

# August spotlight

2022



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



**ANWCC**  
Association of North Western Car Clubs



**ANCC**  
Association of Northern Car Clubs



Tom Hall / Andrew Fish

Photo Courtesy of

**Tony North**

**Northern Dales Targa Rally : Hexham & DMC**

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

Volume 13 : Issue 8 : August 2022 : Maurice Ellison

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**MOTOR SPORT GROUP**

## **Contacts**

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



**Comprising the following 10 Clubs**



**Blackpool South Shore Motor Club**  
[www.bssmc.com](http://www.bssmc.com)



**Clitheroe & District Motor Club**  
[www.clitheroedmc.co.uk](http://www.clitheroedmc.co.uk)



**Ecurie Royal Oak Motor Club**  
[www.eromc.co.uk](http://www.eromc.co.uk)



**Garstang & Preston MC**  
[www.gpmc.org.uk](http://www.gpmc.org.uk)



**High Moor Motor Club**  
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**Preston Motorsport Club**  
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**Stockport 061 Motor Club**  
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**Warrington & District Motor Club**  
[www.warringtondmc.com](http://www.warringtondmc.com)



**Wallasey Motor Club**  
[www.wallaseymc.com](http://www.wallaseymc.com)



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

**Website : [www.nwstages.co.uk](http://www.nwstages.co.uk)**  
Mark Wilkinson - [secretary@nwstages.co.uk](mailto:secretary@nwstages.co.uk)

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Contact either Maurice Ellison  
or Steve Johnson for more details

**Steve Johnson** [steve.amsc@gmail.com](mailto:steve.amsc@gmail.com)

**Maurice Ellison** [07788-723721 sd34news@gmail.com](mailto: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 : Ian Farnworth  
Email : ian-farni@hotmail.co.uk  
Tel. : 07866 950693  
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





Last month's SD34 MSG meeting was on 'Zoom', notes can be found on pages 6 & 7. Zoom does allow all clubs 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! As always, open, robust discussions are a way of allowing the groups clubs to work together for the members clubs and all involved in the grass root championships. Issue raised at the meeting can be fed back to MSUK for solutions.

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.

One issue raised at the meeting in July, was that of PPE equipment in rally cars. When every 5 years new items have to be purchased for the club motorsport car! 'Clubman' folk (yep - male and female) have not used their cars for 2 years due to the Covid issue. They now find the five years on PPE fitted in the cars are out of date, or soon will in the next year or two. **This issue has been raised at the highest level at Motorsport UK; we await any outcomes?**

Another issue raised at the meeting was the 'Marshals pathway' and many former 'senior officials' now 'event official' felt undervalued. How has this come about you may ask? Well when ADL and Stuart Turner started promoting the marshals scheme, the current staff apart from Sue Sanders may not even have been born when the scheme started!

My first marshalling on the RAC was about 1978 at Trentham Gardens, the year later, it was the lakes, North Wales and Mid Wales watching and marshalling for 4 days! A group of us then marshalled for many years with up to 30-40 of us at rallies. Venues, Knowsley Safari Park, Rudding Park, Clocaenog Forest and many more 'SD 34 Club' as we were then, often helped run a stage

Some of group in the late 80s went to the Chatsworth House Stage, and we soon end up going back each year; with up to 200, SD 34 MSG marshals attending the Chatsworth Stage on the 1992 Lombard RAC Rally when Juha Kankkunen lost his front grill at the water splash. Watch the event report here-

[1992 Lombard RAC Rally \(day one, live stage - SS8 Chatsworth\) - YouTube](#)

SD 34 MSG members attended the Chatsworth Stage until 1996, after that the rally moved to South Wales!

Many of the SD34 team involved with the running of Chatsworth got involved with the Marshals Registration scheme at the very beginning and became 'Senior Officials' as they were all running events with local clubs and helping to run a WRC Stage. The 'Senior Official' was just that, the top volunteer at the time! Dealing with many tasks that now an army of volunteers are needed, just to run a small single venue stage rally....

This probably occurred in all UK Motor Clubs involved in rallying at that time, before internet and email, planning and events happened due to the 'Professional Volunteers'.

Hopefully the discussions, I have had this week with Sue Sanders, Motorsport UK will recognise that the sport currently needs these experienced volunteers more than ever! This area is being looked at again, into the history of the marshal's scheme and hopefully the scheme will take these factors into account, Work in Progress as they say....

Many 'Professional Volunteers' have a working life, gaining skills that help in the motorsport voluntary tasks, without these volunteers 'Club Motorsport' just would not happen. We must remember that a volunteer can do the task for any Charity, Church, or a million of other groups all wanting helpers.

Thanks Marshal. - Motorsport needs you!

**Steve Johnson : SD34 MSG Chairman.**

PS - ANWCC have now been giving £25 per month to the marshals draw since 2002. That is over £6,000, and when added to the end of year awards, the total will now be over £10,000, given out over 20 years, all raised from the competitor's donations each year, when registering for the ANWCC championships. Thanks to all that help with the ANWCC scheme.



# SD34MSG Meeting

8pm Wednesday 20<sup>th</sup> July 2022



**Present** - Officials, championship compilers, club delegates from over 17 clubs. Well over 50% of the group!

The Chairman welcomed everyone to the meeting. Dave Thomas (ANWCC), Claire Kirkpatrick and Ben Lancaster from Motorsport UK Club Development also joined the meeting.

## Matters Arising

### Awards night

Tracey Smith provided an outline for the 2023 awards evening, this would cover the last 3 years awards. The committee's preferred option is the Poplar Club, Accrington. The Chairman thanked Rod Brereton - PDMC for their kind offer of help re guest speaker. Gary Heslop and Steve Butler agreed to obtain trophy prices.

### SD34 Proposed Rule Changes

Steve Lewis has drafted a number of proposed rule changes for the Interclub League but is not sure how to address any perceived imbalance in the Championship. Gary Heslop (HMMC) had raised concerns at the November meeting but had not looked at the calendar in detail.

David Graves (BLMCC) suggested that clubs should be entitled to run whatever events they choose.

Alan Shaw (PDMC) stated that the league appears to be dominated by non-race rally events. Maurice Ellison pointed out that CDMC has regularly won the league and does not run NRR events.

Steve Lewis also proposed a change to the marshals scoring system for the Interclub League. Steve Lewis agreed to come back to the September meeting with any proposed rule changes. Any club with an issue about this championship please let Steve Lewis know your concerns.

### Streetcar

The Chairman welcomed Claire Kirkpatrick and Ben Lancaster to the meeting. Claire is the Head of Club Development, a new team at Motorsport UK supporting club development including Streetcar. Claire outlined the aims and ambitions of the Streetcar initiative; promoting grassroots motorsport and simplifying the pathway to motorsport.

*Continued on Page 7*

## **SD34MSG Meeting Notes**

### **Continued from Page 6**

- Motorsport UK has created pictograms to help newcomers identify events that are suitable for beginners. MSUK have developed a club charter to encourage consistent standards across events and there is a new Streetcar website. MSUK are aiming to recruit 50 clubs to sign-up to this charter. 2022 is a pilot year.
- (BLMCC) asked what the criteria were for clubs to sign-up? Claire suggested that clubs email expressions of interest to <mailto:streetcar@motorsport.uk.org>.
- John Harden (LivMC) asked why Sprint and Hillclimb was not included in the Streetcar initiative?
- Dave Thomas (ANWCC) asked how the MSUK will publicise Streetcar club events? Claire explained that MSUK will utilise the Streetcar social media channels to promote registered club events. Dave wanted to know why MSUK are not promoting all clubs and their events-all have paid the same registration fees and should be entitled to the same level of support from MSUK. Claire suggested that MSUK does actively promote all grass-roots events.
- (BLMCC) asked if there should just be a class for Streetcar entrants? Claire explained that the event should have a suitable class for newcomers, but does not need to be called a Streetcar class.
- (CDMC) asked how MSUK have selected the Streetcar promoting clubs? MSUK did approach the Regional Associations. Clubs are not being selected for the initiative-clubs are being encouraged to apply.
- John Harden (LivMC) stated that he has worked very hard to introduce the standard car class for Sprints and Hillclimbs and expressed his disappointment that speed events are not considered grassroots motorsport. The Chairman asked Claire to take this point back to Motorsport UK.
- Martyn Taylor (KLMC) thanked Motorsport UK for bringing grassroots motorsport under one banner.

**Dates** - The Pendragon event will not run in August. - *MOD access issues.*

## **Championships**

The latest standings are available on the website, via email and Spotlight.

## **Spotlight Update**

Maurice has removed the Championship information from Spotlight. The latest SD34MSG & ANWCC standings are now available on the relevant websites.

## **Motorsport UK**

The Chairman invited Martyn Taylor (KLMC) to speak about the rallies consultation. The Chairman had raised the point of life-limited equipment at the Motorsport UK council meeting today (belts and seats). The Chairman also stated that the Marshals pathway proposal had not been well received by existing marshals he had spoken to.

## **AOB**

Steve Booth (Wigan DMC) expressed his disappointment that Motorsport UK has not provided an answer to questions about time-limited equipment. The Chairman asked Claire to raise this matter again with Motorsport UK. Steve Booth reiterated the fact that the rule changes are infuriating competitors and the lack of response is also!

# **SD34MSG Meeting**

**Next Meeting Wednesday 21st September : 8pm at**

**The Poachers, Bamber Bridge, PR5 6BA**

**Just off the M6 Junc 29**





# ANWCC

Association of North Western Car Clubs

After the lengthy notes of past couple of months, where we highlighted some new proposals regarding changes to the championship calendar, we would have hoped to be able to report that all our questions had been answered, one way or the other, to explain just why someone thought it necessary to come up with such a proposal (R1.1.11). Unfortunately, and despite promises, no such explanations have been received!

As we all now know, the proposal has been ratified for inclusion in the 2023 Blur Book.

But they have still not amended D11.2 to include "Calendar" so the waters are still muddy!

However, there is a little bit of positivity, in that someone came up with a proposal that R1.1.11 should not apply to championships such as ours – true grass roots championships. The proposal was accepted by the Autotest and Cross-Country committees but has gone no further as yet, and could well be too late for the 2023 regulations anyway.

So ... what this has shown is that submitting comments in line with the consultation process is ignored – so it is now more important that anyone objecting to any proposals should follow the consultation system – if Motorsport UK get a great quantity of comments then they may be forced to actually report on the findings and act accordingly.

Latest proposals concern tyres and stage merges – you will find information later in this *Spotlight*. You can, of course, find the proposals on the Motorsport UK website, but you need to do quite a bit of searching ... here is the path:

[www.motorsportuk.org](http://www.motorsportuk.org) ... click on "The Sport" in the horizontal list of pages ... from the menu select "Regulations" ... then scroll down the menu on the left and you will find "Proposed Changes for Consultation" ... then a list of proposals by discipline. Simple!

It was pleasing to receive a report on the "New Marshals' Development Pathway" – a summary of questions asked and the responses from Motorsport UK. You will find this later in this issue of *Spotlight*. If they are able to do it for one committee then surely they can do it for the others ... be transparent.

Anyway, enough of that for now!

With there having been no Inter-Association events in the last couple of years it was pleasing that we were able to field teams in the two IA events that are being held this year. As reported last month our Autosolo team travelled southwards and won overall, a really top achievement.

Early in July Knutsford & District MC ran the Inter-Association Autotest on behalf of ANWCC. The event was the popular Tim Sargeant Memorial Autotest, and we fielded a team comprising David Goodlad (Mini), Gordon Holmes (Westfield) and Duncan Wild in his ABS Freestyle. All put in an excellent performance but were beaten into second place by the West Midlands team which included the event outright winner - stunt driver Alastair Moffatt in his Mini Special – interestingly Alastair has located a rather special autotest vehicle – Morris Bishop's MOB1 is a 4-wheel-steering Mini Special that won the BTRDA Autotest Championship 50 years ago, and he is in the process of renovating it!

We will soon be asking for clubs to submit dates for 2023 – the request will go out about the end of August, following the next ANWCC meeting, so that we can formulate a list of events that could qualify for our 2023 Championships (note that wording, I have not said formulate a championship calendar!).

Our championships are all progressing well – plenty of events (nearly 80 so far this year), plenty of championship contenders (311 to date, 32% up on last year) and we are now planning the Awards Night which has been put on the calendar at Saturday 21st January 2023 ... we are looking at a number of different venues to see which would be the most suitable.

As ever, any comments, suggestions and queries about the ANWCC championships please contact me ([anwcc@talktalk.net](mailto:anwcc@talktalk.net))

**Dave V. Thomas**

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

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

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





# Bala & DMC

## Conwy Motorsport Engineering **Rali Cwm Cynfal**

24<sup>th</sup> July

## Air Ambulance wins again at local car rally!

*Emyr Hall, Bala & DMC*

Bala and District Motor Club ran The Conwy Motorsport Engineering Rali Cwm Cynfal for the first time in three years, with a base at the Trawsfynydd Ranges. The event consisted of 13 tests, seven on the Ranges and six on nearby farm tracks.

45 crews started the event on a rain soaked day, the top 3 cars would be split by a handful of seconds with the local crew of Dewi Jones and Daniel Jones, with Iwan Roberts jnr / Huw Parry following a close second, the top 3 was rounded off by the Mold crew of Hoard Price and Phil Sant

In the second half of the event Howard Price / Phil Sant made their four wheel drive's Subaru additional grip count in the slippery conditions taking a slender win from Dewi Jones / Daniel Jones with Iwan Roberts jnr / Huw Parry coming home third

As ever the whole point of the rally was to raise money for The North Wales Air Ambulance, with all profits from the event being donated to this worthy cause, on the day £1000 was raised culminating in Bala Motor Club donating a cheque for £5000 to this worthy cause when adding money raised on other events to the days collection

A spokesman for the club said "As a club we feel its important to support this charity as we have a largely rural membership from rural communities, in such area's the Air Ambulance could be the literal difference between life and death

Photos

Local North Wales Air Ambulance volunteer Ifor Davies collecting the cheque from Bala and District Motor Club's Vice President Arwel Lloyd Jones and long time NWAA fund raiser Geoff Jones, surrounded by Bala and District Motor Club Members

For more information please contact Emyr Hall, Bala and District Motor Club Secretary 07798 768184 / emyrh-all@aol.com



*Event winners Howard Price / Phil Sant  
Photo courtesy of G Price Photographs*



*Emyr Hall, Bala & DMC*





West Cumbria Motorsport Club  
and Eden Valley Motor Club

## Greystoke Stages

### 3rd July 2022



*Photo Courtesy of Jay Steele*

**Barry Lindsay : Spadeadam MC**

The 206 is all washed and back on its stands after a hard day in Greystoke. Fantastic result of 7th Overall and winning the class by nearly 2 min. Wasn't easy though and we visited one or two ditches and banks on the way trying to up my cornering speed but think were about as far as we can go!. When it comes to map reading Carolines information is fantastic only once did I call back "Thats not a 5!" We were in a ditch at the time. The reply " Get it back on" (the road)

Always love the Greystoke Stages such a well organised event by a friendly team gaining as much mileage from the forest and different routes each year. BIG well done to Greystoke Stages Rally organisers West Cumbria Motorsport Club & Eden Valley Motor Club. See you all next year.

Thank you also to all Marshals, rescue, radio, recovery who made the day run smoothly.

My little team to pull off this result, Caroline, my dad & Martyn for servicing. Good ANECCC SG Petch Stage Rally Championship & Proflex ANCC championship points hopefully.

Now to re-prep ready for the Scottish with a bit of luck.

**Barry Lindsay : Spadeadam MC**

## U17MC(NW) Charity Fundraiser SKYDIVE



Under 17 Motor Club North West members Hazel Johnson and Andy Williams are doing a charity fundraiser for Lancashire Mind in August. They're getting thrown out of a perfectly good aeroplane at 15,000 feet hopefully strapped to an instructor doing a tandem skydive. They're aiming to raise £500 each and every pound donated goes directly to the charity as the jump fee has already been covered.

**You can donate by using the link**

<https://www.justgiving.com/fundraising/hazelandandy>

**Visit Lancashire Mind using this link**

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





West Cumbria MSC  
& Eden Valley MC

# Greystoke Stages

Sunday 3rd July

## Mini Rally Challenge Round 6

*John Goff (Mini Rally Challenge)*

Ten Mini crews travelled to the home of the M-Sport WRC test forest in Cumbria for the Greystoke Stages.

I think it's fair to say we had a great day even though there were the normal ups and downs.

First away was Mick and Paul and with Mick doubled up with a bad back was this the opportunity for drivers to reduce his grip on the series? Answer No as he was straight into his stride and continued to go fastest on four of the six stages with George and Keith taking one each.

First to hit trouble was Mark G on stage 1 finding a deep ditch with what Mark described as a total driver lack of talent, after taking a maximum he continued to enjoy the day. George and Guy were given notional stage times after stopping to check the crew were ok.

Gordon was in secure second place until what we think was wishbone or ball joint failure ended his and Tina's day. Keith and Kevin managed to drop their car on its roof in a deep ditch ending their good start.

Yet again the stage times were so close with two or three seconds splitting crews. Seventy Eight year old Dave Head joined us in the ex Ikin car and loved it, hopefully we will see him out again soon. Team Jones were still learning in both seats but won on the smile factor. Christian decided a more cautious approach after the Plains roll was a good way forward which rewarded him with a good bag of points and more seat experience.

John C was maybe the only unfortunate one in the final results having set six quick times and was fourth, pipped by George second and Guy third by virtue of their given notional times on stage one maybe? but we'll never know for sure.

He however did win the tyre inflator in the prize draw.

Congratulations to Mick and Paul on another top spot. I don't think they're over the line yet, it would take a massive upset now so have one hand on the 2022 trophy.

Our thanks to the clubs and all their marshals etc for a great event and hope to see you all again next year. and to all our sponsors

*John Goff (Mini Rally Challenge)*







# Le Mans Classic

30<sup>th</sup> June - 3<sup>rd</sup> July 2022

**Stuart Bankier : Berwick & DMC**

After a four year gap Siobhan and I were very pleased to get on the A1 and head south for our trip to the Le Mans Classic.

We have been to every event since 2010 when Siobhan was ten and it was quite nice now to be able to share the driving.

The event was last run in 2018 and this event had attracted entries of up to 80 cars in each of the six grids covering 1923 to the early 1980s.

The weather was fantastic and there were so many classic cars to look at either racing or in the classic displays it was a real challenge to look at them all and some of them you will never even of heard of.

We did in fact skip most of the Porsches as when there are over a thousand in a field you get rather punch drunk. There must have been at least one example of every type and colour of Porsche ever made. There was even a separate car park outside the circuit for Porsches and that was full to.

Many of the cars competing and in the static displays were from the UK and the variety is staggering although we did feel that amongst the club stands there was a general move to newer classic cars and there were lots of new "supercars" to.

The roads within the circuit are total chaos in true French style with no concept of health and safety.

A fantastic mix of people, bikes, trikes, quads, classic cars, classic buses, Jeeps and a few Gendarmes blowing whistles.

It is a fantastic event though so make a date of it in your diary for July 2024.

**Stuart Bankier : Berwick & DMC**



# Fishing

## *Weather Forecast, The Monarchy & Government*

A king wanted to go fishing, and he asked the royal weather forecaster the forecast for the next few hours.

The palace meteorologist assured him that there was no chance of rain.

So the King and the Queen went fishing.

On the way, he met a man with a fishing pole riding on a donkey, and he asked the man if the fish were biting.

The fisherman said, "Your Majesty, you should return to the palace! In just a short time I expect a huge rain storm."

The King replied: "I hold the palace meteorologist in high regard. He is an educated and experienced professional. Besides, I pay him very high wages.

He gave me a very different forecast. I trust him."

So the King continued on his way.

However, in a short time a torrential rain fell from the sky.

The King and Queen were totally soaked.

Furious, the King returned to the palace, and gave the order to fire the meteorologist.

Then he summoned the fisherman and offered him the prestigious position of royal forecaster.

The fisherman said, "Your Majesty, I do not know anything about forecasting.

I obtain my information from my donkey.

If I see my donkey's ears drooping, it means with certainty that...it will rain."

So the King hired the donkey.

And thus began the practice of hiring dumb asses to work in influential positions of government.

The practice is unbroken to this date...

## Competition & Classic Parts Group 4 Vauxhall Chevette Project

Over the years competing in motorsport we have accumulated a large amount of competition and standard parts including cars and projects.

The workshop is emptying fast so here is a project and parts we have for sale:



Here we have a great basis for building a Group 4 Chevette HS. Much of the conversion of the shell has been completed including the rear floor section, rear turrets, 4 link boxes and works type tunnel. It comes with doors, front wings, fibreglass bonnet/tailgate and a GP4 body kit. A Custom Cages weld in cage kit will also be included which requires fitting.

**Price £3,750**

We have the following parts to aid with the build:

Laminated Screen, Steering Column and HR Rack, New Bias pedal box, Front X-member, upper and lower wishbones, uprights/ hubs, dash top, instrument cluster, indicators, headlights, heater parts etc.

**Price £950**

We also have some other parts left so please ring if you are looking for anything Chevette.

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

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



# Hexham & DMC Northern Dales Targa Rally

17<sup>th</sup> July 2022

**Geoff Bateman : West Cumbria MSC**

After a "dry spell" of eleven weeks without an event the Northern Dales event, run by Hexham and District Motor Club was eagerly anticipated. The event returned, once more, to the old Eastgate Cement Works site, near Stanhope in Weardale and right by the side of the River Wear.

The first challenge, once the car was ready, is actually getting there from home as we have to tow the trailer over Hartside, up through Alston and then over through Nenthead to get there which is the toughest tow of the year for us and we're always relieved to get there, and then back again, with the clutch still intact.

This year I was doing the event with Barry Allman, fresh back from getting lost all over Europe whilst Maggy was going to do the decent thing and help out with the marshalling. We left home at 5-30 in order to get there for opening time at 7am and had a wet drive over through light rain which was quite a bit heavier on the higher ground. Just before arriving at Eastgate we passed a red car sat in a lay-by and drove past without realising it was Barry who had camped out there for the night in his trusty Suzuki.

There was still some light rain as we unloaded and it seemed like all the flies in Weardale had decided to come out to play which saw much arm waving etc. by people as they tried to keep the little buggers away. Thankfully once the rain stopped a bit of a breeze sprung up and most of them decided to go elsewhere. Baz arrived, just as unloading was done, with excellent timing, and we took the Pug over to for scrutineering and then a short wait for documentation before a trip to the food van for sausage rolls and coffee before the diagram marking and route checking started.

Eastgate is quite a compact venue but every year the Hexham people manage to fit in some good flowing tests with different surfaces with changeable characteristics as the day goes on. This year they had gone for a different format to past years and had opted for 5 loops of 2 tests and then 2 longer combined tests to finish off, giving 12 tests in all. Fortunately as the area is pretty flat you can see quite a lot of the test areas from the paddock area and with the aid of the diagram you can get a reasonable idea of the layout before you start, so after checking out the first 2 tests which were to be run twice with the diagrams we were fairly confident we could find our way round.



**Photo Courtesy of Tony North**

**Continued on Page 15**



## Northern Dales Targa

### Continued from page 14

Liam Charlton in his MX5 running as car 0 was also really helpful as we watched him negotiate both tests which cleared up most queries.

Off to the start of test 1 and we were away. Off the line a 360 followed by a 90 right 3 cone gate to a 90 left and down the railway lines. Quick left-right combination followed by a tight 90 left, 90 right to go between the power pylons (best missed) before going all the way around the outside of a large area before exiting and entering a slalom at cone "O". Slight stall as we had got to cone "O" and Baz had got to cone "M". I went to go to the left and Baz called right just in time and we just made the right and cleared it. Out of the slalom via a 2 cone gate and a 180 right to finish at the weighbridge stop line. We had lost a bit of time but thought we had recovered it all right.

Straight in to the queue for test 2 with 2 cars in front so a couple of minutes to change the diagram and have a bit of a refresh in my mind. It all looked good and we set off with gusto. 90 right and 90 right into the quad behind the sub-station, 90 left, 90 left and 90 left followed by bang as the back end slid heavily into the hidden kerb swinging the front end round to also hit it whilst also landing in the over hanging hedge! I managed to keep the car going with minimal time loss but as soon as we got to the 3 cone slalom it was obvious that there was a bit of a problem which felt very much like a front wheel puncture. Regardless of this I kept on going as best I could and managed to negotiate the next few manoeuvres without penalty but with quite a bit of running wide before arriving at a "stop astride" manned by Maurice Ellison and Maggy at the bottom of a gravel ramp. Away from the SA up the ramp and avoiding the tape on the left (big drop off) we got to the end of the bank to find a steep ramp down, going slightly right, which we hit fairly well and landed on the sump guard (well that's what it's for!) before the second SA. A run round the outside of the site on gravel with a flat tyre gave an exciting end to the test but we got to the finish and returned to the trailer park to inspect the car.

There was some new dents in the front offside wing and the tyre was deflated but not flat. It looked like it had just been pushed off the rim bead letting most of the air out. The back end looked OK so with a quick change of both front wheels we returned to the paddock for tests 3 and 4 which were a repeat of 1 and 2.

Test 3 was done without incident or delay as was test 4, having learnt from the mistake of test 2 and we returned to the paddock for a coffee and a short break whilst the tests were modified for the next round.



