really like to thank you," says the old lady as Olaf sets her back down in the chair, "but I don't even know who you are!"

Olaf just waves and walks off.

"I was really worried about you," comments the old lady's husband. "What have you been doing?"

"I've been through the desserts on a Norse with no name."



The small organising team of Pendle Powerfest handed over a cheque for £8098 to Pendleside Hospice on Saturday the 18th of June.



Wigton MC Cumbria Classic & Motor Sport Show

August 21st

Dalemain

near Penrith.

The biggest show in the region.

Entry forms at www.wigtonmc.co.uk

Entries close on August 1st



Paul Commons Motorsport Photography

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

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



Product

- JPEGs, prints, press releases and reports.
- Standard prints are available at very reasonable prices from his website.
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For pricing and any other enquiries please get in touch via email

paul.common@yaho.co.uk

Or visit the website

<http://paulcommonsmotorsport.com>



Policemen inspect a "lumber truck" that reeks of alcohol during prohibition, 1926

"Some of the biggest cases of mistaken identity are among intellectuals who have trouble remembering that they are not God."



CATACLEAN PROMENADE STAGES RALLY

9th & 10th September 2022

CATACLEAN

2022 Cataclean Promenade Stages Rally

9th / 10th 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. If you would like to help on the Promenade Stages Rally then please register **via Rally Stage**

Team. <https://www.rallystageteam.co.uk/>

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. More information can be found on the event website <http://promrally.wallaseymc.com/>



Sunday 3rd 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 or 07827 960 560.

KANGOL COMPETITION HARNESSES

FH101 Full Harness
£9.00

**Speedmaster
Full Harness**
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Carriage 75p



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Motorsports Photography and Journalism

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Stage Rally | Targa Rally | Vintage Car Rallies
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Phil James

Motorsports Photographer & Journalist

07771 76 86 57 | 01772 69 00 34

phil@pro-rally.co.uk

 @ProRallyPhoto

Pro-Rally.co.uk

1

www.pro-rally.co.uk

Kirkby Lonsdale MC



KLMC TARGA

Sat. 12th November

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

<http://www.klmc.co.uk>

Ever since the wife and I bought a water bed,
we've drifted apart.



three sisters
CIRCUIT

Car Track Days:
1st & 15th August
5th September

Kirkby Lonsdale MC **CARS THE STAR SHOW**

Holker Hall and Gardens
Sunday 17th 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

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circuit
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**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 17th

SUNDAY

MAR 15th

FRIDAY

APR 13th

SATURDAY

JUN 29th

SATURDAY

BOOK ONLINE AT [RALLYTRACKDAYS.COM](https://rallytrackdays.com)

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- AutoSOLOs
- Road Rallies
- Stage Rallies
- Sprints
- Hillclimb

Enter ALL for Just £5

Register on Line

<http://sd34msg.org.uk>



Wern Ddu PCAs



4th September

2nd October

13th November

www.warringtondmc.co.uk

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 20th 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 6th 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.warringtondmcc.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 or

Gary Marriott

gary.marriott80@btinternet.com

SG PETCH
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A.N.E.C.C.C
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
2ND " "
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

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SHOCK ABSORBERS

Proflex Shock Absorbers Stage Rally Championship

| Round | Date | Event | Organising Club | Event Type |
|-------|----------|--|----------------------------------|--------------|
| 6 | 03/07/22 | Greystoke Stages Rally | West Cumbria MSC/Eden Valley MC | Gravel |
| 7 | 07/08/22 | Tyneside Stages Rally | Alnwick & DMC / Berwick & DMC | Tarmac |
| 8 | 07/08/22 | Heroes Stages Rally | Garstang & Preston MC/Pendle&DMC | Single Venue |
| 9 | 28/08/22 | Rainworth Skoda Stages Rally | Sheffield & Hallamshire MC | Single Venue |
| 10 | 09/09/22 | Promenade Stages Rally | Wallasey Motor Club | Tarmac |
| 11 | 09/10/22 | Adgespeed Stages | Wigan Motor Club | Single Venue |
| 12 | 06/11/22 | Malton Forest Rally | 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, |
| Rod Brereton, (PDMC) | John Rhodes (APMCC) |
| Richard Hart | Bruce Lindsay (PDMC) |
| Brian Wragg (L'pool MC) | Steve Butler (CDMC) |
| Greg Harrod (Lampeter) | Tony Vart (CDMC) |
| 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) |
| Dan Willan (KLMC) | Dave V. Thomas (ANWCC) |
| 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) |

Phil James of Pro-Rally,
Paul Commons Photography
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. 20th 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 5th September

www.ancc.co.uk



ANWCC

Association of North Western Car Clubs

Tues August 9th

8pm at the Kilton Inn

Knutsford

<http://anwcc.co.uk>

ANECCC



Thursday 21st 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 August Edition is

Thursday the 28th of July

which is due out on

Sunday the 31st of July

PLEASE Email Reports etc. ASAP

to Maurice Ellison at :

sd34news@gmail.com

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