**Photo Courtesy of Chris Ellison**

**Continued on Page 16**



## Northern Dales Targa

### Continued from page 15

The results had been posted and we were surprised to see we had been penalised for a wrong test on the very first test although neither of us could remember where we may have gone wrong and were sure that we had done the same route the second time with no penalty. Anyway, it is what it is and although it had cost us about 10 places we were not bothered by it we were having too much fun.

Test 5 was a slightly modified version of test 1 and 3 and so having carefully marked the main changes we set off and got round with no issues before exiting to test 6 with just one car there so only a minute or so to check the diagram. The area behind the substation was to be traversed in the opposite direction and we got round it without incident before doing a slalom followed by some 90 lefts and rights before getting to the SA alongside the gravel bank which we had gone up in tests 2 and 4. This time we went along the bottom, a bit of left- right on the gravel before a 90 left to the finish. A few yards from the 90 left the MGB of Ian Dixon suddenly appeared from the right and fortunately he was going fast enough for us to avoid T-boning him and just managed to pull in behind. Luckily they went to go to the wrong side of the next cone and I managed to squeeze past and out of the dust to get to the finish just before them. Heart rate must have been well up but no change of underwear was required, which was handy as I didn't have any. Meanwhile Baz just sat there going "left of V, left of V" as if it was an every day occurrence to meet someone where they shouldn't be!

Tests 7 and 8 repeated 5 and 6 and were undertaken without incident and with improved times and we had moved a little up the results which was nice. The lunch break was taken with good crack with some of the other crews and a chance for a catch up with Maurice and Maggy, now called "Dusty". Baz marked up the diagrams for the last 4 tests and I checked the car over (kicked the tyres) so we would be fully prepared for the afternoon's session.

Test 9 used a different start down on the railway lines and then covered much of the same area as 1,3,5 and 7 but mostly in the opposite direction. Once again Liam Charlton's run as car 0 was most helpful in identifying any areas of doubt and I was quite confident that we could handle it without a problem. Communication in the car was improving with every test so we were optimistic for a decent run.

Off the line and a couple of 90 lefts to take us back towards the morning's start area where a 180 took us back out towards the pylons once more via a 5 cone slalom and a big 360 before going through a gate to enter the "pylon area".



**Continued on Page 17**

**Photos Courtesy of Tony North**



## **Northern Dales Targa**

### **Continued from page 15**

As we approached the gate going fairly enthusiastically the MGB of Ian Dixon appeared once more coming through the gate in the wrong direction. Serious braking was required and with Ian managing to quickly find reverse we both managed to avoid a close encounter of the metalwork kind and we managed to make the gate. Despite the distraction we still managed the rest of the test without incident and exited to go to the start of test 10 where we were, once more, behind Ian which is where we should have been!

Test 10 was not that different than test 8 but did see us once more behind the substation going round anti clockwise which resulted in another kerb contact with the rear offside wheel. Hell of a bang but the car seemed ok and despite another excursion in to the hedge slightly later on, with the resultant stall and reluctance to start, we managed to get round with some time lost. One of the things at Eastgate seems to be the grip changes as the dust comes and goes on some of the smoother concrete areas, that's my excuse and I'm sticking with it!!

The final 2 tests used the whole area so were pretty intense but as we had done most of the manoeuvres in the previous 2 tests it didn't look too difficult once you got it into your head. There was only one place where I thought we might have a problem which was a tight 180 about 2 thirds of the way round. We got all the way round to it without any issues then hand braked to get round the 180 for it to totally go round and end up nose in to the cone and a stall! I was a little annoyed at myself as we could have easily got round a bit slower with no hand brake and been quicker. With the error rectified we completed the rest of the test and determined to do better on the next run.

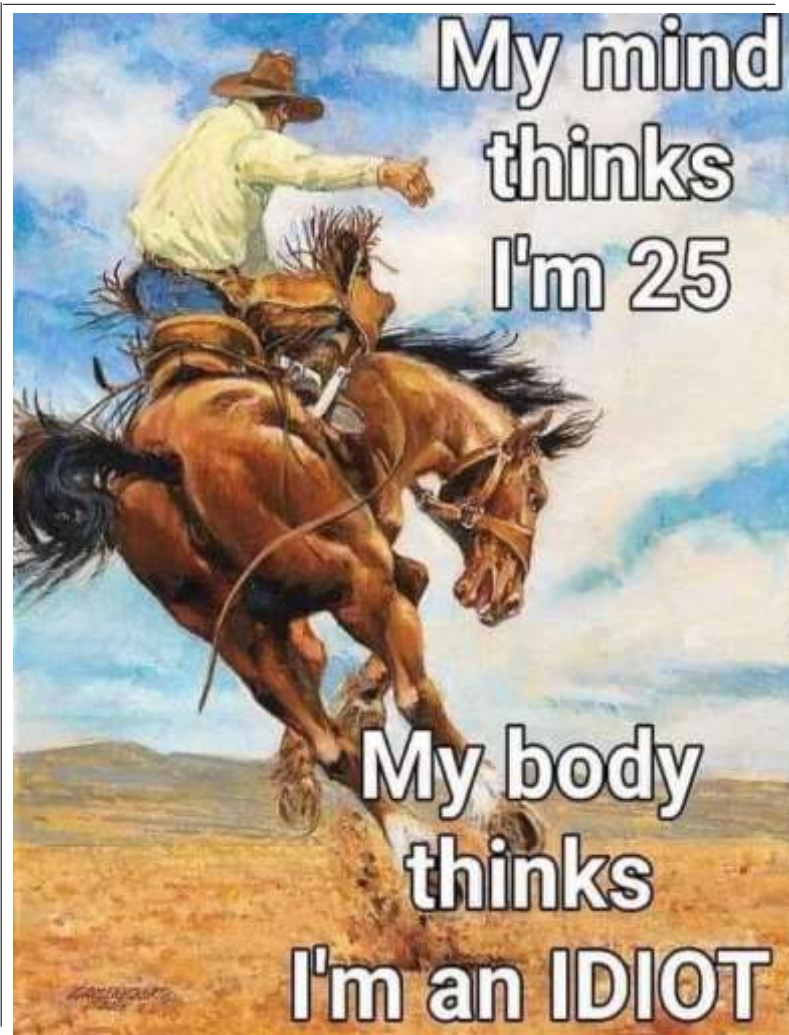
Test 12 went without incident and we went 10 seconds faster and managed to finish the day on a bit of a buzz. We ended up 14<sup>th</sup> overall and 2<sup>nd</sup> in class H2 (there was no way we were going to get anywhere near Tom Hall) so all in all not a bad day considering that we had not done a targa together since last year's Blue Streak and I hadn't done one since 1<sup>st</sup> May and was a bit rusty (like the car!).

A big thank you must go to the Hexham people for once more putting this event on and making it run so well on the day despite some difficulties they had experienced. A great day out for minimal cost and always good fun.

**Geoff Bateman : West Cumbria MSC**



***Photos Courtesy of Tony North***





# Hexham & DMC Northern Dales Targa Rally

17<sup>th</sup> July 2022

*Barry Allman : Clitheroe & DMC*

After a nice relaxing June spent cruising around Europe it was back to action stations again on my 31st event of the year !!

01.00 on the 17th of July saw me heading off to Eastgate Cement Works Weardale. In case you don't know the area ( Like me ) it is in the Top right hand corner of OS Map 91 (Just). Driving through the night means very little traffic but I did miss out see the scenery. Got there nice and early and found the venue, time for a snooze. Waking up just in time to see Geoff and Maggy Bateman and his Trusty ? Peugeot 205 GTI drive past me on its trailer. Geoff had spent some time and money on his beast, pleased to say most parts are still available of a car 40 years old now ? Geoff may have time out of his garage to write his own story of car preparation fun and bruised knuckles.

It is a cracking large venue, with all but a few small building gone, nice and flat with just one raised section. The usual scrutineering and noise checks done by some old friends from Otterburn rally days. Time for a look around the paddock area nice to see Arron P and club members (CDMC) Peter Wilkinson (Suzuki Sport), John Gornall (Peugeot 206) and Martin Oglesby (Opel Kadett GTE) out competing too. Quick coffee from the snack van and we got the TEST diagrams ( NOT Stages Barry !! ) 12 TEST's all which looked doable good. Time to break out my Highlighter pens, a cross between, "Dot to Dot" and Colouring In" ( memories for folks of a certain age). The Diagrams are more of a representation of the layout, definately Not To Scale and so we had a look to get a feel of the actual layout, which did make sense.

"Mr Marshall" Maurice Ellison and Maggy Bateman where out on the course Marshalling as we at car 9 made our way to the start line. All the hard work from Geoff had paid off, starting first time, with still some thoughts about the best tyres for the venue. Last minute look at the diagram and look at the cars in front of us doing test one then 3,2,1 and we where off ( Right of cones and 360) thru cones A, etc ...

I must say that Targa Rallies are great fun, relatively inexpensive to do, great for car control and crew bonding. Plus can be done in standard cars, maybe with a basic sumpguard.

We stopped the clock at 1minute 39 secs ( 99 seconds in Targa World) quite pleased, then straight into Test two which had a slippy section under some trees. The third square left bend caught us out with a brief visit into the bushes and a Very Loud Bang. We kept going over the raised gravelly mound stopping at the Stop Astride Line marshalled by Maggy and Maurice, you had to wait for the arrow to be raised before proceeding. It was a bit lively over the gravel, with Geoff reporting a possible puncture! we completed the test 2mins 23 secs (143 secs).

We limped the car back and WE changed the tyres, no outside assistance allowed on Targa's ( Road Rallies as well ). At least we didn't puncture on the first test as there would have been no opportunity to do anything?



*Photo above Courtesy of Tony North*

*Continued on Page 19*

## ***Northern Dales Targa : Continued from page 18***

No results yet and so we pushed onto Test's 3 and 4 a repeat of Test's 1 and 2, easier now as we knew layout of the cones. The difficulty is always the distance between the cones. I was getting a crick in my neck looking down at my diagram then quickly looking up puzzling where the cones actually where through the dust !!

Timings showed us 12 seconds faster on Test 3 than Test 1 and 10 seconds quicker on Test 4 than Test 2, happy times.

A short break gave Hexham and District MC time to alter the course/cones. Plus the first four Test results where printed showing we had been given a 81 sec penalty on Test 1 (Test Max 180 secs for wrong Test), we where not alone. I did have a gentle word with the organisers but a Judge Of Fact had reported an error, neither Geoff or I could remember an error. There was nothing we could do and so the penalty stood. Maybe the very tight slalom ?

At least we got it right on our second pass.

Tests 5 and 6 where similar but different to the first pair, which ment 110% concentration not to repeat the earlier ones! T 5 saw us approaching a cone with a car coming the other way! then on T6 I caught sight of another car along side us up on the mound! We managed correct tests and didn't collide with the other cars! Quite a few crews where struggling into the course changes, having got use the original layout. We stopped the clock on 1min 44secs T5 and 1min 53secs T6 happy with that. With time to make up we pushed on the repeat tests, a few small issues ment we actually went 2 secs slower on T7 and only equalled our time on T8 Grrrrrr.

More time sheets up and we where going up the leader board, result.

The Marshalls got busy again changing the course as we had a longer lunch break, time to visit the Snack Bar for some food and drinks. Plus more "Dot to Dot" for me and back into chat mode, Peter W was busy with a hammer re-aligning his wing, John G and Martin O where happy with the event so far. John G had a virgin navigator who was finding it a challenge, it was a full on event, great fun.

Test 9 and 10 where adaptations of the earlier Test's so more concentration required, with lots of crews picking up penalties. We where quietly confident now on the layouts and pushed on and started to enjoy the event more, we did enjoy the whole well run event. 1min 50secs on T9 and 1min 53secs on T10 saw us moving up the leader board and 2nd in class, a long way off the class leader in his old "Riley Elf" Mini.

They linked together both of the test's for Test's 11 and 12 where we managed two clean runs T11 3mins 18secs and T12 3mins 09secs. Phew time to relax and grab a cool "Tango" drink on a hot day. A great Team effort from driver Geoff, car his 205 and me (and my highlighters), back on the trailer with some checking of the 205's front end, I like to keep Geoff busy he he. Maggy knows where he is from the banging noises in their garage.

We all had a great day Targa's really do keep you focus'd and for an entry fee of just £79, hard to beat.

Results showed up 14th o/a and 2nd in class with valuable points scored in the ANWCC and SD34 Championships.

Big Thanks from us to Hexham & District MC for a brilliant event and all the folks who helped.

An even BIGGER thanks again to Geoff, great drive/car and Maggy B for the loan of her seat and Husband.

Our next event together is Over The Border up near Inverness! a round of The Scottish Navigational Championship on OS maps 26 and 27, that will be an adventure!

***Barry Allman : Clitheroe & DMC sat in with Geoff Bateman : West Cumbria MSC***





# Mini Sport Cup 2022 Round 4

## Argyll Stages Rally

ORGANISED BY MULL CAR CLUB, THE 'DUNOON PRESENTS ARGYLL RALLY' IS A CLOSED-ROAD ASPHALT STAGE EVENT HELD IN DUNOON IN ARGYLL AND BUTE. MADE UP OF 13 STAGES ON THE CLOSED PUBLIC ROADS, WITH 4 STAGES ON THE FRIDAY NIGHT, AND 9 STAGES ON THE SATURDAY.

*Clive King*

The 4th round of the Mini Sport Cup had crews travel to Dunoon in bonny Scotland. This was also a round of the British and Scottish championships and had a quality field of 142 cars! 8 Mini crews had entered, but sadly two had to withdraw prior to the start, so 6 Minis started the event.

Seeded top of the Minis were Clive King and Anton Bird, followed one place behind by John and Martin Cressey, for their first time out this year.

Newcomers to the Championship Kenny Watt and Fraser Mccurdie in their smart Cat 2 Mini, who were followed by current leaders Ryan Taylor and Lucy Wilding.

Craig King had Russell Joseph in the co-drivers seat and they were followed by Andrew Jarman and Adrian Lloyd who were making their first appearance this year.

The rally started Friday evening with 2 town centre Stages, plus 2 stages on the demanding roads in the area. As the Minis were due to start, the heavens opened making the stages very slippery!

John Cressey in the Mini Sport Open Class car took the fastest times, before we moved to the 3rd Stage and the 1st one on the demanding lanes. The rain continued to get heavier which made the conditions difficult, also hindered by losing light as night fell.

Craig King had a nightmare start when off the start line the front bumper became loose, he then dragged this around until it finally became detached and he drove over it!

John again took top time with Clive 5 seconds quicker than Ryan over the dark lanes...

The final stage of the 1st night had to be cancelled as several cars had gone off, sadly this stage also saw Daniel Harper in the Mini Sport JWC WRC stopped with the fuel pump failed.

Saturday started wet with John and Martin in the lead, and Ryan 1 second in front of Clive.

Kenny was 1 second in front of Craig with Andy just behind, 8 stages were in store for the crews over the whole day.

1st stage John took 5 seconds out of Clive who was 13 quicker than Ryan. With Craig managing to pull in front of Kenny.

This continued until the 3rd stage of the day when Clive and Anton were flying but took a jump and landed heavily, this broke the rotor arm.



*Continued on Page 21*



**Argyll Stages  
Mini Sport Cup  
Continued from Page 20**

Ryan and Lucy jumped through to lead the historic cars after Clive picked up a maximum time of 9.41 where Ryan completed the stage in 7. 21.

Next to hit problems were Kenny and Fraser, they were pushing through the stage and got caught out and rolled, this caused the stage to be stopped.

Both crew members were luckily unhurt, but the Mini will need a lot of work to get it ready for some of the later rounds.

The next stage of 3.33 miles passed without problems, so it was back to service for crews to check the cars over.

The last loop of stages were a repeat of the morning, John continued to set the pace followed by Clive , Ryan, Craig and Andy.

Craig started to complain that the car was not handling very well but there was no time to look at it, so he just backed off a little.

Ryan and Lucy finished 2nd and top historic winning Cat 3 Class. Clive and Anton had continued to set top times through the stages, but could not catch Ryan bit finished 3rd Mini and won Cat 1 Class.

Craig finished with the car ill handling and discovered that the top damper mount had broken, also he had lost the carburettor springs, but had pressed on to win Cat 2 Class.

Andy and Adrian finished with big smiles on their faces.

At the finish John had finished top Mini in the Mini Sport Open Class. John added, "the cancelled Stage on Friday night effected all the Minis as we were all running at the back, it meant that we all received a notional time, probably at least 1 minute longer than we could have done in the Stage! Saturday we got off to a great start & settled in nicely... Up to Stage 6 when we dropped on to 3 Cylinders! Couldn't find the misfire, so we did S7 on just the 3 & we were still fastest Mini! Eventually on the next road section we found the misfire - just a lead out of the distributor. After that we managed to consolidate our lead over the 3 Minis to take 1st o/a!"

It had been a difficult rally but very rewarding, it has to go down as one of the best rallies we have ever done!

With only a week till the next round, looks like a lot of evenings are going to be spent in the garage for many of the crews...

***The sponsors prize draw gave two Yokohama tyres to Craig King, Penrite Oil was also awarded to Craig King & the Snap On prize to Kenny Watt.***

***The Questmead award for the improvement on seeding goes to Clive King.***

***Congratulations John & Martin on 1st Mini overall!***

***Thank you to the generous sponsors of the HRCR Mini Sport Cup – Mini Sport, Mintex, Yokohama, Penrite & Questmead, without whom there wouldn't be a Championship***



***Alan Scott Photography***

***Other Photos - Martin Cullen, Colin Smith,  
Kenny Watt & Ryan Taylor***



***Clive King***



# Scottish Rally Championship **DUNOON PRESENTS** **ARGYLL RALLY**

*Keith Campbell Riddick.*

## **CLASSES ROUND-UP**

The Dunoon Presents Argyll Rally was a tough test, particularly for the crews in amongst the various classes, many of whom would suffer from the worst of the weather conditions on Friday evening's long 14.5 mile final stage.

### **Class C2**

Scott Gourlay was making his driving debut in the SRC in his own 205. With Roger Alcorn alongside it wasn't a drama free event. The rear suspension would break on the Friday night and a rear brake disc shattered and parted company with the rest of the car on the Saturday morning. A temporary fix in service left them with 3 brakes for the final loop and they made it safely to the finish in 72nd overall.

### **Class C3**

After their monumental effort to make the start of the Jim Clark Reivers Graeme Sherry & Ewan Lees had to repeat that feat once again for the Argyll after their argument with a telegraph pole. Graeme's scouring of Germany for Manta parts proved fruitless but thankfully he found a Cavalier Coupe in Dunfermline of all places. That left a mad dash to get the car ready in time but they made it and were rewarded with the C3 win.

### **Class C5**

After a whole 2 rallies Liam Richardson & Darren Kennedy had made the decision that it was time to upgrade the car, swapping their 306 for a GC8 Impreza. After a last minute dash to get everything ready they spent the whole event battling turbo boost problems. Despite all that they took 86th overall and the class win by less than a minute from the similar car of Mike Moates & Gary McDonald.

### **Class H1**

David McLeod & Eamonn Boyle would take both the H1 and Scottish historic win. David finding the Sunbeam to be absolutely ideal for these technical stages. The biggest issue was a wrong tyre choice on the Saturday morning but apart from that the car ran faultlessly all event.

### **Class H2**

Steve Bannister & Callum Atkinson endured a difficult Argyll.

Unable to make time for a recce they were on the back foot from the start. Then they would puncture a tyre in the dark and rain of SS4, forcing a lengthy change. On Saturday they found the rear suspension to be too stiff, something that's hard to adjust quickly on a historic Escort. Add in 2 chicane penalties and they finished a frustrated 83rd overall.

### **Class M2**

Keith & Mairi Riddick had started the event with a wrong tyre choice. That was sorted at the Friday night regroup but then the exhaust manifold burst in the long stage 4.



*Continued on Page 23*



**Dunoon Presents  
Argyll Stages Rally  
Continued from Page 22**

The AMD service crew helped them out by welding the manifold back up overnight, keeping the grateful MG crew in the rally. They went on to take 40th overall at the finish.

**Class M3**

Johnnie Mackay & Michael Cruickshank had started well in the wet conditions of Friday night, ending up 34th overall at the overnight halt. The drier conditions of Saturday exposed a down on power engine that was drinking an excessive amount of oil. Add to that a chicane penalty and the Fiesta ST slipped back to 49th by the end of the event.

**Class M4**

35th overall, John Crawford & Josh Davidson were unimpressed with their own performance. John claiming he was driving "like a scared wee boy", particularly in the wet and dark of the Friday night.

**Class M5**

Gordon Murray & Steven Brown's Friday night was ruined by a wrong tyre choice. The MK2 spinning the wheels all the way to 5th gear. Saturday was better but they were another crew to suffer a chicane penalty on their way to 47th overall.

**Class M6**

Taking both the class and the Subaru Cup win Orrin McDonnell & Eoghan Anderson finally had their new engine up and running properly. The main issue for them was the rear left suspension staying up inside the wheel arch after a heavy landing. That was subtly bashed back down at the side of the road and they carried on. The orange Impreza 53rd at the finish.

**Class Pro 2**

Peter Stewart & Harry Marchbank took another Pro2 win. It was a tricky event for the front wheel drive 208 R4. The car struggling with the gravel being pulled out by the 4wd cars, causing Pete to use lines and cuts he wouldn't normally take. This resulted in a few wild moments, including a massive tank slapper in a straight line. They ended up 19th overall and 3rd 2 wheel drive car home.

***Keith Campbell Riddick.***

**Images courtesy of  
West Coast Photos,  
Alan Scott Photography &  
Ewan Mackenzie Photography**



- The military salute is a motion that evolved from medieval times, when knights in armor raised their visors to reveal their identity.
- If you get into the bottom of a well or a tall chimney and look up, you can see stars, even in the middle of the day.
- In ancient times strangers shook hands to show that they were unarmed.



# Mull Car Club DUNOON PRESENTS ARGYLL RALLY

*Tony Vart : Clitheroe & DMC*

A chance conversation at last years Malton Forest Rally led to Gareth Frank getting in touch to offer me a seat in his gorgeous historic spec Firenza in Argyll, as a test to see if the partnership and car all gelled prior to a potential Mull outing later in the year. I had first met Gareth when he serviced for his mate John Tillett and I on a previous Mull, so I knew he was a typical Yorkie, but I managed to overcome all the cultural issues to agree a contribution and hey we were good to go! Now Gareth hadn't done a rally for some while, and I was a bit rusty but on the long drag up to Dunoon we agreed it was all a bit of fun – two old blokes in an old car!

The car is an original Vauxhall Firenza 2300 single cam car beautifully prepared by Gareth to full historic specification in the iconic Castrol livery of the day, and it was slightly nostalgic for me as my Dad had one for a while but his version was unlucky to have the 1256 motor installed... and it wouldn't pull your hat off!! However, Gareth's version offered good performance from the 200bhp engine, and the car proved to be surprisingly spacious and comfortable, and was equipped with a Brantz trip/clock, which I had never used before but after a bit of trial and error I seemed to get the hang of it...the clock being an essential item but is still surprising how many cars don't have one fitted...

It is a long drag from North Yorkshire up to Dunoon, but Gareth's elderly Merc pulled like a train and proved to be a very comfortable mode of transport and after a very good B&B breakfast we did another 200 miles of recceing the following day...which proved that the scenery was absolutely stunning and that the stages were going to be quick plus that at our age it was tiring doing all this driving...however scrutineering was completed with no fuss on the sunny Loch front and a noise test at only 93db (!! ) meant we were ready for the late Friday night start. John and his cousin Keith had arrived early Friday and had secured a great spot in the Dunoon Sports arena (very good playing surface tbf plus a big grandstand) right next to the top-notch Dunoon Junior FC operated canteen. Always important is food....

The rally kicked off with two very short runs through the Dunoon town centre, which we took very cautiously as we were on slicks and it had started to rain fairly heavily as we drove up to the stage start control...most folks had left by this time

***Continued on Page 25***





**Dunoon Presents**  
**Argyll Stages Rally**  
**Continued from Page 24**

but I could see just how much interest the car garnered....in the queue at the stage start one mature bloke opened the door and wished Gareth good luck and said he loved seeing a Firenza out competing again...this was to be the trend all weekend to be fair. A run out to a short stage 3 allowed me to settle into the event and car...a trouble-free run completed this bumpy stage and then a long run up to the re-group at Strachur, which was slightly chaotic with no arrival or depart boards that we could see, although we were running within a few cars of the sweeper.... A run down to the start of the 14mile Otter Ferry stage was enlivened by seeing what looked like the ghost of Maurice Ellison sat all alone in his car on a grass triangle facing the oncoming rally traffic...we didn't stop as it looked to us as if he had already checked out of his final control and we wanted to do the stage first! It later transpired that his car had broken down and he was waiting for the AA to arrive...which I am sure that he will have covered in his Very Grumpy Old Gits column...he isn't a huge fan of the AA Call centre it's fair to say.... lol!! As it happened the stage was cancelled just as we approached the arrival control and so began a long journey back to Dunoon...in summary we had completed circa five miles of night stages on slicks in the rain. It was a very tired crew that arrived back at the caravan park at circa 2.00am. The following day could only get better.....surely!?

Saturday dawned with a much brighter outlook initially, however there were spots of wind and rain about which meant a start on intermediates for us.... the opening stage of the day was the CDMC managed stage where it was great to see the team totally in control...and for us the rally proper had now started. The following stage saw the car worryingly splutter to a halt a couple of times with the second occurrence meaning we had to freewheel down to the finish control...we were lucky tbf but then the car fired up again and didn't miss a beat thereafter! Gareth feels its either fuel or ignition switch related but at the time of writing we still don't know what the issue was/is .... Stage 7 saw us come to a standstill and along with the crews of the last couple of cars on the road we had to get out to remove a stricken Mini from the stage, with the crew being all ok thankfully. A nominal time was helpfully applied by the excellent Rally HQ squad at the lengthy re-group and service halt back in Dunoon.

The third leg was held in beautiful weather and proved to be most enjoyable indeed...we were both shaking the cobwebs off, and the car was fine on the by now obligatory dry rubber.



**Continued on Page 26**

**Dunoon Presents  
Argyll Stages Rally  
Continued from Page 25**

A special mention must be made of my CDMC colleagues on the first stage after service...as we pulled into the start control they all leaned over peering into the cockpit all the while stuffing cakes into their mouths...I ignored them ....and then as we pulled away from the stop line I happened to notice a notice board poking fun at my eating habits and the resulting impact upon my physique....i did wonder why I was down as Tony "2 Puds" Vart in the programme entry list - for which I blame a certain Woodcock! Very harsh and personal I thought..... revenge will be sweet!! I hadn't noticed the abusive code board on the morning loop at all tbf ..... this third loop was by far the most enjoyable part of the event for us with one or two chicanes showing evidence of bruising... one had been flattened completely but Gareth still followed the original route marked on the road!! For a Yorkie a very noble gesture indeed.....

A very tired crew arrived back In Dunoon in 91<sup>st</sup> overall position after what had been a tough event all round and following a quick pack up, we were back on the road to Bedale...which was a mistake as it was a knackered 2-Puds who got home in the middle of the night...a few beers and a stopover would have been the sensible option. Overall, some great craic with Callum Young and Colin Blunt who were also competing, plus the CDMC team led very capably as usual by Martin Young. A well organised event put on by Chris Woodcock/ Sam Spencer and the HQ team with a special mention for all the smiling marshals. Well done to all.

Final mention to John and Keith Tillett who paid a flying visit with no beer or meals in the day rate but expertly turned us round at service and waited for us to finish...a top job lads!!

Mull could well be a goer if we can sort the intermittent spluttering issue out.....

**Tony "2-Puds" Vart : Clitheroe & DMC : Car 138.**





# Mull Car Club DUNOON PRESENTS ARGYLL RALLY

*Kevin Jeffray*



Having had to withdraw our entry from the 2021 event, we decided 2022 would be our year to check out this new event in the tarmac rally calendar

With normal co driver Iain Macleod unavailable for this event, Linda would step up again to occupy the left hand seat. Having been almost 15 years since she last read pace notes, it was going to be a steep learning curve over the demanding roads of the Cowal Peninsula.

With a very busy work schedule, recce time would be tight in the days leading up to the event. Iain kindly offered to go the weekend before with me to run over each stage twice and make any adjustments needed.

With my L200 and trailer both been wrote off in an accident 2 weeks s prior to the event , it was a different looking K J Motorsport that set off south on the Thursday for the run down to Dunoon.



Friday morning was the normal noise check and scrutineering, which passed without a hitch and then a lazy day waiting till our start time around 20.45.

Four stages were planned for the night, two runs around the streets of Dunoon, then a short three mile stage, and a killer fourteen miler to end the night. A further four stages each done twice would make up the mileage on Saturday. The weather had been good all day, so we decided to go out on slicks, only for it to rain whilst waiting to start the stages in Dunoon. Both runs passed without a hitch, apart from the rain. A short service halt allowed us time to change the fronts to full wets for the remaining stages.

After a lengthy drive out, it was pitch black and raining heavily by the time we started stage three. I decided that maybe it would be wise just to take it easy over both of the remaining stages, but Linda had other ideas, finishing the stage 20 seconds quicker than I did,

All that was left was the mammoth last stage of fourteen miles to complete before the overnight halt back in Dunoon. With us sat on the line with 20 seconds to go the stage was stopped due to an accident. We sat in the car for around 10 minutes before being told that the stage was cancelled. Disappointment from my side of the car. Relief from the other as we drove back to Dunoon.

Saturday morning and it's still raining. By the time we get to the first stage of the day the roads are bone dry. We seemed to work better as a team in the daylight, with only one slight error on the notes. The next two were a repeat of last night's long stage, but split into two, and also run in reverse. There must have been at least 10 cars off in the first part up the mountain ( 4 alone in one place ) plus another couple before the finish above Otter Ferry. Not a bad stage for us, but hard work for the car as most of the stage is uphill.

Second part of the 'Big One', runs up the side of Loch Fyne. Great stretch of road with loads of blind crests and unseen corners to catch out the unwary. Linda was getting better with every mile completed, but this is a hard stage to read with lots of information to get out in quick succession.

One more before service back in Dunoon. Only a short stage but very demanding before the scenic drive after the finish round the coastline. No problems at all, and with Linda growing in confidence the notes were spot on all the way.

With quite a long service break we had time to change back to slicks and top of with fuel for the final leg.

The final four stages ran without any problems for us, apart from now the rain had been replaced by bright sunshine and in car temperatures were a little high. Our stage times were greatly improved from the first run which is always a good sign.

Linda still had the occasional moment of losing her place especially on the Loch Fyne stage, but quickly finding her place as we came down to land after a very big jump.

Back to Dunoon and we were classified 81st o/a & 7th in class. Not bad considering the standard engined Toyota runs in the same class as a 2.0ltr Escort

Really enjoyed our first trip to Dunoon. Another finish for the ever reliable Tara and nice to try out a new tarmac event.

Thanks to everyone who made it happen : Iain for helping with the recce, Linda for having the faith in herself to do the job

*Kevin Jeffray*





## A thought for Vegetarians

In reality, Plants are actually farming us, by giving us oxygen daily, until we all eventually decompose so they can consume us



Chopping down trees so that a new sign can be seen warning us you are about to get fined for entering a 'Clean Air Zone'.  
It's definitely ALL about the AIR Quality isn't it



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# MCRAE RALLY CHALLENGE

SUPPORTED BY BEATSONS BUILDING  
SUPPLIES AND EVENT SCOTLAND

2/3 JULY 2022

## Thomson Takes Second in Class on McRae Challenge

Knockhill in Fife was the venue for the second annual McRae Rally Challenge at the weekend which saw AMD Motorsport driver Stephen Thompson take second place in class.

Following on from the previous weekend's class victory on the Dunoon Presents Argyll Rally, Stephen, from Kirkcudbright, was hopeful of another good performance on the event which featured three generations of the McRae family, as well as numerous World champions either competing or in attendance, as part of a tribute to the late, great Colin McRae.

Stephen, who is General Manager at AMD Contract Services, the Dumfries-based company owned by Fraser and Mary Dykes, where they run a plant hire and contracting business servicing the construction and forestry sectors throughout the UK, was once again driving the AMD Motorsport Ford Escort Mk2 with brother Darren as co-driver, due to regular co-driver Larry Higton having work commitments this weekend.

With the stages incorporating both the flowing 1.2-mile track around the venue just north of Dunfermline, as well as the tricky hillside rally experience and circuit access roads, the pair made a steady start to hold a top 20 position at the half way point on Saturday evening.

The mixed weather conditions of Saturday gave way to dryer conditions for Sunday's final five stages and in front of a huge crowd and despite an altercation with a stage marker which caused minor damage to the rear quarter panel of the 2.0-litre car, they came home in 17th overall and second in class.



*Photos courtesy of  
Ieuan Elliott (IE) and  
Andy Ellis Photography (AE)*

You are being told to lower  
your AC usage on hot days to  
prevent overwhelming the  
existing electric grid while  
simultaneously being told to  
trade in your gas cars for  
electric vehicles 🤖



- Everything weighs one percent less at the equator.
- For every extra kilogram carried on a space flight, 530 kg of excess fuel are needed at lift-off.
- The letter J does not appear anywhere on the periodic table of the elements.



# MCRAE RALLY CHALLENGE

SUPPORTED BY BEATSONS BUILDING  
SUPPLIES AND EVENT SCOTLAND

2/3 JULY 2022

*Oliver Waggett : Hartlepool & DMC*

A great weekend rallying saw myself and Co-Driver Paul Hudson competing on the same stages as the 3 generations of McRae family and British Rallying greats Gwyndaf Evans and Jonny Milner.

After arriving late on Friday evening, we didn't have chance to walk the route ahead

of the First Stage.

Driving the first few corners blind I ended up locking up and heading to the gravel trap, luckily carrying enough speed to get out. A second spin on Stage 1 saw us lose 45 seconds through SS1. Forgetting that we moved onto SS2 where I started to gain

confidence and push harder. Stage 3 using the RallyCross section of the venue for the

first time of the weekend was great fun. Going into the final 2 stages of day 1 we decided to try and gain some time back while also making sure we finished the day in one piece. Ending the day sat 5th English and 3rd English Rookie we were happy.

Day 2 would see us do another 5 stages in reverse from the previous day. The plan

from the start was to gain time back on the the other Juniors. Stages 6 and 7 were great fun as we took 40 seconds out of the car ahead. Finally, back on the RallyCross section in SS8 and we were back on the pace of the other Competitors.

(This Gravel Rallying is great fun). The last 2 stages had become quite rough up on the Rally School but when back on the circuit we pushed the car right to the end to finish the event 4th English Junior and 2nd English Rookie.



*Oliver Waggett : Hartlepool & DMC*



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## Quinton M.C. **Nicky Grist Stages** 9th July

***Callum Young : Clitheroe & DMC***

It started on Thursday with a day at the Motorsport UK Academy at the Motorsport UK HQ in Bicester, doing some Service/Movement schedules which I have took a lot away from, and will work on doing these in the future. The afternoon took us to the Porsche Human Performance Centre at Silverstone Circuit. Here we did some fitness testing to see where we are at fitness wise, and get some schedules together to be able to improve our fitness for when we go back later in the year to get re-tested.

Friday/Saturday I was then at the Nicky Grist Stages, sitting in with Dave Hopkins in the Sunbeam. The rally started well, we had used up a set of rear tyres in the first loop of 22 stage miles alone, but also struggling with the dust hanging between the trees.

After new tyres were put on the car, the afternoon loop went better, and we managed to get a 2 minute gap to the car in front on the last 2 stages to solve the dust issue. We managed to get quicker throughout the day, and got used to each other in the car as well.

It was all going well until the rear right trailing arm decided it wanted to break on the final corner, of the final stage of the event!! We tried to strap it together to get to the finish but we couldn't manage this as the fix we had put on it just broke after about half a mile. If we had made the finish, it would have put us in 64th overall, and 3rd under 1600 historic which is a really strong result considering the opposition we had this weekend.

***Callum Young : Clitheroe & DMC***



**Oh - Look  
Another delivery of Electric Car fuel**



Dear people who type  
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Uncle Jack off a horse  
and helping your uncle  
jack off a horse.  
  
Sincerely,  
Capital Letters.





RSAC

# Scottish Rally

Saturday 23rd July

**Barry Lindsay : Spadeadam MC**

Home from the Scottish rally and just wondering what I've just been through.

At first service after three stages we were battling in a close class with us 2<sup>nd</sup> 2 seconds behind the leader and 3<sup>rd</sup> place a further 2 seconds behind. But stage four a front puncture for almost four mile cost them any hope of a class win then a rear puncture for 3mile on Stage 5. Finishing 4<sup>th</sup> on a challenging day.

Those that know me know Rallying is what I am, live and work for. But today??? I know more than most the hours of organising that goes into an event for the forestry to give the team those stage conditions. Into context I've had 1 puncture in 9 years of forest rallying. To-day 3 instage punctures and 3 other tyres that wouldn't go back out on. Castle O'er and Ravox never seen anything as bad.

I can't justify that sort of tyre bill and entry fee when all I really wanted to do was put the car on the trailer and come home.

Big question when we back in the woods....maybe Grizedale in December very slight chance of Malton in November only if I have to for a championship points. Big thankyou to everyone who marshalled, radio, rescue and recovery really appreciate you being there to run the event and all the hours the organisers have put into it.

Thanks John Kerr for the photo

**Barry Lindsay : Spadeadam MC**

Looks like Formula 1, on TV, have started using subtitles



*Photo Courtesy of Phil Taylor*



*Photo Courtesy of John Kerr*



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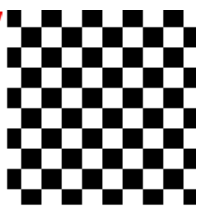
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## **Gilly Wood Targa Rally**

### **23rd July**

**David Aincham : Stockport061MC**

Leaving home at a fairly sensible (for a rally at least) 6.15am and thanks to almost zero traffic on the M56 and then A483, I arrived in Welshpool by 8am to meet up with Peter Wilkinson in the freshly repaired Swift Sport (We hit a concrete wall the weekend before on the Northern Dales Targa) for the first running of the Welsh Border Car Club's Gilly Wood Targa Rally.

We sailed through noise thanks to the stealth ninja (almost silent) engine/exhaust characteristics of the mighty swift and barely troubled the scrutineers thanks to Peter's fastidious car prep – game, or rather, “rally”, on!

The Gilly Wood Targa was based at the Welshpool Livestock Market and once signed on and the rally plates applied to the Swift we grabbed a coffee and caught up with a few familiar faces who were also competing ready for the off.

Our MC1 time of 10:35 soon came around and we were handed our combined Test and Road book and we were off, travelling a short distance along the A458 to test 1. The marshals counted us down 5, 4, 3, 2, 1, Go.....Peter got the Swift moving and with gravel and dust flying everywhere, we accelerated up the rough farm track of the “Whitehouse 1” test. A long left between silage bales into a tight and slippery HPR through a gate onto a cow sh1t covered concrete track – the worlds least grippy (even with gravel tyres on) surface. We stopped at the two following Passage Controls to get the all important signatures before a well executed HPL into the stop astride finish – Test 1 done in 2min 17sec.

A tight turn onto the public highway, then just 100 yards down the road and we were straight into test 2 with fantastic views over Moel Y Gofa and the River Severn plain beyond. Test 2 (Middle Heldre 1) started on grass into a left entry bale chicane, then tight into and through a farm yard (again covered in the digested contents of a cows stomach!!) then back out into the field allowing the Swift to briefly stretch it's legs before slowing for a couple of Passage Checks on the run down the field perimeter before a 90L into HPR around bales, through a tight, cautioned gateway, then 90L up over a bridge to the finish - 2min 36sec.



**Photos Courtesy of Joe Gillbertson**  
[joegillb653@aol.co.uk](mailto:joegillb653@aol.co.uk)

**Continued on Page 34**

## ***Gilly Wood Targa Rally***

### ***Continued from Page 33***

Test 3 (Lower Heldre 1) was a stones throw from the test finish of test 2 so little time to regroup before 5, 4, 3, 2, 1, Go and off into yet more slippery sh1t covered concrete, tight farmyard manoeuvres and a nice blast on a field into the finish – 1min 45sec.

Test 4 (Burnt Lane) was a short trip over the A458 and straight into the action on the longest test of the day at 2.17 miles. A real mixture of gravel, Motorcross dirt track, grass field and an old trainline embankment, this test had it all. We narrowly missed running over someone's sump guard that had been ripped off and apart from struggling for traction on the damp grass (the car really needs a plated diff or snowchains!) we had a smooth test – 6min 39sec.

The four previous tests were all within a mile of each other meaning the road sections between were minimal (brilliant organising and well done to WBCC for finding such superb venues), so as we exited north onto the A483 heading towards Test 5 at Mick's Woodyard we could finally catch our breath, relax a bit and allow some of the dust to escape from the Swift.

Mick's Woodyard at Caebardd was test 5 and has been used before on both road and stage rallies and was the only test I'd visited previously (Spectating on the Plains Rally and a very cold and wet road rally – Border 100??). Not that I'd been on the actual test, but luckily the superb test diagrams used by WBCC made navigating the venue easy and apart from struggling to get traction (fancy diff needed again) we had a great blast round with Peter really getting to grips (pun intended) with his new gravel tyres, making them work nicely controlling the little Suzuki brilliantly - 4min 41sec.

Another 20 minute long transport section awaited us following the River Vyrnwy, through Meifod then up towards the start of Test 6 after a couple of wrong slots up the wrong farm tracks due to us committing rallying's cardinal sin – following other cars!!!! Test 6 was an all gravel test which started with a nice flowing section into a small quarry, around some plant machinery and into the first PC. We then dropped down into a left hander, through a water splash (more like mud splash by the time we'd got there) then into a 90L then 90R, through a tight gateway. Next up were a couple of chicanes marked out by tractor tyres, then after stopping at the PC to collect the signature, the rest of the test was again a nice flowing gravel track, through a couple of gateways then HPL and up to the stop astride finish with zero dramas – 4min 10sec.

Transport section through Pontrobert then slot right following an old tractor, eventually (after me wrong slotting us and being followed by another crew....oops) we arrived at TS7 but rather close to our OTL thanks to tight timing and a couple of transport section excursions (not all my fault!).

Test 7 was probably our least successful of the day due to a couple of issues – firstly we got distracted by an off car at PC7B which was now a code board. Mega slippery into the stop to grab the code board and to avoid joining the Ford KA in the ditch we overshot the code board losing a handful of seconds trying to rectify the situation and position the car in such a way that we could see the code. OK, regroup, lets not waste anymore time.....famous last words it seems. Shortly after the CB issue, we made it round the cautioned 90L into 90R with a rear quarter destroying tree on the outside into a mega tight gateway with an uphill HPL around a cone on really loose gravel.





## **Gilly Wood Targa Rally** **Continued from Page 34**

In a standard car with used gravel tyres and no diff to pull us round we were stuck.....bother! Thankfully a couple a marshals were on hand to give us just enough of a shove to afford us some traction to get out of our predicament, but we'd haemorrhaged time on this test already and the car following us had caught us so we'd dropped almost a minute.....double bother! We finished the test passing through a further 2 PC's without much issue but we both felt a bit deflated after this test and were certainly ready for the lunch stop. 3min 57sec

MC3 and the lunch stop was at a farm just outside Llanfair Caereinion and once parked up (still very close to our OTL time) we stuffed our faces with a hotdog, chips and a cup of coffee to digest the mornings tests and discuss how we could improve our times a bit. We were lying 33<sup>rd</sup> OA and 10<sup>th</sup> in class at lunch.

Test 8 after lunch was at Nantfforch and was a mix of grass, mud, gravel, farm yard, plus through a shed. Other than a delay at the first code board due to an overshoot we managed a fairly reasonable 2min 55sec, by no means the slowest.

The rest of the afternoon tests were a reverse of the mornings 7 tests so we now knew what to expect even though we'd be doing all bar one of the tests in reverse direction and did it make a difference!!!! We had a much cleaner run in the afternoon with everything seeming to gel, Peter really getting the hang of getting the gravel tyres to grip and we just seemed to be in and out of controls much more efficiently, thus losing less time. We were never going to trouble the top guys but we improved our overall position in the afternoon finishing the event 27<sup>th</sup> OA and 8<sup>th</sup> Semi Expert – not bad for a standard car.

A huge thank you must be said to all of the marshals that were present on the event as without you, these sorts of events simply couldn't happen. Thanks to Roger for agreeing to be our marshal at the Woodyard. Congratulations to WBCC for putting on such a brilliant first bash at running a Targa rally, I'm already looking forward to next year. And thankyou to Peter for putting up with me barking orders all day...ha ha.

**Peter Wilkinson : Clitheroe & DMC**  
**David Aincham : Stockport061MC & WBCC**  
**Car No. 36**

## **A world of crazy people**

Go electric, sort your trash, streamline your miles, walk for the climate.....

### **Why do we have to save for community while:**

- The Olympic Winter Games were held in Beijing on artificial snow.
- In France, ski resorts light up slopes until midnight so that "late risers" can ski at night.
- Lufthansa performs 8,000 "empty" flights to keep its slots.
- Most of the great football matches take place in the evening under the mega spotlights that consume everything!
- The 8 new and gigantic football stadiums called to host the World Cup in Qatar are air-conditioned (in a desert!)
- Thousands of lorries drive around to bring us fruit and vegetables from Spain. Aeroplanes bring in goods from all over the world while regional products go to the trash and are run over by bulldozers in landfill.
- The world's largest ship: Wonder of the Seas will carry 7000 passengers, 2300 crew members and circle the seas.
- About 3500 container carriers circulate in the world and each consume 280,000 liters of fuel per 1000 km.
- Billionaires offer themselves space travel under "astronomical" conditions
- And... meanwhile,

### **"FOR THE SAKE OF THE ECOLOGY" :**

we're going to prohibit driving a slightly old diesel or petrol car to people who can't afford to change cars and who have to use it to go to work.

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Quinton M.C.

## Nicky Grist Stages

9th July

**“Fantastic!” was the verdict of Ioan Lloyd after a day of drama on the Nicky Grist Stages.**

Round three of the British Rally Championship saw the 2300 Club's John Easson Award winner on home territory - and intent on getting his Peugeot 208R4 to the finish.

“We had a fantastic day back on gravel with a phenomenal car,” said Ioan, who had regular co-driver Sion Williams alongside him.

“It was a bit of a mixed morning after battling with the other Junior British Championship boys. Only four seconds separated the top four after the opening two stages, but we then destroyed two tyres in the next stage, which resulted in us running wide and stalling the car.

“We were unable to restart for several minutes, and we had to get Sion and the marshals to bump start us.”

The pair decided to take the safe option and miss stage four in Crychan forest, and head back to service.

“We had already dropped out of the podium places, so we decided not to risk anything, and the team did a brilliant job getting the car sorted so that we could rejoin for the afternoon loop,” explained Ioan.

“The intention was to get some more experience on these brilliant stages.

“Fifth in the JBRC wasn't the result we wanted but we were really happy with our pace, setting second and third fastest times during the day and mixing it with Max McRae, Eammon Kelly and Kyle White.





# Kirkby Lonsdale MC & Liverpool MC

# BARBON

# HILLCLIMB

## 11th June

## Brilliant Barbon a credit to everyone involved

*Keith Thomas*

The 2<sup>nd</sup> Barbon event of 2022 on 16<sup>th</sup> July was a brilliant event in every way, the weather was lovely, sunny and warm, organisation was faultless, marshals as usual did a fantastic job this time in very hot conditions which must have been a dramatic change to the conditions experienced in some past years.

The entry list had a wonderful variation of machinery covering almost every type of vehicle, so it was really interesting having a wander around the paddock chatting to the drivers about their various cars. Virtually all the drivers are invariably enthusiastic individuals and willing to chat and share their experiences, tales of woe and successes whether their success has been winning prizes, beating rivals, or just getting a car to run well after several fraught attempts to achieve this.

Some drivers had made a return to hill climbing after an absence of many years, here I'm thinking of people such as Charles Graves owner of many of the iconic hotels in the lake district such as Inn on the Lake at Ullswater, Lodore, Borrowdale, Skiddaw, Scawfell and others in and around Keswick as well as Armathwaite Hall Hotel at Bassenthwaite. Charles managed to take a bit of time off running these businesses to support the request for more Barbon entries to keep the event viable. He got out his Sunbeam Tiger that has seen very little use for seven years and after a test run to Ullswater took it to Barbon. Unfortunately it suffered sudden brake failure when a seal in a rear wheel cylinder burst just as he needed a bit of rapid retardation at the hairpin, fortunately driving vintage Bentleys in many events such as the Flying Scotsman in this country and similar events abroad it



*Continued on page 38*



## **Barbon Hillclimb** **Continued from Page 37**

had conditioned him to this sort of experience so banging the car into bottom gear provided the necessary retardation and averted an encounter with the Armco although he may have an encounter with a gearbox supplier if it happens too often !

Another guy who heeded the call to arms to enter Barbon was Robert Gate who recently retired from the day to day running of Gates Tyres which is another massive business that had been developed and built up over many years by the entrepreneurial Robert just as Charles did with his hotels. Robert has been racing his E Types Jaguars and Bentleys for many years at events such as Classic Le Mans, Spa, Oulton Park and many other circuits but keen to see Barbon continue brought his Lotus Elan although he could have chosen countless others from his wonderful stable of cars he has collected over the years.

John Sloan had never done a hillclimb before as he has been a stalwart Targa and autotest competitor as well as a prolific organiser and marshal of many events, but he too was quietly cajoled into entering and he really enjoyed his day improving run on run and keen to tackle other events in future.

Getting started in hillclimbing obviously requires quite an amount of outlay on equipment as well as having a car. Speed licence, helmet, fireproof overalls and fireproof gloves plus fire extinguisher cost money but were the things I thought he needed when I gave him a list. However chatting to organiser and chairman of Liverpool motor club John Harden he was telling me that in various classes of standard or little altered road cars all the expensive equipment I thought essential isn't needed as MSUK have amended regulations to try to encourage newcomers to the sport.

I am not going to try to explain the regulations here because I am not entirely sure of what equipment is required in which classes, but I hope someone will take the time to write an article and explain what in a standard road car is needed. Some of it could be borrowed of course, I think motor clubs should consider buying equipment that's in date from retired competitors to set up a loan scheme for members.

Thinking I might be able to initiate such a scheme I put out a request for surplus equipment which newcomers could borrow to defray initial expenditure. Regular competitor Phil Hallington was soon on the phone and kindly donated a virtually new helmet as he had bought a new one with Han's device fittings and other items to start such a scheme off, thanks Phil.

Some competitors such as 86 year old Ian Smith had decided not to enter but were "encouraged" at last minute to enter,

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**Photo Courtesy of Mark Newbould**



## ***Barbon Hillclimb : Continued from Page 38***

Graeme Cornthwaite, Katy Mashiter and others very kindly helped with the administration to ensure they were on the official programme so a big thank you to Graeme and Katy for accommodating the late entries..

Ian was thinking he was getting just a little bit too old for the sport but a personal best at Shelsley had him having a rethink and he drove Barbon in his Alvis like a guy half his age in a car that needs a lot of physical effort to control. Also Alvis mounted was William Irving, this particular car having a 4300cc engine, William has two Alvis's so what is the plural if you have more than one Alvis ?

After watching the car at the startline someone described the sequence as follows. " It leaves the start line with a cough and a grunt, then the massive torque and power sees it hurtling up the hill at unbelievable speed. Great to see such cars as these built many years ago in action with drivers virtually perched on top of their machines.

Obviously, there were lots of interesting happenings both on the hill itself and in the paddock but I hope someone else writes an article about these because as usual I enjoyed so much chatting to the various people around me I never really got very far from where my car was parked.

One real surprise to me was when a guy came to say he lived at Ormskirk and had owned a Buckler since he was 18 years old yet as comp sec for the club, I was totally unaware of him or his car so I hastily took a photo of him standing beside my car. At the same time another chap came up and asked if I knew of a guy called Tommy Clapham which I did as I had seen him compete many years previously at Barbon in the 1960s in a Lotus 7. I remembered Tommy lived at Keighley where my cousins lived. When he heard this, he very kindly gave me a loose leafed book written by Tommy himself describing his racing career when he toured Europe racing Alfa Romeos and other cars living off start money just as people like Bernie Ecclestone, Eddie Jordan and many others did in their day. Unfortunately, I never got the contact details from either of these two people so if they read this or if anyone knows either of them please let me have their contact details please.

Austin 7s are always interesting cars and invariably so are their owners as I have discovered many times over the years, this was especially true when a lovely lady called Shirley Tull co-ordinator of the competition for Austin 7s called the Bert Hadley challenge came to see me. Bert Hadley had been a works driver for Austin and humbled many much more powerful cars with the "works" Austin 7 Twin Cam so the competition is named after him.

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## **Barbon Hillclimb** **Continued from Page 38**

Shirley is a vivacious character, she was telling me she used to race 500cc racing cars which was the type that Stirling Moss drove in the 1950s when he first began racing, they have engines made by Norton, JAP in the rear of the car and are very fast. Shirley had a very nasty accident several years ago at Shelsley when she climbed the bank and rolled the car at top Ess, not surprisingly it put her off competing for quite a while. She now competes in her Austin 7 and takes on the additional job as organiser and co-ordinator of the Hadley challenge. She has arranged for the Austin 7s to compete at the Boness Revival on 10/11<sup>th</sup> September which is a great move. This is a really friendly clubman's event very similar to Barbon and ideal for Austin 7s, this year it is being held back at its traditional home at Kinneil House Boness just to the west of Edinburgh instead of like last year at Forrestburn which is a purpose built and very testing track about 20 miles away near Shotts village.

Why not check out the website of Boness Sporting Automobile Club which has just recently been formed to run the event, you will be very welcome as a competitor or spectator.

While I was busy chatting to friends old and new, Jim Mac-Diarmid was busy attacking the hill and once again put up fastest time of the day in his Force PC, he climbed the hill in an astonishing 23.87secs, well done Jim a superb climb.

Two practice runs, three competitive runs for the trophies, a chance to meet up with friends old and new, excellent catering and ice cream vans, great commentary from Steve Wilkinson, superb organisation, even a chance to get a suntan, that is why it certainly was a Brilliant Barbon.

**Keith Thomas**







## Knighton Motor Club

Presents The

### Pacemaker Road Rally

3<sup>rd</sup> to 10<sup>th</sup> July 2022

*Barry Allman : Clitheroe & DMC*

## Before the Pacemaker tales ...

Early June (5th) I got a call to pop down south to Co Drive for Robin Bolt in his Peugeot 206 at standard engine 1400cc but very nicely finished off. To do **The Wildlife Smeatharpe Stages** run by Taunton MC.



Smeatharpe Airfield, south of Taunton and west of Chard a nice venue, 8 stages, lots of chicanes and square bends. A really good fun day was had by all (Ian Parker) my rallying friend from the Baby Bagger was helping on the tools. Apart from some wing realignment it was a trouble free day and for my second stage rally in a row got second in class, happy days. Nice to see and meet some new friends from the south of England. Getting back home is another story with help from the RAC.

A well run event I can recommend for the travelers amongst the readers ...

## Over to the Pacemaker Road Rally Now and back to the lanes and what lanes too ...

This rally's driver/victim was a fellow Clitheroe Club member Dominic McTear in his MG ZR, just fitted with an LSD and a new gearbox the Ford PG1/P1 ? those who know, know. He had also had his Proflex suspension rebuilt and was noticing a big difference. The Welsh Road Rally champ score was Barry 1 and Welsh Lanes 1 so with points in mind. I got picked up (first rally back after my holidays) and we set off for Bishops Castle on OS map 137. On the border between Shropshire and Powys, South of Welshpool and east of Newtown was going to be an exciting night.

Don't quite know how (my fault chatting and missed a turning) we ended up in Chester on Races day as the folks were coming out, a real pain but WOW nice view. Back on course and heading to Welshpool, let's get a bite to eat, good idea (although I don't eat before rallies and never been ill yet). We now ended up with van, trailer and car in the smallest car park you could imagine! After much maneuvering Dom managed to get us out and back on route, still with no food. Was all this an OMEN ? more later on, keep reading ...

Yeah finally got to scrutineering and noise without any more trouble and only 30 minutes later than we had planned, still with plenty of time. All done and so off up the road to the rally HQ a nice village hall with a snack van FOOD! Navigators Notes, Never have a Hungry Driver, Never Knock over his sweet bag, Never feed them after midnight. he he he.

We parked up as instructed and formed the filling to some immaculate looking Escort MK2's three brand new builds !! one with a six linked axle ! WOW what a turn out and lots of mint looking cars but only one yellow one OURS.

Once signed on we got a sheet and a half full of cautions and " Extreme" care at these SGW's (stop and give ways) Now marked maps are banned, they actually gave you some of the nasty's not on the map. E.G. " Sump Cracker" , " 90R Narrow Bridge NO SIDES" those filled us full of confidence!

Usual format now is to have MCO in the hall for route handout, first crew got there's at 23.00, us at 23.38 being car 38. With just 40mins to get to MC1 at the field entrance it was a rush. With the novices having 90 minutes to plot, with an optional check of their routes too, a much better idea.

With Dom being a Semi Expert driver but me still ! a novice navigator the extra time to tidy up my map would have been useful. Plus with our joint knowledge of the map/area being ZERO it was going to be fun.

Knighton and DMC had managed to squeeze 80 miles of route into less than a quarter of the map, running right up to the Welsh border. Shropshire is now a NO spotlights county, a few crews had to take off their spotlights we didn't have any on, which added to the fun of playing " Hunt The Slots".

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## ***Pacemaker Rally : Continued from Page 41***

Quite why most Road Rallies now have reduced the plotting time to half (or less) of what it used to be, I don't know. Is it to stop specy's getting the info ? as most live in the area and where telling us where the route went ?

Plus not allowing Spotlights is another point of discussion ?

With NO half way or petrol halt to go over my maps, after 35 minutes of actual plotting time we where off!

I am getting my excuses in now ? read on ...

We left MC1 on time at 00.18 with a 20 minutes run out south to TC1 no problems and arriving before our due time of 00.38 to find a queue of cars on a very narrow lane too. The Marshalls had been told to only let off one car per minute and so with only 20mins 59secs lateness on this event, already sweaty times in my seat. We finally left on 00.41 and so had lost 3 minutes of our lateness! Is it a cunning plan ?

A four minute section up to TC2 passed a RC (1) (route check = code board) which we got and into TC2 on time Phew. Still lost that 3 minutes as we couldn't make time up on that section, navigators who know, know why, I am available for a fee for tuition.

Already gone passed two big groups of specy's, Section two up to TC3 was tight and twisty with a second RC (2) and two manned PC's (passage checks) with one of those being a NAM (not as map diagram) plus a DSO (driving standards official) check at a give way and just 4 mins to complete it we dropped 1min 11secs. This rally was warming up so was Dom's LSD and Proflex suspension, working overtime. We where struggling seeing the slots with only full beam, they where there but we couldn't see them. The next section up to TC4 was longer but included a 50/50 call on a multiple slot left, I guessed wrong (local knowledge required) and we lost time, as the road was so narrow, because we couldn't find a safe place to turn around. Drat! but push on ...

Turned out as I found out later, it was a T right at junction, immediate hairpin left, the keep right (I have made a mental note for next time).

The wind had been knocked out of our sails and after a reasonable start we where going down fast! We managed to get to TC7 with no damage but not in the position we wanted to be. With another big event coming up for Dom and before we did damage the car we called it quits. The shropshire lanes had beaten us (this time).

We did get to TC7 out of the 18 controls and what we did was fun, giving Dom's car a good shakedown for his next event. Finally finding out (after doing three rallies together) why there was a smell of petrol only with a full tank? All sorted now, careful with your drill next time Dom ...

Out of the 60 starters only 35 got to the finish and out of those 5 where over the 20mins and 59secs time limit!

That left just 30 official finishers, The Pacemaker was and still is a really tough event but well worth doing.

Well done to all the Finishers and to Knighton Motor Club for putting on such a brilliant event a proper challenge.

Thanks for the Ride and the Fruit Pastilles Dom, yes on the way back we did find somewhere open at 03.00



Please put my name down for 2023 ...

Another event which finished What If ? but that is rallying. Scores after that event are Welsh/Shropshire lanes 2 Barry 1

Next Welsh Border Car Club Championship round is Rali Mon on Anglesey, will I be there, you try and stop me ... lol

My next Road Rally is with Geoff Bateman this time on OS map's 26 and 27 around Inverness

**Have Maps, Will Travel . . . . . Anywhere !**

**#RallyingPensionersGroup. Excited, you bet I am.**

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

# ***NORTH WEST RACERS***

## ***With Dave Williams***

### **THRILLING MOOSE TROPHY AND ST-XR ACTION**

With two of the three North West-based racing series taking a Summer break, the focus shifted to the Moose Trophy for Super Classic Formula Fords at Oulton Park. One championship which did stage rounds was the Vinyl Detail ST-XR Challenge which had a Double Header at Donington Park.

### **MOOSE TROPHY: OULTON PARK – 23<sup>rd</sup> JULY**

A large grid of Super Classic Formula Ford 1600s (Pre-'99 cars) were invited to Oulton Park to compete for the Moose Trophy in a 2 race "winner takes all" contest.

After a couple of free practice sessions at the start of the day, a heavy rain shower made qualifying "interesting" to say the least. At the end, Chris Hodgen topped the time-sheets in his late '80s Van Diemen but his second quickest time was brought into play when Race Control received news that he had straight-lined one of the chicanes on his fastest lap. This put him down to fifth and meant Simon Hadfield would start from pole in his Lotus 51 from Samuel Harrison (the wet masked the lack of power that the engine of his Elden Mk10 was generating).

On the second row were Callum Grant (Merlyn Mk20A) who missed the best of the conditions as he was one of the last to go out for qualifying thus had lots of traffic to deal with and Jordan Harrison (Lola T540E) who was sliding around on used tyres as he originally intended to treat this meeting as a test session to try out some changes he had made to his car – but then he realised how competitive he was!

As he had been running so well this season, John Murphy was disappointed to be starting from the back of the grid. During the second free practice session, he had noticed that his oil pressure was lower than usual and back in the paddock he discovered his oil pump had started to disintegrate. He was all set to head home but Seamus Wild offered © Fortunately, Murphy had done enough laps in free practice to be able to take part in the races despite missing qualifying.

The track was dry when part 1 of the Moose Trophy got under way and in no time, the second row starters were leading the way with J. Harrison muscling to the front ahead of Grant. Soon J. Harrison was struggling as his old rear tyres had finally given up the ghost. To compound matters, he missed a gear exiting Druids on lap 2 so he waved Grant through into Lodge. Towards the end of the contest J. Harrison's tyres began to come back to life and he gained on the leader but had to settle for second.



***A huge range of eclectic Formula Fords took part in the Moose Trophy.  
Photo PS Images***



***Callum Grant leads Jordan Harrison.  
Photo PS Images***



***Chris Hodgen (7) got caught up in the lap 1 chaos in the wet race 2.  
Photo PS Images***

***Continued on Page 44***



The podium was completed by Hodgen while fourth was Rick Morris (Royale RP29), a 75-year-old who was winning FF1600 titles more than 4 decades ago.

With one eye on his oil pressure gauge, Murphy had worked his way steadily up the order and took eighth at Lodge from Andrew Schofield (Reynard FF89) on the last lap but ran wide and handed the place back again.

Just before part 2 began, the weather again threw a curve ball as another heavy rain shower arrived at the circuit. The entire field were on a dry set up with no opportunity to make changes so it was no surprise that there was an incident on the opening lap.

The wet had once again allowed Samuel Harrison to show his pace rather than be hampered by a lack of BHP and he had gained a few places by the time the field reached Hislops but then he was hit in the rear and spun off, getting collected by Hodgen in the process. Further back, John Roberts also got into trouble at the same section of track in his Merlyn Mk11A. With both cars stranded, the Safety Car was scrambled.

When racing resumed, Grant was leading the way but as J. Harrison had fitted new tyres, he had more speed and after a few laps he took advantage of a mistake that Grant made coming out of Hislops which allowed him to carry more momentum through Druids and move ahead as Grant defended at Lodge. Grant fought back immediately and repassed at Island with the outside line putting him on the inside at Shell. J. Harrison then picked up damage to his car – possibly due to hitting a kerb – and dropped to third behind Morris.

From ninth on the second grid, the Safety Car period limited the amount of time Murphy had to make further progress after his dramas earlier in the day. Sixth was the best he could do behind Simon Hadfield who was fifth behind his son, James' Hawke DL2B.

Hodgen lost his nose-cone in the first lap collision and made a quick pit-stop. He came back out and finished twelfth. So, a delighted Grant added his name to the Moose Trophy roll of honour and was jointly voted Formula Ford Driver of the Day alongside his father, Nigel.

## **VINYL DETAIL ST-XR CHALLENGE DONINGTON PARK – 9<sup>th</sup> & 10<sup>th</sup> JULY**

As the Ford hothatches were sharing the track with the Honda Civic Challenge this weekend, qualifying was manic! There were 25 cars out on track in very high temperatures which were causing everyone's tyres to quickly go off and sapping engine power. The marshals were kept busy waving their yellow and even red flags.

At the end of the session, the 8 fastest Fiesta STs were covered by half a second! Furthermore, in his newly acquired ex-Jordan Shorrocks car, Chris Chisnall found enough space in the busy traffic to take pole for the first time since he began racing in the Vinyl Detail ST-XR Challenge. Matt Pimlott was second fastest. Michael Blackburn believed he could have been quickest but his lap was ruined when the rubber in his gear linkage disintegrated preventing him from finding a cog exiting the final corner and putting him out of the session.

For the two unexpected occupants of the front row, the start of race 1 was something of an anti-climax. On the outside of the front row, the gearbox problems which thwarted Matt Pimlott at Anglesey returned as he accelerated away from the grid causing him to lose several places by the time he reached Redgate. He failed to complete the opening lap.

Meanwhile, when he attempted to set off, pole-sitter Chris Chisnall hadn't dialled in enough revs and had to dip the clutch again to properly get going.

These dramas for the front row starters meant a good launch from third on the grid for Michael Blackburn allowed him to take the lead down the inside at Redgate leaving Chisnall to fend off Chris Jones around the outside of the first corner before settling into second place down the Craner Curves.

From fourth on the grid, Mark Blunt had to jink around the slow starting Pimlott. He slotted in behind Jones at Redgate while his mirrors were filled by the Tensport Performance team mates – Chris Grimes and Sam Beckett – who were side by side contesting fifth.



*Michael Blackburn leads Chris Jones but couldn't keep him at bay. Photo: BRSCC Social Media*

Indeed, Grimes and Beckett were door handle to door handle for pretty much the whole lap with Beckett finally claiming the place at Coppice having been on the outside line around most of the track. Having caused a crash that took a trio of cars out of the opening race at Anglesey, Grimes was feeling very cautious throughout this encounter having spent the intervening 3 weeks musing on what he could have done differently.

Out front, Blackburn was already breaking away down Starkey's Straight and Jones wasted no time in passing Chisnall to take second with an incisive pass at McLean's. He then set off in pursuit of the leader.

Being passed cost Chisnall some momentum and he had to fend off Blunt at Coppice. This compromised their speed onto the Exhibition Straight and by the time they reached The Esses, Beckett was trying to take fourth from Blunt. He failed, but he was driving well and finding a really good rhythm so he wasn't going to be denied for long. In fact, he was up to fourth at the very next corner – Redgate – with a neat move down the inside. Then he repeated the manoeuvre at the start of the next lap to take third from Chisnall.

Although the cooler conditions meant Blackburn's understeer was less prevalent, it was still there. With a few drivers being penalised during qualifying for track limit infringements he decided to carry less speed into the corners to avoid running wide on the exit and getting his name in lights up in Race Control. Despite the compromised approach he wasn't challenged by the man in second place as Jones was taking things steady to look after his tyres in the conditions which were still hot compared to a normal British Summer.

As lap 3 ended, Blunt was right on the tail of Chisnall forcing him to take the inside as he approached Redgate. Blunt switched to the conventional line allowing him to carry more speed through the corner and claim fourth at Hollywood.

Their battling gave Beckett some breathing space which enabled him to close in on second place. Jones was concerned that Blackburn may pull away from him if he had to defend his position from Beckett therefore he decided it was time to press on.

The reigning champion found that the changes he had made overnight following qualifying had really worked and the car was handling much more to his liking, especially as the weather was cooler.

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He closed in on the leader, Blackburn, and shaped to make a move on lap 6 at Redgate. Because the leader didn't defend, when Jones was within striking range at the same corner on the following circuit he decided to go for it and dived down the inside. As the leader took the racing line, the 2 cars were about to meet at the apex but Blackburn saw his rival coming through at the last moment. He took avoiding action but there was still a clash of mirrors.

Jones emerged ahead and got his head down to take victory by a couple of seconds. Blackburn didn't have the pace to launch a counter attack and brought his car home in the runner-up position. These two were the only ones not to be lapped by the lead Honda Civic.

The threat to Blackburn from Beckett evaporated when he ran wide exiting The Esses allowing Blunt to take third down the pits straight.

To drop out of a podium position so abruptly had a negative impact on Beckett's demeanour and he began trying too hard triggering understeer. Chisnall almost drew alongside him on the run to McLean's. With Grimes filling Chisnall's mirrors, this was a 4-way battle for the final place on the podium.

At the end of the lap, Beckett had a look down the inside of Blunt at The Esses but decided against it. This cost him momentum down the pits straight and Chisnall drew alongside but Grimes got the run on both of the cars ahead and when Redgate was reached Blunt had a few length's advantage over Beckett who now had team mate Grimes on his back bumper instead of Chisnall.

Grimes put Beckett under intense pressure but the memories of the Anglesey crash may have made him reluctant to commit to a passing attempt. Then at Redgate on the final lap, Chisnall ambushed the pair of them to take fourth. Beckett ran wide as the move unfolded allowing Grimes to draw alongside but Beckett refused to yield down the Craner Curves and held on to fifth – he also set fastest lap.

Race 2 began with something of a duel! Both front row men, Chris Jones and Michael Blackburn, got away well and arrived at Redgate side by side. Blackburn hung on around the outside and stayed there through Hollywood. This gave him the inside line for the Craner Curves and enough of an advantage to take the lead at the Old Hairpin.

Behind the leaders the cars who started third and fourth on the grid, driven by Mark Blunt and Chris Chisnall, held their position into Redgate although the latter had Tensport Performance team mates Sam Beckett and Chris Grimes looking for a way by on either side of him before Grimes claimed fifth down the Craner Curves.

Blunt was able to get a run on the 2 leaders coming out of the Old Hairpin and drew alongside Jones through Schwantz Curve but, being on the outside line at McLean's, he couldn't make the move stick. Nonetheless, he had great speed coming out of the corner forcing the second placed runner to defend vigorously into Coppice.

At the end of the opening lap, Jones got a great run through The Esses. Blackburn initially covered the inside into Redgate but at the last minute moved left to take the conventional line enabling Jones to repeat his race 1 pass. Again, Blackburn had to take avoiding action, more dramatically this time as Jones was carrying more speed than earlier forcing both to run out of road.

They kept going but Blunt was able to pass Blackburn for second. Meanwhile, Grimes had also been on the move, passing Chisnall at Redgate for fourth before taking third at McLean's from Blackburn who was still getting back up to speed having just lost the lead.

Grimes was truly over the post-Anglesey anxieties he had experienced in race 1 and was really flying along. On lap 3 he got great drive coming out of Coppice to take second from Blunt. Leader Jones was now firmly in his sights!

At McLean's on the next lap, Blackburn had a look down the inside of Blunt but couldn't make the move stick. The third placed driver was still hampered by the understeer that had troubled him all weekend. He did manage to briefly get up to second on the entrance to The Esses but he ran wide after the first apex allowing Blunt to regain the position.

## **North West Racers** **Continued from Page 45**

Soon Beckett had caught up with this battle for third and Blackburn had to focus on preventing him from taking fourth rather than attacking Blunt. However, this pressure relented when Beckett made a lunge into Redgate and ended up taking a trip across the gravel, losing a place to Chris Chisnall in the process.

As the race drew to a close, Grimes got closer and closer to Jones setting the fastest lap in the process but the chequered flag came out before he could make a passing attempt. He later said, he just needed one more lap!

After Beckett had his off at Redgate, Blackburn reeled in Blunt once more. He put him under tremendous pressure but couldn't find a way by. It was good, clean racing that they both enjoyed. Blackburn will be looking to counter his car's understeer tendencies next time he visits Donington!

## **Dave Williams**

**(Moose report courtesy of  
[www.brscnww.com](http://www.brscnww.com))**

A farmer from Stranraer spent £16,500 on a new pedigree Black Angus bull at Stirling Mart.

When he got it home he put the wee bull out with his herd of coo's, but the bull just ate grass and wouldn't even look at a cow. The farmer was beginning to think he had paid more for that bull than it was worth.

Anyway.....He had the Vet from Stranraer come and take a look at him. The vet said,, the bull was very healthy, but possibly just a little young, so he gave the farmer some pills to feed the bull once a day.

The wee Angus bull started to service the cows then within two days..... ALL of the cows! He even broke through the fence and bulled all of the neighbours cows! He was like a machine!

At the local pub one night later that week the farmer said "I dinnie knaw whit wiz in the pills the Vet gave ma wee Angus bull ..... but they kinda taste like peppermint. "

A little three year old boy is sitting on the toilet. His mother thinks he has been in there too long, so she goes in to see what's up. The little boy is sitting on the toilet reading a book. But about every ten seconds or so he puts the book down, grips onto to the toilet seat with his left hand and hits himself on top of the head with his right hand.

His mother says, "Billy, are you all right? You've been in here for a while..." Billy says, "I'm fine, Mommy...i just haven't gone 'doodly' yet." Mother says, " Okay, you can stay here a few more minutes. But, Billy, why are you hitting yourself on the head?"

Billy says, " Works for ketchup."



**Race 3 Podium. L-R Chris Grimes, Chris Jones and Mark Blunt. Photo: BRSCC Social Media**



**Chris Jones celebrates his double victory at Donington Park. Photo: BRSCC Social Media**





# Radio Mutterings July 2022

*Ian Davies : Gemini 23*

## Greystoke Stages 3<sup>rd</sup> July 2022

*Ian Davies : Gemini 23  
Motorsport UK Radio Controller*



### Radio Control in Greystoke



It's an early start for me as I drive the two odd hours north up the M6 into Cumbria for the Greystoke Stages, organised by West Cumbria Motorsport Club and Eden Valley Motor Club. Changes to the organising team and structures, mean an invitation to Bill and I to operate a new style of Radio Control. I arrive just after 7am and find Bill in

one of two steel contractor type cabins brought into the forest to act as the main rally base and the smaller cabin Rally Control. The cabin provides space for Bill and I to operate the now three radio channels, myself on the primary MSUK safety & medical frequency, Bill on the management frequency and both of us monitoring the tracking frequency as needed. The new accommodation means space for the Clerk or Deputy to sit with us at all times and / or the Safety Delegate or Stewards, making for an effective and efficient operation.

By 8am we are into our final radio checks, only to hear a shout from Kay 26 that they have a camper van at their location stuck half in a ditch !. A quick conversation with Richard the Deputy Clerk and we decide to leave the stranded campers until after the first pair of stages when they would need to be moved, our first entry for the recovery log but not the last. As the safety cars begin to enter the stage we need to play around a little with a couple of the radios as Summit 5 at Post 6 can't get safely off the stage and we plan for Alan to swop with Lion 19 who have a 4WD vehicle and can get clear of the stage after SS2. Later on in the event other moves are needed as parts of the stage drop in and out of use, something to plan ahead for better next time.

By 08:55 we have the Zero Car into the stage and track their progress through the stage, before we get permission to release the first competitor Car 1 at 09:05 and the action really begins. From the very start cars are exploring the outer limits of the stage, which with rain falling in true Cumbrian style really begins to catch crews out. Summit 5 who are now at Junction 8 begins a busy day of 'safety' calls as Alan reports that Car 5 is first off at their location. The car is apparently on its roof, with the crew safely out and OK and the track passable with care. Not wishing to be left out of the conversation, Gemini 10 then reports Car 22 stopped with them with a mechanical malady.

The radio channels quickly become alive with numerous shouts for missing and / or out of order cars as the tracking radios do their job and via 81 I seek to locate the various delayed or missing cars. The 'missing' Car 29 is narrowed down to somewhere between Junctions 11-12 and Summit 7 dispatches a marshal who quickly finds the car at J11-off the stage but OK. As this is going on next is a shout for Car 26, 'missing' at the Stop line. Repeating my earlier actions, I manage to narrow down the search area and the car is found at J8-, crew OK, wallets dented but another one for the recovery log. Alan, Summit 5 continues his busy morning with a 'safety' call as Car 33 slides off again at Junction 8. By 09:47 the last of the 42 starters is into the stage and with the Clerk we discuss what may or may not need to be moved before the prompt start of SS2. In the end we decide that it's only Car 33 that remains in a potentially dangerous position and Lake 3 Recovery are dispatched from their mid-point stage location to pull the car clear and drop it off at the Stop Line before we can get the Zero Car back into the stage.

*Continued on Page 49*

At 10:25 the action resumes once again with Car 1 into SS2 as the rain really begins to come down in bucket loads, making for even more challenging conditions.

The conditions almost immediately catch out Car 7, who Summit 7 reports has hit and dislodged the large bales at their location, which understandably can't be immediately replaced. A similar request for later assistance in moving bales comes from Maverick 31 who reports that chicane bales at their location "rearranged" and in eventual need of the telehandler to replace them safely later in the day. The Summit 'family' continue a busy event as Jason Summit 7 calls in that Car 12 has stopped with him minus a wheel at J11 and will require a suspended lift and recovery and then Summit 5 calls in a couple of cars who are off but with a little help manage to get themselves back onto the stage at where else but J8. Another 'missing' car shout results in finding Car 28 off at J12+ with Gemini 59 and they are added to the lengthening recovery log. By 11:02 the final car is into the stage and by 11:11 we have a total of 36 cars out and back into service. As the stage is changed for the next pair of runs, we set about organising the seven recoveries between Lake 3 and Extractor 3, not forgetting the camper van off even before the first car, although not all can be immediately recovered in the time available.

With the immediately necessary recoveries, self-recoveries and stage changes completed, by 11:40 the safety convoy of vehicles is ready to enter and check the stage, before permission can be granted to restart the competition at 12:27. Although the rain begins to ease off the unique Greystoke surface remains a challenge, with patches of standing water and other areas drying out. To begin with the radio channel is quiet, off course the minute one of the organisers comments on this Summit 5 calls in another 'safety'. This time Car 36 has gone straight on at Junction 8 and down the ravine. There are a few tense minutes before Alan comes back on the radio to report that the crew are out, shaken but apparently unhurt. Their car however is well off and it's decided that this will have to stay until the end of the event, in light of the likely lengthy recovery required. Happily, Car 36 is the only victim on SS3 and 35 cars by 13:11 make it to the end of the stage.

Stage 4 starts about fifteen minutes later and the action resumes with a steady stream of cars reported missing or off, right the way through the stage. Summit 5, who seems to be aiming for a 'cricket score' like tally of cars, first reports that Car 2 is stopped with "no gears" and is dragged off the stage into a dead leg. Gemini 70 then pipes up that they have Car 23 off at their location at J17+, another one for the busy recovery boys, although they eventually get themselves mobile. Moments later and Car 30 is reported as stopped only about 10m into the stage, but OK and cars can pass. Maverick 31 then reports another car off, with Car 32 partly blocking the stage and at least to begin with immovable. Thankfully cars can just about safely get past and eventually they are somehow pushed a little further off the stage but call for a suspended recovery. The final loss in SS4 is Car 41 who Hodder 2 found off at J12+, making for a final tally of 34 cars out of the stage and time once again for some recovery action.

With the layout changes made for the final pair of stages of the day, safety checks are completed and we get permission to start SS5 at 14:54. After all of the previous hectic action and the improving conditions the stage passes off without any significant incident and importantly no more recoveries to plan and schedule. By half past three it's a very creditable 31 cars in and out of the stage. After Lake 3 has moved Car 32 clear from the previous stage we are quickly into the final stage of the day at 15:39.

Stage 6 is a repeat of SS5 and we end the day with no more incidents and 31 cars out of the stage and into results. As the stage closes we get Lake 3 and Extractor 3 mobile to the outstanding recoveries from earlier stages and the two Emmu Rescue Units accompany their recovery colleagues to maintain safety cover. As Bill and I begin the process of derigging the Radio Control masts etc we hand over comms supervision to Stuart Gemini 13, who continues to monitor the recoveries as we take down the masts and derig the cabin after a hectic but enjoyable day. The new organising structures have stood up well today, with numerous 'safety' calls and use of the cabins to create an integrated 'Rally HQ' type Control format has worked well.



# Gemini Communications



O/A	Call Sign	Operator	Score
1	G 59	Maurice Ellison	48 points
2	G 1	Bill Wilmer	40 Point
3	G 64	Brian Wragg	39 points
= 4	G 25	Chris Woodcock	38 points
..	G 23	Ian Davies	38 points
= 6	G 38	Sean Robertson	37 points
..	G 55	Steve Broadbent	37 points
8	G 13	Stuart Dickenson	36 points
= 9	G 9	Keith Lamb	28 points
..	G 56	Tony Jones	28 points
11	G 58	Geoff Ingram	23 points
12	G 33	John Ellis	21 points
= 13	G 4	Ian Winterburn	20 points
..	G 62	Colin Evans	20 points
..	G 50	David Peaker	20 points
..	G 70	David Mainprice	20 points
= 17	G 11	Mark Wilkinson	18 points
..	G 16	Bill & Robbie O'Brien	18 points
= 19	G 28	Andrew Taylor	10 points
..	G 32	Bryan Flint	10 points
..	G 6	David Crosby	10 points
..	G 10	Dom King	10 points
..	G 31	Duncan Stock	10 points
..	G 37	Jermaine Jackson	10 points
..	G 41	Jerry Lucas	10 points
..	G 26	Mark Dickenson	10 points
..	G 12	Richard Wm. Jones	10 points
..	G 17	Robin Mortiboys	10 points
..	G 52	Steve Lewis	10 points
30	G 69	David Brough	9 points
31	G 65	Brian Eaton	8 points

Everyone Else - Still to score

# Gemini Communications 2022 Events Calendar



## RALLYING

Warrington & DMC

**Sat. 6<sup>th</sup> August**

### Dave Read Stages

Ty Croes, Anglesey

Bala MC

**Sun 21<sup>st</sup> August**

### Gareth Hall Memorial Stages

Trawsfynydd Ranges

Aberystwyth MC

**3<sup>rd</sup>/4<sup>th</sup> September**

### Rali Ceredigion

Aberystwyth (Closed Roads)

North Wales CC

**Sat 29<sup>th</sup> October**

### Cambrian

BRC & BTRDA

Clocaenog etc

Bolton-le-Moors CC

**Sat 5<sup>th</sup> November**

### Neil Howard

Oulton Park

Malton MC & Clitheroe & DMC

**Sun 6<sup>th</sup> November**

### MEM Malton Forest Rally

(GCE)

Dalby

North Humberside MC

**20<sup>th</sup> November**

### Cadwell Stages

(GCE)

Cadwell Park

C&A MC

**19/20<sup>th</sup> November**

### Glyn Memorial Stages

Ty Croes, Anglesey



## Bike Rides

Sun 11<sup>th</sup> September

**Manchester 100 mile**

## Training

TBA

Fire Training

TBA

First on Scene

Darwen Services  
J4 M65

Gemini Team Awards  
& Social Afternoon

**December**

**Dressers Arms**

**Gemini Communications *Motor Sport Team***



For those of you who endured last months Grumpy and my tales of woe about the pitiful efforts of the AA to recover my poorly Ford Focus estate from the Start of SS 3 on the banks of Loch Fyne there is Good News (sort of) it is now repaired and took me to the Greystoke Stages on the 3rd of July. I say 'Sort of' because whilst Tony Harrison of Bentham lent me his spare Proton (complete with Harry Hockley suspension) to play with whilst he found the fault and then rectified that fault there was one little problem - Mr. Ford wanted £1400 (*it was obviously a very special Diamond Encrusted Ford Focus Fuel Pump*) to fit to the shed that is my car. The Focus, even with a full tank of Fuel isn't worth that sort of dosh. Needless to say, but good old Tony came up with a far cheaper solution and also re-gassed my AirCon and washed the car too for less than a third of the cost of a Ford pump alone.

Whilst on the subject of the AA - on Monday the 29th of June I lodged a complaint with the AA. The first person in the Complaints department put the phone down on me. The second took all the details and promised me a reply within 14 days after they have investigated and emailed me thus.

*'I am writing to let you know that we have received your complaint, thank you for letting us know of your concern, and for your patience while we explore this matter.'*

*We will begin our investigation and will contact you again within the next 14 days to confirm next steps. In the meantime, a copy of our internal complaints procedure can be found here [www.theaa.com/complaints](http://www.theaa.com/complaints).*

*As outlined within the procedure document, we will ensure that your concerns have been fully investigated within a period of eight weeks from the date your complaint was received. Of course, we do not anticipate that it will take eight weeks to complete our investigation but we are required to inform you of the expectations of our regulator in dealing with complaints of this nature.'*

By the time this gets published the AAs 14 days of investigation will have been and gone. I await with eager anticipation and baited breath and let you all know what their excuses are.

My first event of July was Greystoke Stages on Sunday the 3rd. Ian Davies was our Radio Controller for the day and his report can be found on Pages 48 & 49.

On SS1 various competitors decided to take to the shrubbery. SS2 was much the same - Post 8 (the next post along from my location seemed to be a big magnet for those competitors taking an interest in the Flora & Fauna of Greystoke.

At the end of SS2 we had a trio of recovered Yellow cars that had all stuffed it off (*Photo - pinched from facebook - courtesy of Edward Mudd - mine was not as good as his*). The carnage at Post 8 continued for the rest of the event. We had quite a procession of recovered cars at Post 9 by the end of the day.

I missed doing the Nicky Grist because, as a favour, I had agreed to marshal on the Manchester to Blackpool cycle ride - a charity ride that raise many thousands of pounds for good causes. I, for one, won't be rushing be doing it again. To be honest I didn't have a good opinion of cyclist in the first place. Roughly speaking 90% of them are fine but the rest do have an overactive sense of 'Entitlement'. Red lights and Give Ways are there to be ignored. If it was not for some very tolerant (and a few who were not) and alert motorists there would have been a lot less cyclists at the end of this ride in Blackpool. Selfish idiots who give cyclist a bad name for them all!

## **Grumpy Old Git**

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



***Continued on Page 53***

## Grumpy *Continued from Page 52*

The AA have come back with their findings of their Investigation into my complaint. Written in the small print at the end is a disclaimer. Apparently I can not discuss, disclose or copy or retain any part of the email to anyone. So I therefor cant tell you that they found in my favour. Not that I had to endure a delay in excess of 10hrs. That their phone system was inadequate. Nor that they failed in not keeping me properly informed. That the standard of service was very poor. Nor that they are forwarding me a cheque as compensation.

When the cheque (that I cant tell you about) arrived they had made it out with incorrectly (my name but not as it is on my membership card) and the bank wouldn't accept it. New cheque on its way (another 10-21 days to wait) So as soon as they let me know that I can, then I will tell you what was in their email.

Motorsport UK have listened to the Marshals grumblings about the recently proposed changes to the training and grading's of Marshals. There is now a new (and in my opinion) a much better 'Pathway' see pages 68 to 71. It may not be perfect and there are probably a few 'Marshals Roles' that have slipped through the net but its still an improvement on what was first proposed.

[There are still a lot of experienced Marshals who don't agree with the new Pathway and are commenting on Facebook.](#) Maybe I am wrong but I interpret 'Event Official' to recognise those roles that fall outside of the Marshals Pathway and which are Club nominated and covers all of those roles which recognises and allows those experienced and 'general can do everything marshals' a role without having to have 1001 silly titles. If people took the time to read up the FAQs they might find the answers.

On pages 73 to 75 there is information about the Club & Development Team and what they can do for your club. Both Claire Kilpatrick & Ben Lancaster from the team were at the SD34MSG Zoom Meeting on the 20<sup>th</sup> of July to give us an insight on the Streetcar initiative.

Saturday the 16th and its Barbon Hillclimb - again. Bigger entry this time. We had a Red weather warning from the Met Office. But it wasn't too hot to bear.

Sunday and I am off to Eastgate for the Hexham & DMCs Northern Dales Classic. The weather forecast said it would be Hot. When I left home it was raining - should keep the dust down at Eastgate then ! Very enjoyable day even though it didn't take long for everything to dry out and the dust was as bad as usual. The wind always seems to blow from the West and we were down wind and consequently covered in dust. It was nip & tuck between Tom Hall in his rapid Riley Elf and Christian Parker in his ex Simon Harrison 2WD Subaru. Christian taking 1st O/A by 30s after 12 tests. After the event there was lots of chat on Face Book regarding the Subaru's eligibility.

Back in 2010 I was doing West Cumbria MSCs 12 car championship with Dan Hurst in his bright orange Fiesta. We had many a battle with an old lady (*'Old' says me! But it was 12 years ago*) who used to really bat on at a fair old lick. After one event we got back to the finish at the Wool Centre we had a natter to her and I later asked Dan who she was. He casually replied *'Oh that's Pearl'*. *'Pearl Who?'* said I. He replied *'Malcolm's mother'*. *'That means nothing to me'* I said. *'Malcolm Wilsons mother'* he said. Deathly silence whilst that sunk in. No aires & graces, nice as nine pence and a real asset to WCMSC always working away in the background. Whilst at Hexhams Targa I was told of Pearls passing. Condolences to Malcolm and Family. (page 68)

Thursday the 24th was Bridge House Tea Rooms (Wray) Competition Car Night. I had planned to attend but a zoom meeting at 8pm put a damper on that. Looked like a cracking good evening.

I was all too aware that the number of pages in 'Spotlight' meant that a lot of people 'skim' read it - only reading those articles that interested them. In an attempt to cut down the number of pages I have removed the SD34MSG championships, Calendar and registration forms. I have also removed the ANWCC brief championship tables. These have been replaced with a link to both SD34MSG and ANWCC websites where even more information is available. That's got rid of 8 pages (10%).





# ***Inside the Industry***

## ***August 2022***

*with Paul Gilligan*

*A big share of this month's wittering is about Jaguar. That's partly because as many of you know I have history with Jaguar, partly because at least two area Jaguar Enthusiast Clubs share my articles, but mainly because what is happening at Jaguar is to me one of the most important developments in the UK industry in many years. Hope you find it as interesting as I do.*

## **Jaguar Reveal Future Plans**

In what can best be described as an "official leak" JLR recently gave at least some information on future plans for Jaguar. As we already knew by 2025 all Jaguars will be pure electric, no petrols, diesels or hybrids. As we suspected there will be no more than very mild changes to existing models between now and then which can only result in declining sales. What was new is that there will apparently be three new cars. All will be "low slung SUVs" and they are intended to be unique with "no direct competitors". So it seems that Jaguar are determined to avoid the mistake they have been making for the past ten years of competing with Land Rover – good idea!

So there will be no saloons, no estate cars, no sports cars. There is a promise of an end of the line edition on F Type which will presumably just be the current car with all the options thrown at it and perhaps some unique wheels and trim. The last ever Jaguar petrol sports car and the last Jaguar sports car for the foreseeable future. My target for the next two years is to accumulate the necessary!

So in many ways Jaguar are leaving their current customers behind. The SUV ones they will hope will migrate to Land Rovers or Range Rovers. Are they intending to move the others into a "low slung SUV"? The answer is no because their forecast pricing means that existing Jaguar customers whatever they do are unlikely to stay with Jaguar. From 2025 it's planned that the minimum price for a new Jaguar will rise from around £32000 now to more than double that at around £80000. Maximum price will also double from the current £100,000 to around £200,000! So the rumours that Jaguar see Bentley as their competitor in the future seem to be true. Bentley prices start at around £160,000 and extend to well over £200,000. Bentley of course offer GT Coupes, a luxury saloon and SUVs.

I can only call this decision if true (remember it's only an official leak currently) "brave". In fact very brave. Because Jaguar are effectively starting with a clean sheet of paper. Their current customers, or at least 90% of them, aren't in a position to buy a £80k car, never mind a £200k car. The majority buy a car with a retail price of under £45000! So there is no way they will be Jaguar customers quickly after 2025. Some (a few) may be later than that as their circumstances improve. Most will never be again. This leaves Jaguar with the **ENORMOUS** task of attracting new customers, customers who are currently driving other luxury makes. Don't think for one moment that those manufacturers and dealers will give their existing clients away easily!

Of course by moving so far upmarket Jaguar will become a much smaller company. In 2021 Jaguar sold 100,000 cars worldwide, Bentley under 15,000. Both figures lower than normal because of component shortages. In the first half of this year in the UK Jaguar have sold 6,700 cars, Bentley 807!

Now if Jaguar prices start at £80k and Bentley at £160k Jaguar should clearly sell more (once they've convinced all those new to Jaguar customers that is). Currently Jaguar sell 6 or 7 times as many cars as Bentley. It is difficult to believe that going forward they will sell any more than 2 or 3 times as many, so 20,000 to 30,000 cars a year?

This reduction in volume will have a dramatic effect on the dealer network. In the UK Bentley have 21 sales dealers currently, Jaguar have 83. Both have additional service and body shop locations. It seems unlikely that Jaguar going forward will have more than 40-50 sales dealers, there are already rumours of a reduction.

***Continued on Page 55***

When you take out manufacturer and dealer registrations for demonstrators, staff cars and so on the average Jaguar dealer is currently is probably genuinely selling less than 140 new cars a year, 12 a month. Some of the smaller ones will be a lot less than that. Now they have to limp on with no new product for 2-3 years and everyone knowing the cars they have will be obsolete in 2025. Most of the smaller ones would happily depart now but of course if they won't continue with Jaguar they lose Land/Range Rover which is VERY profitable.

So I foresee around 80 (maybe less) Land Rover dealers with half, maybe a little more also selling Jaguars. The rest, or most of them, will remain as Jaguar service dealers I would think. And whilst owning a new Jaguar was always aspirational it will become much more so, if you aspire to an electric "low slung SUV" that is. And you have at least £80k to spend.

## **More Changes For Jaguar Dealers**

As if all the above wasn't enough for the dealers to absorb JLR have also just announced that by 2024 they will introduce an agency model for all Jaguar and Land Rover Dealers whereby the dealer gets a set fee for handling each new car, the manufacturer sets the selling price. It is strongly rumoured that at the same time there will be a significant reduction in the number of dealers. This is causing particular concern to dealers who have in recent years spent millions on new facilities to meet JLR's requirements, and in some cases buying neighbouring business at JLR's behest.

Even worse from the dealers' point of view it is suggested that JLR would extend the agency model to used cars. So they would own all the used stock, price it etc and the dealer would get a % fee for selling it. That hasn't been mentioned yet by any other manufacturer. One nameless Jaguar dealer described the idea as "\*\*\*\*\* crazy.

## **Aston Martin Attract Investment From Saudi Arabia**

For many months it has been rumoured that Aston Martin couldn't survive much longer with significant extra investment. Although Canadian billionaire Lawrence Stroll and the consortium he led pumped in a large amount when they took over ongoing losses, heavy debts, new model development costs and slow deliveries of the Valkyrie hyper car (important at more than £2m a unit) have emptied the coffers. AM have gone bankrupt seven times in their chequered history and it's been said that number eight was seriously on the cards.

Now new shares have been issued to the tune of £575M which will be taken up by the Stroll consortium, Mercedes Benz, other shareholders, and a new investor being the Saudi Arabian Public Investment Fund (PIF). The PIF will have the right to appoint two new directors to oversee their investment. Following this shakeup Mercedes will still own almost 10% of the company so will presumably continue to supply engines etc and in the future hybrid and electric powertrains which Aston could never afford to develop on their own.

## **Half Time Report**

New car sales fluctuate pretty wildly at the best of times, much more so when component shortages make it much more aloof a question of "what have you got?" that "what can you sell?". So it makes little sense to look at the figures month by month, but after half a year you get a more balanced view. So the end June numbers showed total UK car registrations down by almost 12% on last year at just over 800,000. If the same pattern carries on the full year will be about 1.6M, one third down on the pre pandemic results.

Most important perhaps Ford are back in the number one slot with almost 61000 sales giving them almost 8% of the market. However they are closely pursued by Kia on 58000, VW 56000, Audi and BMW both almost 54000, Toyota 50000, Vauxhall 48000, Mercedes 46000 and Hyundai 41000.

Manufacturers significantly improved over last year were Cupra, Dacia, DS, Hyundai, Kia, MG, Porsche, & Tesla. Worst performers were Audi, BMW, Jaguar, Land Rover, Lexus, SEAT, Skoda, Subaru, VW and Volvo.

Only just under 6% of new cars were diesel, 44% petrol, 14% pure electric and 36% hybrids of one sort or another.

Sales of new vans were almost 25%, nothing to do with demand which remains very strong. Pick up sales were 39% down because as I've said before so few manufacturers are left offering them.

**Continued on Page 56**



## **Have We Reached “Peak Car”?**

Of course we've all experienced the shock when we go to fill the tank in recent weeks. But it's much more than that. “Real” new car prices have risen by about a third. Retail prices haven't gone up by that amount but reductions in discounts have done the rest. Used car prices are up by even more which cushions the cost to change, but the gap is still bigger than it was. Then add rising insurance costs because of the increase in repair costs and the fact that because used prices have risen so much insurers are having to pay out much more for write offs. Repairers whether franchised dealers or independents are suffering from increased energy costs in particular and having to raise prices. I can't think of any of the costs of running a car that haven't gone up markedly.

So perhaps it's not surprising that a recent survey showed that almost half of private motorists have cut back on car use and were using public transport more. Almost a third are “seriously considering” getting rid of their own car if costs keep rising. At least 12% are delaying changing their car because of cost of living increases.

Many observers are now convinced we have reached “peak car”. This means that the number of cars in use in the UK is at it's maximum and will only decline from here. Between 2012 and 2019 there was a slight increase in miles driven per person. The pandemic brought a halt to that and car traffic is still only back to around 95% of previous levels. Young people are learning to drive later, the average age of those passing their test is now 26. The increase in working from home means that families who needed two cars are finding they can cope perfectly OK with just one. Cities continue to make driving difficult and expensive with congestion charges, high parking charges etc. Oslo has already imposed a city centre traffic ban and Paris and Berlin are considering the same.

One thing I'm certain of. If there was free supply in the new and used car markets just now it would be a disaster for dealers and manufacturers!

## **GM Sitting On 100,000 Unfinished Cars**

Because of component shortages rather than not make a car or van at all manufacturers are building units without all the usual items fitted. Sometimes they are delivering these to customers fed up with waiting, so the car that would normally have navigation arrives without and the customer can decide whether to take it or wait goodness knows how long for the complete article. Citroen are building many vans without reverse park sensors for example. Amazingly there is no price reduction offered!

Sometimes the component shortage is such that the incomplete car cannot be sold and it is therefore kept until the components are available to finish it. This isn't a small problem. GM in the US now have a stock of almost 100,000 of such cars and are “hopeful” that “almost all” will be completed and delivered before the end of this year.

## **INEOS Grenadier**

Most of you will be aware of the INEOS Grenadier, inspired by the original Land Rover Defender. INEOS boss Sir Jim Ratcliffe was displeased by Land Rover's failure as he saw it to replace the Defender with a “proper” successor so he resolved to do so himself, and named the car after his favourite local pub. I first saw it at the Silverstone Classic last summer and was very impressed. In November when ordering opened I put down a deposit. At that time neither final specifications or prices were available so the deal was that the deposit was returnable “immediately” if you decided not to proceed, and you didn't have to give a reason.

In the event I decided not to complete the order and a couple of weeks ago asked for my deposit back. Then the struggle started! Most of my emails weren't replied to and when I did get a reply it was an automated one to say they were attending to my request. After many attempts I finally managed to get through on the phone and the lady at the other end said my deposit would be returned and the process would take “about three weeks, could be longer”. I replied that I didn't see why it should take so long and this didn't fit my definition of “immediately”. Her reply was “That's the way it is”.

*Continued on Page 57*

I asked if I did buy one and it constantly broke down would I be told "That's the way it is"? Her reply to that was that any problems with the car would be the responsibility of the Grenadier service network not Grenadier themselves! Finally I asked for her email address so I could confirm that the deposit would be returned and she replied that she didn't have an email address! I pointed out that even my dog has an email address but she was adamant.

Eventually I managed to get an email address for someone higher up the tree and my money was returned within 24 hours. So it doesn't **HAVE** to be the way it is. By all accounts the Grenadier is a fine product but it's obvious that INEOS are new to the car industry and simply don't understand the standards of customer service required.

## **Kia Electric Woes**

I was told the other day of a Kia dealer who has 20 "dead" electric Kias on his premises, and customers in courtesy cars.

Kia have no cure yet, he has run out of space and he won't take any more unless it's one he supplied?

*Paul Gilligan*



Gilligan Vehicle Consulting Ltd

Postal Address  
Great Carrock, How Hill  
Greystoke, Penrith  
Cumbria. CA11 0XY

CONTACT US  
pg@gilliganvc.co.uk  
01768 484 185



  
0333 002 0000  
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Free Trial





**Keith Thomas**

Wigton motor club recently organised visit to M Sport to visit the massive, new evaluation centre and the test track, it was stunning when you consider just how much thought, time, effort and of course money went into the project.

It was very sad indeed that Malcolm's mother Pearl died unexpectedly the previous weekend as she had planned to be there and as heavily involved with organisation as she was since Malcolm started M Sport all those years ago.

As someone who was involved with Malcolm from his very early days the determination and tenacity to carry on with the arrangement for the club visit Dovenby didn't come as a surprise but it shows the mettle of his character to keep on going despite serious setbacks.

The whole family were there to greet everyone, wife Elaine, Mathew, Sam and their little girl too. I noticed when the coffee flasks were empty Elaine and Malcolm were quickly onto the task of refilling them themselves, that is typical of how the family get stuck in to all the task's they encounter.

We are so fortunate to have such people in our area, look at the photos the whole family can be seen chatting to Wigton members.

Mathew and Malcolm drove us around the test track in two minibus's and explained how the track was to FIA specification and the uses of the various parts of the track to test for oil surge etc.

Thank you to everyone involved especially those that gave up their time to organise the visit, meet us on arrival and park us in the designated areas also to Roger Fisher who kindly explained the history of the various cars in the magnificent showroom.

What a memorable experience for us all especially our twin grandsons who haven't stopped talking about it since

**Keith Thomas**





# Celebrating Women in Motorsport Day at the British Grand Prix

Today at the 2022 FORMULA 1 LENOVO BRITISH GRAND PRIX, Motorsport UK, W Series and Silverstone jointly celebrated Women in Motorsport Day – a dedicated day to celebrate women involved in the sport from across all areas.

Throughout the day women from across the sport posted their stories across social media using the #WomeninMotorsport hashtag. From those who are involved in media capacities, to the fans sitting in the stands and army of volunteers making the British Grand Prix happen, they showcased the many routes and opportunities that are opening for greater female involvement in motorsport.

To mark the occasion, a panel discussion hosted by TV reporter Amy Reynolds took place within the W Series Pad-dock in Silverstone, featuring:

- Catherine Bond Muir: CEO of W Series and Board Member of Motorsport UK
- Helen Bashford-Malkie: Board Member of Motorsport UK, Member of FIA Women in Motorsport Commission, and Chair of Motorsport UK's Women in Motorsport Sub-Committee
- Stephane Bazire: Head of Business Sustainability at Silverstone
- **Gail Millward-Jackson: Events and Entries Secretary of Under-17 Motor Club North West**

The group discussed the barriers and solutions to encouraging more women to enter the world of motorsport.

50 women attended the event, representing competitors, volunteers, team professionals, engineers, racemakers, officials and fans to hear the conversation, as well as join in and talk to the panelists.

Bond Muir opened the discussion by noting how far the industry has come, "It is not just about W Series, it is about the whole world of Motorsport in the UK working towards a better and more diverse future.

"We have had lots of successes of drivers who have come to W Series and left W Series to go on and race in other series. But we are not just about drivers. It is about female engineers, mechanics and all those working in the teams. I am nothing without this team behind me.

"We need to continue the progress in the future. I think we need to democratise the whole sport. Marshals and stewards are equally as important as drivers are."

Bashford-Malkie, whose motorsport career spans decades, reinforced Bond Muir's comments, saying, "The British Women Racing Drivers Club is holding its diamond jubilee this year. We've gone from a situation where there weren't even toilets at race venues for women a few decades ago, to people proactively talking about how to encourage more women into motorsport as a priority and that is exactly what the industry needs."

Her comments were followed up on by Bazire who noted that Silverstone is expecting 400,000 people this year and there are more opportunities than ever to get involved. "Maybe the best way to start is to become a racemaker. Without the volunteers we wouldn't have a high level of satisfaction. Most of it is due to the fantastic work that the race-makers are providing, always willing to provide a solution.

Bazire also said that at the heart of sustainability is people. "One of the big pillars of sustainability is people. I joined last year and people are a big part of the journey alongside the environment."

Millward-Jackson then gave an account of her own journey, emphasising the role of family. "It started with a son who was interested in anything with four wheels. We started with me being a race mum which grew into me being an events secretary at our local club, taking part in stage rallies, and now I am part of Motorsport UK's Women in Motorsport Sub-committee.

"It has opened up so many doors for my passion to be in motorsport. I run events, I marshal at events, my young son who is seven knows how to do timekeeping. There are so many roles that can be fulfilled in motorsport and so many factors that go into being able to make these events possible. When you see someone doing it it then pushes across to everyone else.

"The response today to our women in motorsport day has been incredibly positive. Everyone I spoke to has an enthusiasm around our goal and wants to talk more about it. I spoke to a young girl who must be about 9 or 10 today who used the word equality. Seeing women in this position inspires young girls to want to do more and think that 'if these women can do that, I can do that too'."



# Many of you will have used TimingAppLive and RallyAppLive as Competitors and Organisers.

## But have you heard of TrialsAppLive?

TrialsAppLive comes from the same stable of Sapphire Solutions' other successful Motorsport solutions (and solutions for other sports).

The user interface is very familiar and easy to use for those used to TimingAppLive and RallyAppLive. Even if not familiar, use is very simple to learn.

TrialsAppLive delivers the same benefits as Sapphires' other solutions:

- Results calculated automatically in the cloud,
- Scores input directly from smart phones,
- Scores stored on the phone if no signal/connection then uploaded when a connection is present,
- No manual entry of times,
- Less errors possible,
- Results calculated immediately scores are uploaded,
- No manual calculations,
- Competitors can view the results immediately,
- No need to scour the Results for Class and other Award winners.

These benefits have been proven to make events easier to run, create Results faster and more accurately, and generally improve the whole experience of the event.

This is exactly the experience of the Motor Cycling Club on their long distance Classic Trials.

Results used to take around two weeks to compile due to the vast amount of manual data entry required, and the inevitable correction of errors.

Using TrialsAppLive, Results can now be calculated in a few days (some manual entry is still required e.g. which cars attempted restarts on hills, dependant on class).

Times on timed Tests can also be included in the overall Results, creating a far better experience for Competitors.

## Competitor Use:

Very simple. Download the TrialsAppLive app from Apple or Android stores, start the app then select "Live" and then the event you want to look at. Different Leaderboards are available e.g. Class and Overall.

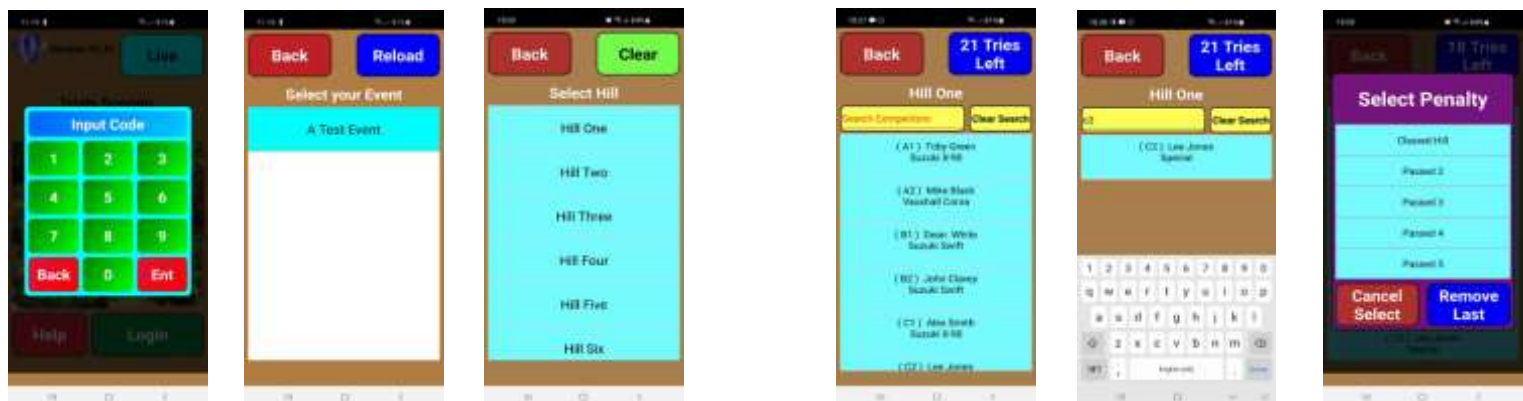
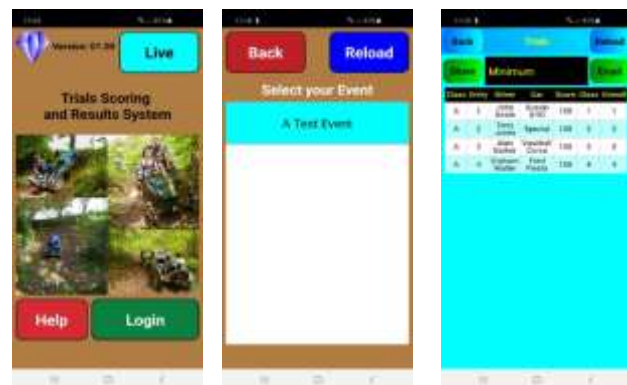
## Observer Use:

Marshals use the same app, but must "Login" to enter scores.

A Code for the event is used for security.

The Observer then selects their Event and Hill.

There is no requirement for an internet data connection during observations, the list of entries, hills and penalty types can be downloaded pre-event (during login) and uploaded post-event.



Penalties can be reviewed and the number of attempts at a Hill checked.

Penalties can also be removed if they've been entered incorrectly.

## **Timed Tests:**

Timed Tests use functionality which is very similar to the highly popular TimingAppLive.

The Marshal selects the Test from the list of Tests and Hills.

The Start Timekeeper selects the Driver or Rider from the list. The app uses a soft button on the screen to effectively start a stopwatch.

At the end of the Test the Timekeeper hits the soft button again to end timing. Any penalties e.g. cones can then be added and the time/penalties saved on the phone. If a network connection is available then the times and penalties are immediately uploaded to the Results system for all to see. If a network isn't available then the times and penalties are stored on the phone and uploaded when a network connection is available.

If an error has occurred then the run can be aborted.

An additional run can be recorded if there are any issues e.g. a re-run or a time allocated to an incorrect competitor.

Times can be corrected and allocated correctly by the Organisers in admin.



## **Timed Sections:**

A Timed Section can be used ...

## **Event Creation and Definition:**

The event can be created and defined easily through the Event Dashboard (browser-based). Hills, Timed Tests and Sections can be defined in the Dashboard in any order. How results are calculated is defined in the Dashboard e.g. maximum scores.

Collected scores or times can be changed easily if required within the Dashboard. Awards are defined within the Dashboard, the Results system automatically identifying Winners.

As with all solutions developed by Sapphire Solutions, and Entry System is included to make communication and running the event easier. Solutions can be used with other Results Systems if desired, with apps being used to collect scores and times to be fed in to the alternative Results Service.

## **Conclusion:**

As with all solutions from Sapphire Solutions, events are:

- easier to run,
- simplify communication,
- present Results rapidly,
- enable greater Organiser creativity,
- increase accuracy,
- enable new events to be run.
- identify awards automatically,

For more information, joining the TrialsAppLive Facebook Group or contact **John Clavey** at [john@sapphire-solutions.co.uk](mailto:john@sapphire-solutions.co.uk) to set up an account to experience TrialsAppLive.



# Scrutineers' Bulletin

## April : 197

### Helmet and FHR standards

A reminder that a quick reference guide to acceptable helmet standards and compatibility with FHR devices is available on our website in the Resource Centre at the following link ([click here](#)).

The document has recently been updated, and as well as showing the current acceptable helmet standards it includes the useful chart showing compatibility of FHR devices tethers and anchor posts.

### Fire extinguishers

In last month's Bulletin we provided a copy of the recent FIA ASN Safety Bulletin #11. In this document, the first item on the checklist related to removal of fire extinguisher pins on cars before entering a special stage or circuit. The article suggested that the pin should be removed from plumbed-in and hand-held extinguishers. We would like to clarify that this guidance was not intended to supersede any existing Motorsport UK requirements or guidance – which remains that the pin should be removed from the plumbed-in extinguisher but not the hand-held. Removal of the pin from the hand-held extinguisher is part of the process of deployment of the extinguisher and as such it should not be removed until the point at which it is needed to be used.

### Sprints and Hill Climbs

The principle of regulations in Sprints and Hill Climbs differs from the General principles in Section J and we would like to remind Scrutineers to consider this when working in the discipline. General Regulation (J)5.1 states that it is prohibited to carry out any modifications that are not specifically permitted, generally referred to as “unless it says you can, you can't”.

However, for Sprints and Hill Climbs as detailed section (S)10.1, it works the other way around, where it states that other than the provisions of Section J and the specific category regulations, modifications are free. Effectively within the Section S category regulations “unless it says you can't, you can”.

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## May : 198

### Harness Homologation holograms

Scrutineers are reporting that Harness shoulder straps are still commonly found to be installed the wrong way round. Remember that the FIA-homologation hologram should be on the left-hand shoulder strap (from the wearer's perspective).

It is important that this is correct as many harness buckle clips are specifically angled for the left or right-hand side. The positioning of the hologram on the left shoulder strap is reinforced by regulation K2.1.7, and competitors should be reminded of this if they are found to be incorrectly installed.

### Counterfeit Overalls

The set of Overalls shown in the photos below, were presented at scrutineering at a recent race event. The Scrutineer correctly identified them as Counterfeit, noting that the embroidered label with the homologation details was not in the normal place. On the overalls presented the embroidery was on the belt, not on the back of the collar.

The FIA homologation standard 8856-2000, that these overalls are said to conform to, specifies within the standard



that the homologation details are embroidered into the back of the collar, so with the embroidery being in the wrong place is an instant signifier that these are not genuine homologated overalls.

**Continued on Page 63**

## **Vehicle Passport applications**

We are experiencing a very high volume of Vehicle Passport applications being sent in for processing and, to make sure we are able to process these as smoothly as possible, we would like to remind Scrutineers of some of the common issues we regularly come across.

Please ensure that you use the specified format in the email subject line when submitting your applications.

### **OWNERS SURNAME - VEHICLE REGISTRATION**

(example) Subject: **DUNCAN – AFW 65K**

Where a vehicle does not have a registration, please use the following subject title format.

### **OWNERS SURNAME – VEHICLE MANUFACTURER**

(example) Subject: **DUNCAN – DALLARA**

We use the email search function to locate the applications in the inbox so it is important to use this format so that we can find the applications quickly and easily.

Please ensure that both the application form and photos are sent by the Scrutineer not the competitor, and ideally in the same email. It makes applications very difficult to track if parts of the applications come in separately often with no details to help us match them up. And as Scrutineers submitting the application you should be checking and approving the photos before submitting, all too often photos sent by the competitors are not of the required angle or quality, which delays processing.

It is important to have a Chassis number listed as this is how the vehicle is identified on our database. If the vehicle you are inspecting does not have a chassis number, then a Motorsport UK seal must be applied to the chassis, and this will then become the chassis number for the purposes of the Passport.

In the ROPS section of the application form, where it asks for a Certificate/Homologation No. please only enter either a Motorsport UK (or MSA/RAC) Roll Cage Certificate number or an FIA homologation number, or a certificate number issued by an FIA approved ASN (such as the DMSB or FFSA etc.). we often see ROPS part numbers or serial numbers in this section, which we cannot trace or reference through our certification records.

In the ROPS section where the form asks for the number of mounting points for the ROPS, please give the specific number of points where the ROPS mounts to the chassis. Please do not just write 'multiple' as this does not tell us the information we require.

On the sealing log section, please only include any Motorsport UK seals on the vehicle, we do not need details of any championship or manufacturer seals at the point of issue of the Passport, although these can be added to the Passport at a later date by the championship scrutineers.

By making sure these parts of the application are completed correctly it will enable us to process the applications quicker without the need to go back to the Scrutineers to request the correct information, saving us all additional time and effort! Thanks for your cooperation.

## **Extinguisher Homologations end date**

We would like to clarify again the meaning of the Homologation End Date detailed in the last column of the FIA Technical Lists for Homologated Fire Extinguisher systems.

It is important to understand that this date represents only the final date on which the extinguisher systems may be manufactured (as noted in the annotation at the bottom of each page of the list). It does not mean that a fire extinguisher system of this homologation number can no longer be used after this date.

FIA homologated fire extinguisher systems can continue to be used beyond the 'homologation end date' for as long as the competitor maintains the manufacturer's service schedule.

## **Snell K2020 Helmets**

It has been noted that the Snell K2020 Standard does not appear currently in the Motorsport UK Yearbook, we can confirm that it is acceptable for use in karting by drivers aged 15 or older. The Yearbook will be amended shortly to include this Standard





# June : 199

## Safeguarding Guidance for Scrutineers

Following recent complaints received by the Safeguarding Team from concerned parents, we wanted to provide a reminder about best practice when it comes to checking that personal protective equipment complies with the relevant technical regulations. Any checks on the undergarments worn by competitors aged under 18 must be done in such a way that protects their dignity and privacy and promotes their welfare.

Checks should be completed pre-event and in the presence of the competitor's parent or PG licence holder. Where circumstances require an additional check after the race has finished, again this should be completed in an area away from public view, and in the presence of a parent or guardian.

## Scrutineer role titles

We would like to remind Officials to use correct role titles as detailed on your licence or within the Motorsport UK General Regulations (Eligibility Scrutineer, Chief Scrutineer etc.), for any appointments you may have detailed in Specific Championship or Event Supplementary regulations, and – of particular importance – when signing off any event paperwork. Sticking to these defined role titles will avoid judicial challenges or potential insurance issues.

## Sound testing

Environmental Scrutineers need to carefully consider the location for any sound testing and the conditions to ensure that a reliable and representative test is conducted. The testing should be undertaken outdoors with no large, potentially sound reflecting objects within 3 metres if you are conducting the ½ metre test, or 10 metres for the 2-metre test. Of course, this includes things like walls, buildings, trucks/awnings etc. but also consider the position of other cars in the vicinity!

Remember also that background sound levels should be at least 10dB(a) below the measured level.

Sound meters confirming to the minimum specification as set out in the Motorsport UK Yearbook should be used, but also remember to check the meter with a calibrator regularly and at least before each sound testing session.

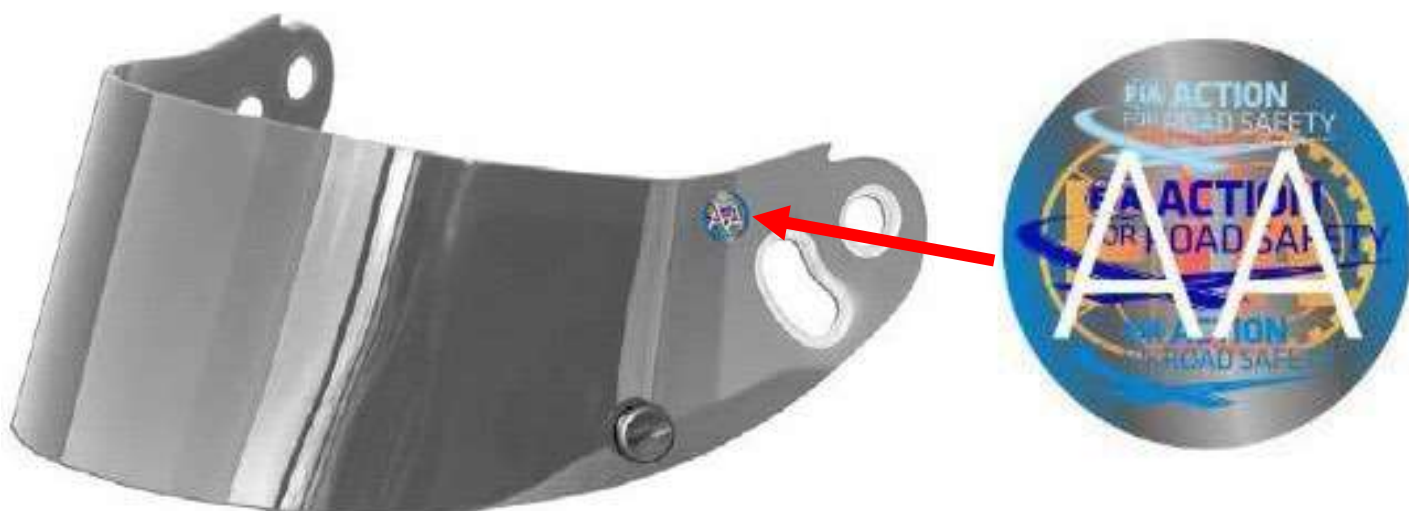
## FIA Helmet visor holograms

A reminder that visors fitted on the full-face helmets, which are homologated to FIA 8860 and FIA 8859 Standards, must be labelled with the correct FIA hologram sticker.

The marking must be implemented with the following dates:

- Visors manufactured as from 01.01.2016 must have an FIA sticker.
- Visors manufactured before 01.01.2016 do NOT have to be labelled with an FIA sticker and may still be used without one.

The FIA sticker is a holographic, 10mm diameter silver logo with two letters as shown in the image below.



We have had reports recently of some helmet painters or competitors either removing them, or applying stickers over the top. As with any FIA homologation label, the sticker must remain intact and visible on the equipment and removal of the label will void the homologation.

### **That shouldn't be there!**

It always pays to have a good look around and under things when scrutineering, to make sure that there are no extras in the vehicle, as it can be amazing what can be found. Keep a sharp look out for all kinds of objects left behind. The picture below was sent to us by a Scrutineer at a recent event, and can you spot what should not be there?

Well, in it is a large oil lubrication can. This was not noticed by the driver when he drove his car to the paddock slot from the trailer, or when the bonnet was opened and made ready for scrutineering.

The embarrassed driver quickly removed the oil lubrication can, and then all was well!

A good reminder to look out for things that shouldn't be there!

### **Future Scrutineering trial**

The future Scrutineering trial for selected Circuit Racing and Karting events is now well under way. With eight clubs taking part, and around 30 events having so far been completed, we are continuing to process the reports and carrying out audits to measure the success of the trial throughout the season.

One of the data sets we are using to monitor the trial is details of the number of vehicle faults found by the scrutineers at the trial events. It is important therefore that if you are Scrutineering at a trial event, you report all faults found – even if the competitor subsequently fixes it – to the Chief so that they can report to us after the event.

### **Vehicle Passport inspection**

In the last Bulletin we included an article with some helpful tips and reminders for completing a successful Vehicle Passport application. One vital aspect of a Vehicle Passport inspection is to know exactly what discipline/category/class the vehicle will be competing in, and to check the vehicle carefully against the regulations for that discipline/category/class.

An example highlighted to us recently is two Minis inspected/issued with Vehicle Passports as Modified Series Production cars for Sprints and Hill Climbs. When the Scrutineer for their first event checked the cars, it was found that they both had major modifications to their bulkheads and didn't comply with (S)13.4.5.

Having a clear understanding of the regulations that the car must comply with for the category is essential, so that any issues can be resolved before the inspection is passed and the application submitted. A Vehicle Passport inspection receipt should not be issued until you are satisfied that the vehicle complies with all of the relevant regulations for the branch of the sport that it going to be used in.





## Helmet inspections

The helmet pictured right was presented at a recent Superkart event. The Scrutineers identified an issue where the interior of the polystyrene liner appears distorted with a rough and uneven surface. It was suggested that the damage was caused by either melting of the liner by a helmet dryer, or by repeated pushing of the helmet onto a headrest for storage.

The polystyrene inner liner of the helmet is there to protect the head from direct impact by its capacity to manage impact energy, it does this by being effectively 'crushable'. Any changes to the properties of this material either by heat distortion or compression may alter how it performs in an impact and it is likely not to provide the same protection levels as the original undamaged material. Therefore, correctly, this helmet was impounded for the duration of the event.

However, a further issue with this helmet was that the competitor or helmet painter has lacquered over the blue Motorsport UK helmet approval label, meaning that the scrutineers could not remove the sticker to 'void' the helmet! Competitors should be reminded not to paint or lacquer over the Motorsport UK approval sticker. If a helmet is to be painted after a sticker is applied, the sticker should be removed and a new sticker applied by a Scrutineer following a detailed inspection after painting.



## July : 200

### Edition 200!

Welcome to the two-hundredth edition of Scrutineers' Bulletin. The first edition was published in September 2005 with a list of just 17 recipients. The Bulletin has now grown to a circulation list of around 1000 recipients from around the world, with more being added all the time!

We are always grateful to scrutineers who provide images and ideas for topics. Without their help, producing this publication would be much more difficult. If you have anything that you believe deserves to be shared with your colleagues, please send it to [technical@motorsportuk.org](mailto:technical@motorsportuk.org).

## Vehicle Passport Receipts

Please note that we no longer produce the printed duplicate Vehicle Passport receipt pads as we have created an electronic pdf version in its place. The pdf version can be completed electronically on your computer or electronic device, saved for your files, with a copy then emailed to the competitor who can then either show the electronic copy at events or print it off as they wish. You can also email a copy to Motorsport UK with the Passport application form and payment form. If you would like us to send the electronic receipt template to you, please email the request to [technical@motorsportuk.org](mailto:technical@motorsportuk.org).

## Scrutineer Licence Renewals

You should receive your Officials License renewal form in the coming weeks. When completing the form please don't forget to tick the box to 'opt-in' if you want your contact details publishing on the Motorsport UK website. Having your contact details available on the website is useful so you can not only be found by Chief Scrutineers looking to form teams, but also by competitors looking for scrutineers to undertake Vehicle Passport inspections.

## Scrutineer Paperwork

It has been noted in a few recent Steward reports that some Scrutineers are leaving venues without handing in any Scrutineering paperwork. Please remember to ensure that any event paperwork is handed to the Clerk of Course / Steward or sent electronically, in a timely manner so that the Steward can include the documentation in their report submission to Motorsport UK.

**Continued on Page 67**

### **FIA Helmet visor holograms - Clarification**

In the June Scrutineers' Bulletin we provided guidance on FIA hologram stickers that are found on visors manufactured as from 01.01.2016 for full-face helmets homologated to FIA 8860 and FIA 8859 Standards. Following enquiries, we need to clarify that the hologram sticker requirement only applies to 'full' visors, it does not apply to 'sunstrip' or 'peak' style visors which may be optionally fitted.

### **Category Two Stage Rally Car Guidance**

In conjunction with our Technical Commissioners and Rallies Committee, we have been developing detailed guidance on Category Two stage rally cars with particular focus on transmission tunnels fitted to Escorts and defining what level of modifications require Category Two approval.

Along with this guidance we will also be putting in place a plan to manage the reclassification of any existing vehicles that may require additional Category Two approval.

This guidance is due to be published to both the wider Motorsport UK membership and the Scrutineers directly in the coming weeks.

### **Cockpit Scrutineering**

This image, taken by a scrutineer at a recent race event is a good example of two issues to look for when checking in the driver/passenger compartment of a vehicle.

Firstly, the fuel tank filler is plastic and unprotected. As per (J)5.2.1 and (J)5.13.1 this should be either metallic or isolated from the cockpit.

Secondly, on the harness shoulder straps the 3-bar adjuster is set a significant distance away from the ROPS harness bar (it should be as close as possible) and the strap itself has not been passed back through the adjuster for the important third time, leaving at least 100mm of free length.



***At a recent EMAMC Delegates' meeting, it was mentioned that some people have found themselves dropped off some of the Motorsport UK mailing lists.***

*That prompted David James (EMAMC Secretary) to look at what I have received recently and he realised that the last Scrutineers' Bulletin he had received was no 196, March 2022.*

*He did check and, yes, somehow his subscription for Scrutineer's Bulletins had disappeared.*

*If you have previously signed-up to receive any of the Motorsport UK mailings, I suggest checking your subscription at <https://www.motorsportuk.org/contact-us/keep-in-touch/> which should get you to this page:*



## The New Marshals' Development Pathway

MotorsportUK are pleased to announce the updated Marshals Development Pathway for the Race, Specialist, Speed, Kart and Rally/Cross Country disciplines of the sport, which will come into effect for 2023.

The updates to the Marshals' Pathway follow the feedback we received during April and May 2022 and reflect the majority of comments and opinions. We are now able to confirm the following inclusions, changes, updates and clarifications:

### YOU SAID

"The Specialist Pathway should not be merged into the Race Pathway, otherwise people are forced into doing on-track duties when they only wish to perform off-track duties such as Assembly."

"The proposed renaming of the grades as "Level 1 Marshal", etc. is meaningless and doesn't reflect the duties I am carrying out."

"Flag Marshals need to be recognised with their own grade of registration."

"The number of event attendance days is too unreasonable, and I am being forced to undertake duties in areas I do not wish to marshal."

"I don't want to have to repeat generic training modules such as Fire Theory and Fire Practical every time I upgrade in a discipline."

"Marshal Registrations should be valid for a period of 12 months."

### WE DID

We have kept the Specialist Pathway separate from the Race Marshal Pathway and re-named it "Off Track" to better represent the duties involved. This means that, if a Marshal only wishes to carry out Off Track duties, they do not also need to complete a number of days as an On Track Marshal, and vice versa.

Your grade (level) of registration reflects your training and experience rather than the duties you may volunteer for, however, to avoid any confusion we have kept the role titles in the new descriptions as you will see in the Grade Mapping document.

As above, we have kept the "Flag Marshal" role descriptor in with the relevant new grade title. This goes for the other discipline specialisms as well, such as Rally Timing and Radio.

The event attendance requirements have been adjusted and are now in alignment across the disciplines for each level of upgrade (with the exception of Rally where there are less events that take place). Adjustments have also been made to the required roles that must be undertaken, so that, for some disciplines, shadowing a role and having a knowledge of it is now accepted in place of physically carrying out the role itself. Please see the Interactive Marshals Pathway PDF for more information.

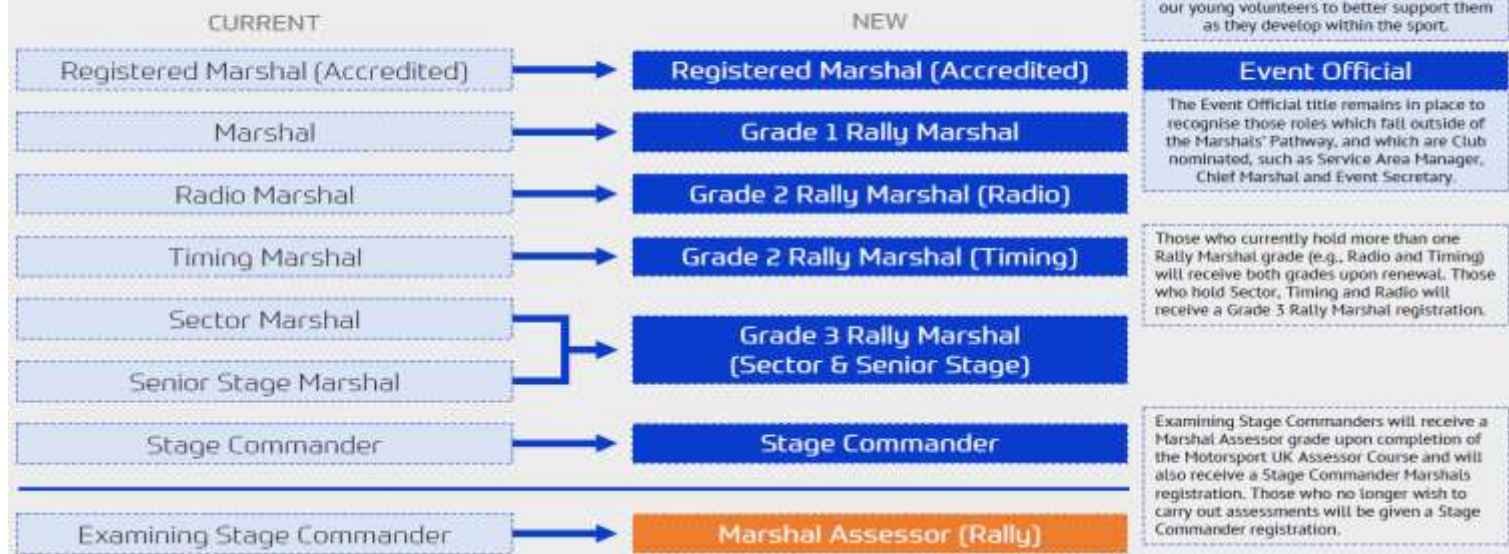
You will now be able to undertake generic modules such as Fire Theory and Fire Practical and count them towards each of your grades/disciplines, meaning that you only need to do the discipline-specific modules (and meet the event attendance criteria) to upgrade in each of the sporting disciplines.

There has been no change to the length of validity of a Marshal Registration and it will remain as an annual renewal.

***Continued on Page 69***

## Marshals' Pathway Grade Mapping

### Rally & Cross Country



## Marshals' Pathway Grade Mapping

### Race



## Marshals' Pathway Grade Mapping

### Speed





# The Marshals Pathway for 2023

Facebook went ballistic with all sorts of Questions following the release of the Marshals Pathway 2023

See below for the response from Sue Sanders

There are some really good questions, thank you all for putting them out here. Some relate to changes to the grading scheme from quite some time ago which I will cover in this first post. The Senior Official, renamed to Event Official role, is not part of the current grading scheme and is clearly causing some concern. As my involvement in this sport especially rally goes back to 1976, I have been in one form or another of a rally marshals scheme since the very first one which was sponsored by Andrews Heat for Hire. So, I am very much aware of how the grading scheme has changed over the years. So - the Event Official title was and is intended to recognise volunteers who perform roles which are allocated by Event Organisers; for example, Entries Secretary, Service Area Manager, Chief Marshal, (it also included Safety Cars prior to their role being licensed so you can see how long this has been in place). It is for this reason that the name was changed from "Senior Official" to Event Official. To be clear, the Event Official role does not sit within the Marshals' Grading Scheme and never has even though in earlier paperwork it was shown on the same page - there was never any direct line between any of the roles and that of what was then Senior Official. Also, there are no training or maintenance requirements for these roles; it is therefore given in *recognition* of a role being performed.

We have created an online module for Event Secretaries (over 100 completed this to date) and we will be creating the same for vent Stewards shortly. These roles are incredibly important and deserve recognition but they are not part of the rally grading scheme as many of those who perform these roles are not stage marshals and do not wish to be. I will do a further post on some of the other comments shortly. BUT, the revisions to the grading scheme have not made it more difficult, they have clarified the process across the disciplines and will avoid us having to repeat core training modules over and over again if we choose to upgrade.

Many of these comments are actually covered in the FAQs document which you will have been sent and we do mean it when we say - please email us with any queries. Firstly, the L and D team now consist of 6 members - 2 for the Competitors Pathway, three for Marshals and Officials and myself.. The combined motorsport experience of the 4 of us related to officials and marshals is almost 100 years and covers active volunteering for Hill Climb, Sprint, Rally, Race, Trials, Scrutineering and Rescue. We are all not only employees of Motorsport UK but also active members of our volunteer family. I just thought it was important to share that at the beginning of this.

Secondly, the revisions to the Grading Scheme (which will be called the Marshals Pathway for 2023) have been developed from a whole range of individuals including previous Marshals Development Officers, members of the Marshals Advisory Group (MAG) who have representatives from each of the disciplines (including the BMMC and BRMC Chairs). These people are all massively involved in the sport and are in constant touch with marshals across the country. The Training Advisory Group (TAG) - again with representatives from all disciplines and real experience of the sport and the training programmes currently being delivered (including the problems with them too). Thirdly and most importantly, we sent our consultation out to all those who were registered with us specifically to find out what people thought. We have genuinely asked and properly listened to all the comments that have been made whether within the survey or in the free text or in separate emails. Every single one was read and categorised by theme/discipline. Then we went through all of them, revised the process and revised again - all in conjunction with the relevant advisory groups.

Finally for this post, what you will not be aware of is the amount of time being spent on the current grading scheme, the letters and emails we get from new marshals not understanding what all the roles are and how they progress through them. The frequent complaints about repetitive training modules, the incorrect completion of the PRCs - the list goes on AND as many of you say here, you were not happy with many aspects of the old/current scheme.

I would ask you to please review the mapping document and the FAQs as many of your queries will be covered in this.

I will sign off for this evening as I will be back at the desk for about 07:45 in the morning. Please know, that we all care as passionately about the sport as you do and even if we don't all always agree, we all want the best for the sport and that's something very positive.

I hope this has helped with a little perspective to go alongside our personal experiences.

**A little bit more on Page 71**

**Sue Sanders**

## MARSHALS PATHWAY

### Continued from Page 70

Further to recent communications regarding the new Marshals' Development Pathway, it has become apparent that there is some confusion around the Event Official grade/title.

In the Pathway documentation, we stated that the Event Official registration is not a marshalling grade but is designed to recognise Club-nominated roles such as Event Secretary, Event Steward, Chief Marshal, Service Area Manager, etc.

However, as many of you will be aware, there was previously a Rally Marshal grade known as "Senior Official" which recognised roles such as Stage Commander, Event/Stage Safety Officer, Sector Marshal and Deputy Clerk of Course – **most of which now have their own grades and licences**. The "Senior Official" grade later became known as "Event Official".

When the new Event Official role was introduced in 2020, those holding the previous version should have been mapped across into the correct grade in the Rally Grading Scheme, however they were merged with the new Event Official title, creating the confusion that we are seeing today.

Clearly, anyone who held the Senior Official grade previously (and has still been carrying out one of these senior roles) needs to be recognised accordingly, and we will be doing our best to make sure that this situation is rectified, with people offered the correct grade for the role(s) that they are fulfilling.

Please bear with us as we seek to rectify this situation and we will be in direct contact with each of you shortly.

Kind regards,

*James, Sue and Sam*

## Lancashire AC Sportsman's Lunch Stirk House. Sunday 20<sup>th</sup> November Who's teachers pet?

If you ran a School of Motor Racing which had developed drivers with 90 Grand Prix wins and no less than 5 World Championships you must have a favorite.

Find out at the Lancashire Automobile Club Sportsman's Lunch at the Stirk House on Sunday 20 November, the Sunday after Remembrance Sunday.

Full details nearer the date - Watch this Space



Children are instinctively hostile to anything 'odd' in other children, especially in the ages from ten to fifteen. If the authorities realize that this conventionality is undesirable, they can guard against it in various ways, and they can place the cleverer children in separate schools. The intolerance of eccentricity that I am speaking of is strongest in the stupidest children, who tend to regard the peculiar tastes of clever children as affording just grounds for persecution. When the authorities also are stupid (which may occur), they will tend to side with the stupid children, and acquiesce, at least tacitly, in rough treatment for those who show intelligence. In that case, a society will be produced in which all the important positions will be won by those whose stupidity enables them to please the herd.

Such a society will have corrupt politicians, ignorant schoolmasters, policemen who cannot catch criminals, and judges who condemn innocent men. Such a society, even if it inhabits a country full of natural wealth, will in the end grow poor from inability to choose able men for important posts. Such a society, though it may prate of Liberty and even erect statues in her honour, will be a persecuting society, which will punish the very men whose ideas might save it from disaster.

All this will spring from the too intense pressure of the herd, first at school and then in the world at large. Where such excessive pressure exists, those who direct education are not, as a rule, aware that it is an evil; indeed, they are quite apt to welcome it as a force making for good behaviour."

**Bertrand Russell (1872 - 1970)** - was a philosopher, mathematician, educational and sexual reformer, pacifist, prolific letter writer, author and columnist. Bertrand Russell was one of the most influential and widely known intellectual figures of the twentieth century. In 1950 he was awarded the Nobel Prize in Literature for his extensive contributions to world literature and for his "rationality and humanity, as a fearless champion of free speech and free thought in the West." Russell died of influenza at his home in Penrhynedeudraeth



# R.I.P

## Paddy Hopkirk



### Passing of a Champion Paddy Hopkirk MBE

It is with heavy hearts that we are sharing the news with you that our very dear friend Paddy Hopkirk MBE passed away on Thursday evening.

Paddy was a fantastic friend to all of us here at Mini Sport, but so much more than that, he was a part of our Mini family. We would like to extend a special thank you to Paddy for everything that he has done throughout his illustrious career, both for Mini Sport & the Mini itself... Paddy achieved the impossible, he cemented the Mini in history & will be forever known as one of the greatest motorsport heroes of all time. He will be sorely missed by all who had the pleasure of knowing him.

We would like to send Jenny, Katie, Patrick & William, all of Paddy's family & loved ones our deepest condolences at this tragic time. We're keeping you in our thoughts.

**Rest in Peace Paddy.**

**Chris Harper & the Mini Sport Team.**

# R.I.P

## Pearl Wilson



Sadly, Malcolm Wilsons mother Pearl died last week-end in hospital after she had been admitted for an operation, it was a big shock to everyone as despite some bouts of ill health in recent years her passing wasn't expected.

She was a really quick and competent driver as well as an excellent navigator, she did many 12 car events when Malcolm was still at school, then supported Malcolm from the very start of his career and Pearl was still as keen on motorsport right at the end of her life as she was in the beginning, even planning to attend a coffee and scones event at M Sport headquarters when some members of Wigton motor club were paying a visit to the facility on 24<sup>th</sup> July

Pearl was one of the main driving forces behind the West Cumbria Motorsport Club since its inception, never one to seek the limelight but always beaver away in the background quietly helping organisers to get things done, it often meant using her quiet but very determined, powers of persuasion to achieve her aims but generally things got done the way Pearl intended.

She will be much missed not only by Malcolm, Elaine, Mathew and family but by the wider motorsport community all over the world as she was as well known to many of the Ford WRC rally drivers, navigators and team members as their own families we send our deepest sympathy to Malcolm and family.

Her funeral is on Tuesday 2<sup>nd</sup> August at 10.45 am at Dean Church

**Keith Thomas**

## **CLUB AND COMMUNITY DEVELOPMENT TEAM**

**Grassroots motorsport and the Clubs that deliver this are the foundations of motorsport in the UK. Assistance is now on hand to help them thrive**

During the COVID pandemic, there was a complete drop off in motorsport events across the country. Once events and Club activities restarted, the pent-up demand was huge. Motorsport UK knows it needs to support its Clubs through this bounce-back period, to maintain momentum and convert this interest into a growth in memberships. New challenges are always on the horizon, but the Club & Community Development Team (CCDT) are now in place to respond.

The origins of the Club Development Team can be traced back to before 2019. Prior to this, interaction between Motorsport UK and the motorsport Clubs was primarily focused on issuing permits, paperwork for events, and providing affiliation to UK's governing body for motorsport.

In 2020 the Sport Development Team, which Claire Kirkpatrick had recently joined, moved to become part of Learning and Development. Shortly after this move, Kirkpatrick became Club Development Manager, working with the 700 motorsport UK affiliated Clubs to create and deliver the Club Toolkit concept and develop a plan for the further support and enhancement of Motorsport Clubs in the UK.

From early on Kirkpatrick says she could see that the Clubs needed some level of support from Motorsport UK – to help with things like managing Club finances, GDPR compliance, and self-promotion, and more importantly that they wanted it too. In 2021 she began a series of webinars designed to cover some of these reoccurring topics and they were very well received.

"The first step was the webinars," says Kirkpatrick, "in providing support to the Clubs. At the end of each webinar was a short email-based survey for the participants to complete. This asked them what other support they [the Clubs] needed and what other topics they wanted the Motorsport UK webinars to cover. And this list just grew and grew..."

In 2020 Motorsport UK ran a Club Consultation as part of its Sport Development Plan. The results from this survey helped build the case and prepare the way for a dedicated Club Development Team. A similar process was repeated in 2021, and that survey reinforced the need and set the foundations for building the team in place today.

By the end of 2021, Kirkpatrick could see this great need for supporting the Clubs was mounting. Following discussions with Motorsport UK CEO Hugh Chambers, Kirkpatrick outlined what the needs were and how the governing body could respond to them. Fortunately, this plan dovetailed with Chambers' belief that Clubs are key to UK motorsport and he swiftly added his backing to her plans.

"From what the Clubs had told us," reveals Kirkpatrick, "either in the Club Consultation documents, in the feedback from the webinars, or via email, the consistent answers that came back were 'how can we get more volunteers to run events?' and 'how can we grow our club membership?' So, we formulated a response to these needs."

Initially this was in the form of a webinar specific to helping clubs recruit and retain more volunteers during Volunteer Week in June 2021. Having identified that recruiting volunteers is a key element for Clubs, and one that they wanted more guidance and assistance with, the first new member to join the CCDT was Sofia Macbeth, who had been a Volunteer Development Officer at Motorsport UK since 2021.

"I had been communicating with the marshals a lot", says Macbeth, "I understood what they needed and what they didn't. This new role allows me to action that support, and to deliver what is needed."

There are 700 Motorsport UK Clubs, so one person cannot support these alone. Listening to Clubs and listening to its members is something that Motorsport UK is still working hard at. The formation of the Club & Community Development Team is a step towards this.

"Clubs still have a perception", discloses Kirkpatrick, "of Motorsport UK as an ivory tower. I heard that phrase a lot in 2021. Breaking down that perception, that is one of our biggest challenges"



## Structured support

Within Motorsport UK there are General Motor Clubs providing the grassroots activities, Kart Clubs focusing on their specific discipline, the Racing and more commercially-focused Clubs, and then large Clubs that own and operate venues such as race circuits.

Initially, and through the StreetCar programme, the CCDT will focus on the Motor Clubs and supporting their activities, however Motorsport UK has long term aims to extend its support to Clubs across all the other tiers.

The current team, led by Kirkpatrick, includes Macbeth as Club Support Assistant. Her role includes helping Clubs utilise the Club Toolkit and online resources to boost membership and tackle other immediate challenges. She and Kirkpatrick have recently been joined by Ben Lancaster, who takes on the role of Community Activation Manager. His focus is rolling out the StreetCar programme, and broadening the Motorsport Month initiative, helping Clubs and regional associations develop and grow together.

"I joined two weeks before the StreetCar launch", says Lancaster. "Now with that done, we need to work on maintain the momentum and not letting it slip."

"There has been a lot of work on establishing processes, to help us deal with all the enquiries, and making sure they get passed on the relevant Clubs. We are also looking to bring more Clubs in to the campaign, going to events and supporting them in person. We are trying to create an ecosystem," he adds. "The Facebook page is very active. Our members are very proactive on social media, there are lots of opinions and healthy discussions going on around StreetCar already. There are lots of people who are very passionate about grassroots motorsport. It's a good sign!"

The fourth member of this new team is Jenny Tcherniak, who also heads up the Girls on Track UK Programme at Motorsport UK. Tcherniak joined Motorsport UK and the Sport Development Team in 2020 and she and Kirkpatrick established the Girls on Track UK programme. She previously led the Dare to be Different programme and they worked together to find a way to continue the programme in a world of COVID, which meant running a lot of webinars together.

Both Kirkpatrick and Tcherniak are passionate about aligning the Motorsport UK clubs and Girls on Track closer together and want to see more female students volunteering with clubs to gain experience. Motorsport UK wants to support its clubs, to help them be inclusive to all, and to look at how they can promote their club and events to new audiences. There are tentative plans to run a Girls on Track UK StreetCar AutoSOLO, to promote grassroots motorsport to the Girls on Track community.

To get involved, and join the discussion, email the team at [street-car@motorsportuk.org](mailto:street-car@motorsportuk.org)

*Continued on Page 75*



**Claire Kirkpatrick**  
**Head of Club & Community Development**



**Jenny Tcherniak**  
**Girls On Track UK Manager**



**Ben Lancaster**  
**Community Activation Manager**

## Future growth

With **StreetCar** successfully launched, Kirkpatrick and the team are not sitting still. The Club Toolkit will be continually developed, with new resources added on a monthly basis over a two-year period, and part of the focus will now shift to development at a more regional level.

“That’s about assisting the Motorsport UK Regional Associations. To better prepare them to support and nurture their own Clubs,” adds Kirkpatrick. “Whether that’s giving them the ability to field enquiries directly or helping them identify and consolidate Clubs needs to receive targeted support.”

The Motorsport Month series is a good example of this regional support in action. Motorsport Month South East and Anglia was run through the Regional Associations. A working group was formed representing the local Clubs, and Kirkpatrick was able to meet with them every couple of weeks to help with planning and promotion of the diverse motorsport on offer within their local area.

“It was a local campaign,” she notes, “they set up various activities to encourage new members in Anglia, including a ‘Getting into Motorsport’ evening. The working group was able to hire a village hall and prepare leaflets, videos, and other materials.”

“In the South East, they arranged a Autotest Taster Event, and encouraged people who had never competed in motorsport to come along and try it free of charge. This attracted around 30 people to come and try it for the first time.”

“In this instance it was a case of Motorsport UK, through the Club Development Team, supporting the regional Association, in its delivery of Motorsport Month.”

In September Lancaster will take on a similar role supporting the running of Motorsport Month South West. This will build on the original Cornwall Motorsport Month that was an initiative setup by Motorsport UK Chair David Richards in 2019/2020, and further developed by Kirkpatrick in 2021.

Using these pilot events as guides, the Club & Community Development Team has been able to offer similar support services to other Regional Associations. The feedback has been positive, and many Regions are choosing to coincide their own Motorsport Month with an existing ‘hero’ or cornerstone event. This helps build momentum around smaller events and share social exposure.

“It is about showing the other Regions what is possible,” confirms Lancaster. “As the Club & Community Development Team, we are here to support and facilitate them in coming together – Clubs and their Regional Associations. Then, spreading success stories as case studies to inspire others for the benefit of the motorsport community”.

“Clubs are the backbone of British motorsport”, Macbeth reminds us.

“We are still listening,” reiterates Kirkpatrick. “If Clubs have feedback, or need direct support from us, they need to get in touch.”

“While we, as a team, may not have all the answers, we do work closely with the other teams and committees here at Motorsport UK. We can help Clubs find the answers they need, and much of this experience will feed into the Club Toolkit as that continues its development.”



**Sofia Macbeth**  
**Club Support Assistant**





## REGULATION CHANGES FOR CONSULTATION

Committee:	Rallies Committee
Date of Meeting:	12 July 2022
Closing date for consultation:	19 August 2022
Email for comments:	ralliesconsultation@motorsportuk.org

## Section L – Permitted Tyres

### Proposed Regulation

**L3.2** For all Road, Navigation, Targa Road and Historic Road Rallies tyres are free subject to the following;

- (a) Tyres on the current FIA List of Asphalt Eligible Tyres are **not** permitted; including sizes not homologated;
- (b) Tyres on ~~List 1B (from 2020) and List 1C~~ are not permitted ~~other than the Avon CR28, the Avon CR6ZZ and the Pirelli P7 Corsa Classic, for pre 1/10/90 registered cars, the Yokohama A021R (manufactured before 01/11/14), and the Yokohama Advan A052;~~
- (c) Tyres marked for 'competition use' are not permitted with the exception of tyres on List 6 ~~and 3.2a.~~

**Date of Implementation:** 1<sup>st</sup> January 2023

*Reason: Listing prohibited tyres was considered more appropriate than those permitted. Relaxation to allow all of List 1B was considered appropriate to balance the withdrawal of the FIA list, which are considered too 'high performance' for public highway events. The proposal was put forward by a Tyre Working Group and put forward unchanged by Rallies Committee.*

## Section R – Rallying

### Proposed Regulation

**R29.4.2.** At the point of merge, Competitors furthest into the stage will have priority and Competitors joining the stage must do so in such a way that does not constitute a danger or hinder other drivers.

**Date of Implementation:** 1 January 2023

*Reason: There was no existing regulation covering merges on Stage Rallies. This provides clarification for both competitors and officials.*

Motorsport UK proposed changes.

## Section R

### Rallying Proposed Regulation

**R29.4.2.** At the point of merge, Competitors furthest into the stage will have priority and Competitors joining the stage must do so in such a way that does not constitute a danger or hinder other drivers.

**Date of Implementation: 1 January 2023**

**Committee : Rallies Committee**

**Date of Meeting: 12 July 2022**

**Closing date for consultation: 19 August 2022**

**Email for Comments:**

[ralliesconsultation@motorsportuk.org](mailto:ralliesconsultation@motorsportuk.org)

**Reason:** There was no existing regulation covering merges on Stage Rallies.

This provides clarification for both competitors and officials.

**Lancashire A.C.**

## The Borders Classic Tour

**7-9 October**

Using the Grand Hotel, Gosforth Park, Newcastle, NE3 5HN as our base, the tour will take place from Friday 7th to Sunday 9th October, returning to our base each evening. Block bookings have been made at the hotel for dinner, bed, and breakfast, including Thursday night. For those who do not wish to take advantage of Thursday night, a discount will be offered.

This is likely to be LAC's last road event of the year, so why not join us on what promises to be a splendid tour of this stunning part of the world.

**Regs : [www.lancsautoclub.com](http://www.lancsautoclub.com)**

**Wigton MC**

## Solway Targa & Historic Rally

**Sunday October 23rd**

The Solway Historic and Targa Rallies returns as a multi venue event. It will be based at the Rowrah Kart Circuit which will see four tests during the day. Our Clerk of Course, David Agnew, has been busy finding brand new tests to make up the rest of the route. There will also be a straightforward navigation section.

As usual the event will include coffee at the start, a light lunch and a meal at the finish from the famous Dereham Cottage Pie Shop! Marshals will again be treated to the finish meal. This promises to be a magnificent event, as usual run by members for members. The entry fee will be £130 with a £10 discount for members.

### LIST 1B

**Sports/Upated Tyres Suitable for Competition**

5. Clubs wishing to use these tyres in events or championships must apply in writing to Motorsport UK, and SRs must provide for their use. These tyres are prohibited for Production Car Racing.

Some tyres below are available in compounds which are not E-marked. Only those tyres below that are E-marked are valid.

EU Regulation 1222/2009 for tyre labelling exempts tyres designed for use on cars first registered before the 1st October 1990, therefore a number of tyres remaining on list 1b will only be valid for cars registered before this date, those tyres are appropriately annotated below.

It is prohibited to re-groove tyres in this list.

#### ACCELERA

- 651 Sport (including XTRA)

#### AVON

- ACB 10 Sport (pre 1/10/90)
- CR6ZZ (including Sport) (pre 1/10/90)
- Turbospeed CR28 Sport (pre 1/10/90)
- \*CR500
- ZS
- ZZR (8018 & 8019)
- CR27 (pre 1/10/90)

#### COOPER

- RS3-RS
- Rally Classic CT01 (pre 1/10/90)

#### CONTINENTAL

- \*ContiForce Contact

#### EXTREME

- VR1 (Marked either V2, S3, S4) (retread)
- VR2 (including NK) (Marked either R7a, R9a, S3, HL) (retread)

\*Only applicable where an OE fitting. Contact Motorsport UK Technical Department for verification.

#### GITI

- Sport GTR3

#### HANKOOK

- Ventus TD

#### INTERSTATE

- Race DNRT

#### MAXSPORT

- \*RB4 Intermediate (Marked either Hard, Medium) (retread)
- RB5 (Marked either Hard, Medium) (retread)
- RB6 (Marked either Hard, Medium) (retread)

#### MICHELIN

- Pilot Sport Cup 2
- Pilot Sport Cup 2R

#### NANKANG

- NS-2R
- AR-1
- CR-1

#### OTANI

- BM2000

#### PIRELLI

- CA67
- P Zero Corsa
- P7 Corsa Classic (Pre 1/10/1990 only)
- P Zero Trofeo R
- CN36

#### TOYO

- \*Proxes R888
- \*Proxes R1R
- Proxes R888R

#### YOKOHAMA

- A032 - R (165/70x10 only)
- \*A048 - LTS (OE fitments marked LTS in sizes 195/50x16 & 225/45x17 only)
- \*Advan Neova AD08R
- Advan A052
- Advan Neova AD08RS

#### ZESTINO

- Gredge 07R
- Gredge 07RS

**ANEC**

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



## Scrutineering Talk

**Thursday 11<sup>th</sup> August 2022**  
**8:30PM**

On Thursday August 11th starting at 8:30pm, 2 of the Local Scrutineers Colin Salkeld and Peter Bruce will be giving a Talk about Event Scrutineering.

**This will take place at the Kibblesworth Work-ingmens Club, The Square, Kibblesworth, Gateshead. NE11. Thanks to Whickham DMC for the use of their Club Night Meeting Place.**



# Wow - what a weekend!

So I thought we'd be at Donington Park for two days this weekend and catch up on the British Grand Prix when we got home on Sunday night.....until I got a phone call mid-week!

I had been invited to lunch on Friday at Silverstone with Motorsport UK Chairman David Richards and the Regional Chairs of the BRDC to discuss the BRDC Motor Sport Charity (more information on this in a separate message later this week?) and thought that would be the only day I would be attending Silverstone this year. Due to (COVID) delayed holidays and other plans I would have been unable to have enough leave to marshal so had not volunteered for the event on that basis.

A huge thanks to David Richards, Motorsport UK CEO Hugh Chambers, the FIA and Motorsport UK who engineered the idea of having a marshal on the podium to present a trophy to P2 in the F1 race on Sunday. A phone call from Hugh on Thursday confirmed that it had been agreed by all and arrangements for tickets / passes were hastily organised.

The day passed in a bit of whirlwind - getting in was a breeze on Sunday morning (let's not mention getting out!). Breakfast while the F3 race was on and then a tour of the Aston Martin and Mercedes garages - fascinating and stopped for a chat with a few scrutineers too. Whilst in the pits I then was interviewed by Lawrence Barretto for F1TV and a memo went out to all the media teams and drivers to tell them who I was in case they finished second (Martin Brundle must have missed this!).

After lunch we were on the grid walk - how surreal was that? A few celebrities I recognised (some I didn't) but the orange family were all doing an amazing job - sorry if I didn't get to say hello to you all! Nice chat with Gunther Steiner, Lando Norris (and his Dad) and Nick Hamilton too who all were really grateful to the marshals - so passing on their thanks too.

Then shuffled off the grid ready for the race - OMG that start was scary! Well done to all involved with the Zhou and Albon incidents - thankfully both ok but that certainly woke us up. Not to mention the shenanigans down the Wellington straight - equally great work done by all involved.

About halfway through the race I did an outfit change (!) so that I was ready for the podium - I needed to be there 10 laps from the end so another shuttle bus to the Wing. What a last few laps that was - although I probably need to watch it all again!

I had a set of Silverstone overalls which was the best I could use at short notice as I was not allowed any sponsorship details on them (unfortunately) due to F1 TV rights etc. But to be in orange on a podium above the driver interviews and the teams was just amazing. And I was representing ALL marshals and not just BMMC by presenting the trophy.

Podium briefing with Alex Molina to say where to stand and when to escape the champagne (did you notice I made a run for it?). And then it all happened in a blur.....amazing!

It was an absolute honour and privilege to be given the opportunity to represent the volunteer community in this way with the FIA - the first time a volunteer has presented a trophy for an F1 race. I hope it won't be the last!

And to you all out there who have sent me lovely messages of support thank you but this is for you - keep up the amazing work #OrangeFamily



**Nadine Lewis**

# STATEMENT FROM ANICC

(Association of Northern Ireland Car Clubs)

## REGARDING WRC

At the ANICC meeting on Monday 20th June 2022, the Association of Northern Ireland Car Clubs discussed Rally Northern Ireland and its role as the British round of the World Rally Championship (WRC).

The member clubs once again confirmed their overwhelming support for the concept of Motorsport UK (Governing Body of Motorsport in the UK) planning to organise a Closed Road event in Northern Ireland which would be structured as the British round of the World Rally Championship.

Given the immense history of our Clubs running superb closed road stage rallies in Northern Ireland for almost 100 years there is no better way to celebrate that success than having the World Rally Championship on our shores and with support from all our experienced volunteers, the local councils and all the motor clubs it will be a fantastic opportunity for Motorsport UK to showcase all that is positive about motorsport in Northern Ireland.

There will be opportunities for everyone to enjoy an event of this stature and the financial benefits to Northern Ireland as a whole cannot be underestimated.

The ANICC is also extremely aware of the challenges, extending over a period of years, that such an event would create for other motorsport events throughout the province, especially for clubs organising events on closed public roads. Of course, all of this is only possible with the essential need for Government funding and the huge challenges of achieving this goal. The ANICC remains confident that the ongoing engagement between itself and Motorsport UK can minimise the natural side effects of such a large event in our Calendar.

The ANICC is therefore keen to continue our negotiations with Motorsport UK to ensure that Rally Northern Ireland can secure the required funding and present an event which will be the envy of all other countries throughout the world.

**WILSON CARSON : CHAIRMAN - ANICC**

A lady about 8 months pregnant got on a bus she noticed the man opposite her was smiling at her. She immediately moved to another seat. This time the smile turned into a grin, so she moved again.

The man seemed more amused. When on the fourth move, the man burst out laughing, she complained to the driver and he had the man arrested.

The case came up in court. The judge asked the man (about 20 years old) what he had to say for himself. The young man replied, Well your Honor, it was like this :When the lady got on the bus, I couldn't help but notice her condition. She sat down under a sign that said, "The Double Mint Twins are coming" and I grinned.

Then she moved and sat under a sign that said, "Logan's Liniment will reduce the swelling", and I had to smile.

Then she placed herself under a deodorant sign that said, "William's Big Stick Did the Trick", and I could hardly contain myself.

But, Your Honor, when she moved the fourth time and sat under a sign that said, "Goodyear Rubber could have prevented this Accident", I just lost it.



An Irishman was terribly overweight, so his doctor put him on a diet.

'I want you to eat regularly for 2 days, then skip a day, and repeat this procedure for 2 weeks. The next time I see you, you should have lost at least 5 pounds.

When the Irishman returned, he shocked the doctor by having lost nearly 60lbs!

'Why, that's amazing!' the doctor said, 'Did you follow my instructions?'

The Irishman nodded...'I'll tell you though, be jaezus, I t'aut I were going to drop dead on dat terd day.'

'From the hunger, you mean?' asked the doctor.

'No, from the darned skipping!



# 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.

# £16,000

or sensible offers

Please contact Simon Riley on 01900 85072

or email [sriley@rileyitsolutions.co.uk](mailto:sriley@rileyitsolutions.co.uk)

the car is near Cockermouth.







# NESCRO

Historic Motorsport In The North Of England & Scotland



## 2022 NESCRO CHALLENGE DATES LIST

- Sun 14<sup>th</sup> August Blue Streak Spadeadam MC Historic/Targa
- Sun 18<sup>th</sup> September Doonhamer South of Scotland CC Historic/Targa
- Sun 2<sup>nd</sup> October Solway Coast Targa Solway Car Club Historic/Targa
- Sun 23<sup>rd</sup> October Solway Wigton MC Historic/Targa
- Sat 12<sup>th</sup> November Saltire Saltire Rally Club Historic/Targa
- Sunday 17th July saw Hexham & District Motor Club organise the next round of the 2022 NESCRO Challenge. There were a total of 40 starters (8 Historic/32 Targa) with 33 Clubman and 7 Interclub competitors who tackled the 12 tests.
- Durham Auto Club's Wearside has been cancelled although they are running a Production Car Autotest event at Croft on 29th August - it is **NOT** a NESCRO round.

### NESCRO 2022 Historic Driver's Challenge

Pos	Driver	pts
1	Dave Short	253.9
2	David Garstang	232.0
3	Colin Wilkinson	219.3
4	Andrew Smith	204.8
5	Alex Procter	183.6
6	Tom Hall	177.9
7	Ian Dixon	176.2
8	David Alexander	166.4
9	Andy Beaumont	160.0
10	Andrew Johnson	153.8

### NESCRO 2022 TARGA Driver's Challenge

Pos	Driver	pts
1	Chris Dodds	378.5
2	Steve Retchless	213.0
3	Fraser Hughes	211.2
4	Phillip Hodgson	209.4
5	Bob Hargreaves	195.0
6	Simon Jennings	192.2
7	Craig Wallace	179.5
8	Robert Short	177.2
9	Tom Hynd	175.3
10	Kevin Savage	169.1



### NESCRO 2022 Historic Navigators Challenge

Pos	Driver	pts
1	Lynsey Procter	281.1
2	Andrew Fish	258.2
3	Roy Heath	253.9
4	Matthew Alexander	232.0
5	John Scott	219.3
6	Callum Alexander	166.4
7	David Boyes	153.8
8	Ross Blyth	135.4
9	Alex Metcalf	131.1
10	Alex Procter	107.5

### NESCRO 2022 TARGA Navigators Challenge

Pos	Driver	pts
1	Colin Fish	292.2
2	Peter MacInnes	211.2
3	Pete Gibson	200.0
4	Clifford Auld	179.5
5	Hannah Davidson	178.5
6	Kirsty Thompson	177.2
7	Sue Hynd	175.3
8	Phil Savage	169.1
9	James Greenhough	166.7
10	John Turton	156.0







# Wigton MC Cumbria Classic & Motorsport Show Dalemain August 21<sup>st</sup> Porsches and Austin 7s to star at the Cumbria Classic & Motor Sport Show

This year's Cumbria Classic & Motorsport Show on August 21<sup>st</sup> 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 20<sup>th</sup>) 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://Cumbria Classic and Motorsport Show | Wigton Motor Club) ([wigtonmc.co.uk](http://wigtonmc.co.uk))

Entries close on August 1st



# FAMILY DAY

## AND CLASSIC/VINTAGE VEHICLE SHOW

NETHERHALL RUGBY CLUB  
SATURDAY 13TH AUGUST, 10AM-4PM

CHARITY STALLS, FAIRGROUND RIDES, TRADE STANDS, DANCING DISPLAYS AND MORE...

FREE PARK AND RIDE FROM TOWN ON HERITAGE BUSES  
ADMISSION £1, CHILDREN FREE

# Pendle & DMC + Garstang & Preston MC

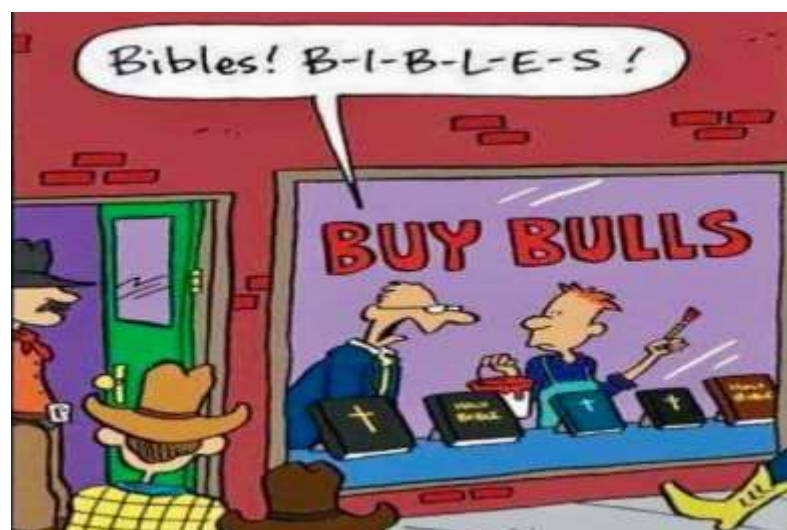
# The Les Fragle HEROES RALLY

## 7th August Weeton

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

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

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



# **Ilkley Jubilee Rally**

## **September 11<sup>th</sup> 2022**

It was our intention that entries for the Ilkley Jubilee Rally were to open in early July. We have all the necessary permits and authorisation in place to do this. However, we are delaying entries due to discussion regarding access to a major area of private land.

All the special tests and 13 miles of regularity are scheduled to take place on the military ranges around Catterick, and due to training needs the landowners cannot confirm that the land will be available for our rally. As a result of the international situation the military are conducting a good deal more training exercises across all of their assets. As you will have seen this has led to a number of motorsport events being either cancelled or postponed.

We are still in regular communication with the landowners and have not yet reached the point where we need to postpone or cancel the Ilkley Jubilee. It would however not be sensible to open entries at this stage until we can get a firmer decision from them as to whether we can go ahead or not. We feel the best course of action at this stage is to hold off for 3 weeks, before making the final decision and issuing another bulletin.

We will make every effort to find some alternative venues but having committed ourselves to the move further north our traditional ones are now beyond reach, so we are faced with a struggle to find new ones within a very short time frame. Without Catterick I think it very unlikely we could put on an event which would be up to the standards expected as a HRCR Clubman's round.

*Ian Mitchell*

*CoC Ilkley Jubilee Rally 2022*

## ***IT'S Running***

## ***ENTRIES OPEN***

## ***Monday 1st of August***

*Congratulations to Ian Mitchell and all the team at Ilkley & DMC to pull this out of the bag.*

*Must have been taken an horrendous amount of work by all involved to recover*

### ***Regs below***

<https://ilkleymotorclub.org.uk/jubilee-rally/regs/>

### ***Entry link below***

<https://ilkleymotorclub.org.uk/jubilee-rally/online->

## **Kirkby Lonsdale MC**



## **KLMC TARGA WARCOP RANGES**

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

## **CANCELLED**

Catterick & Warcop are being used for Military Exercises

Same cause as the De Lacey's Catterick Targa Rally

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

## **A Funny Set of Rules**



You are not allowed to cycle but you are permitted to injure a young child or Elderly Person apparently !





CATACLEAN PROMENADE STAGES RALLY

9th & 10th September 2022

CATACLEAN

2022 Cataclean

## Promenade Stages Rally

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

### Calling all Marshals!!!!

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

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

Marshals are needed on Friday afternoon for Scrutineering, Fri-day 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/>



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

The 2300 Club

## Andy Mort Tour

Saturday, October the 22<sup>nd</sup>



The 2300 Club of Blackburn is pleased to announce that the 2022 Andy Mort Tour will take place on Saturday, October the 22<sup>nd</sup>

The regulations and entry form will go live on Monday the 8th of August on the Club website, [www.2300club.org](http://www.2300club.org), using the online entry system introduced last year, with payment by BACS only.

The start and finish will once again be at West Bradford village hall, near Clitheroe, and in between will be a 125-mile route taking in some of the best driving road in the North-West.

As a touring assembly, there is no competition element to the Andy Mort Tour, although crews will be required to follow the supplied tulip road book and visit the code board checkpoints to qualify as a finisher.

The entire route takes place on sealed roads and can be safely driven in a standard road car without the need for special modifications.

A lunch halt had been arranged at the Bridge House Tea Rooms at Wray, where refreshments will be served.

There will also be an optional fun driving test at the finish to round off the day. As in previous years, the entry limit has been set at 50 cars.

\*The entry fee for the 2022 Andy Mort Tour is £55.00 for driver and navigator, which includes breakfast roll and the or coffee at the start, a light snack at the lunch halt and a meal at the finish.

[#2300club](https://www.2300club.org) [#theandymorttour](https://www.theandymorttour.com) [#touringassembly](https://www.touringassembly.com) [#roadrally](https://www.roadrally.co.uk) [#classiccars](https://www.classiccars.co.uk)

Clitheroe & DMC  
**DLM Motor Services**  
**Clitheronian Rally**

September 24/25th

It gives me great pleasure to announce the running of the Clitheronian Rally. Now in its 16th year with the current organising team

This year the event is again being run under an Interclub Road Rally permit, with straightforward navigation in the form of six figure grid references with ample time to plot. As ever, we aim to provide you with some no-nonsense rallying on great roads.

This year the start is once again Blackburn services using maps 102 and 103 over approximately 147 miles of classic, 100% tarmac roads that will be familiar to many competitors, but still challenging nonetheless.

Steve and myself would like to announce that this will be our final year as organiser's and would like to thank all those who have competed on the Clitheronian over the years for their support. We hope we've managed to put on a good show for you. We would also like to thank all our fellow club members and also those from other clubs who have helped organise the event and without whom it simply would not happen

The club has again chosen to support the North West Air Ambulance Charity through the running of the event. £5 from every entry will be donated directly to the charity with the opportunity to add to this amount on the entry form. There will also be a collection at signing on; please give generously either way. We're sure you will all agree that this is a cause worthy of our support and one that we all hope we will never need to use.

We would like to thank our new sponsor for this year, Dominic McTear and his company D.L.M Motor Services Ltd for his valued support.

**The event is a round of the following Championships:**

- ANWCC Road Rally, ANWCC Allrounders, ANWCC Historic Championship,
- ANEMMC Road Rally
- SD34MSG Road Rally and Interclub League and Individual Championships,
- EMAMC Road Rally

**Regs will be available all being well 6th August at**

<http://www.clitheroedmc.co.uk/ClitheronianRally.htm>

**Entries open on Monday 22 August 2022 at 19:00**

**and close finally on 19 September 2022.**

**(Late entries may be accepted subject to space)**

We look forward to presenting all classes of competitor with a great night's motor sport.

**Marshals Appeal**

Without the generous support of the marshals, we wouldn't have an event. Whilst we are not insisting that each competitor brings a marshal (as many clubs are doing these days) it would be an enormous help if you could ask your friends or club colleagues if they would like to support our event.

All marshals attending the finish will receive a free breakfast.

If you would like to marshal, please contact the

**Chief Marshal:-**

**Maurice Ellison 07788 723721**

[chiefmarshal@clitheronian.co.uk](mailto:chiefmarshal@clitheronian.co.uk)

We wish all competitors and marshals an enjoyable  
and safe nights motor sport.

Paul Buckel – Clerk of Course

**Bo'ness Sporting  
Automobile Club 2022**

**Bo'ness  
Hill Climb**

**10th and 11th September**

Our first event will be a hill climb on 10th and 11th September 2022 and will be held at Kinneil Estate Bo'ness EH51 0PR.

To enter the 2022 Bo'ness Hill Climb please download the [Entry Form](#) and also the [Supplementary Regulations](#).

Once you have completed the form please save a copy to your device and then send copy of the completed form to the Competition Secretary, Kenny Baird on [bonesssportingac@gmail.com](mailto:bonesssportingac@gmail.com). Do not send any payment with the completed entry form. We will let you know if your entry has been accepted and will then send you an invoice with a choice of payment methods. Thank you.

Please read the Supplementary Regulations carefully and follow the instructions contained in the entry form. We look forward to welcoming you at Bo'ness in September.

Due to financial constraints this year's meeting will be a stripped back, no-frills hill climb meeting but still featuring all the fabulous sports and racing cars dating from the early 1900's right up to 1980. The track length has been shortened slightly but remains faithful to the historic layout as used from 1936 to 1966.

Spectators are more than welcome to attend although some selected areas of the track may not be accessible due to safety concerns. We will work hard to ensure excellent spectator viewing opportunities particularly in the paddock and holding areas, the Start Line, starting straight, Crawyett Bend, The Courtyard and Finish Line.

It is very likely that there will also be an associated classic car show over the weekend of the hill climb. This is likely to be organised by another car club and we are currently seeking a partner to host this aspect of the weekend. More information will be posted about the classic car show as and when it becomes available.



**Pro-Rally.co.uk**

**1**



## Motorsports Photography and Journalism

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

**Phil James**

Motorsports Photographer & Journalist

07771 76 86 57 | 01772 69 00 34

phil@pro-rally.co.uk

@ProRallyPhoto

**Pro-Rally.co.uk**

**1**

www.pro-rally.co.uk

# ANWCC

To Access all  
of the following

2022 Championships Calendar

Championship Registration

2022 Championship Tables

Please Visit

**www.anwcc.co.uk**

# SD34MSG

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of the following

2022 Championships Calendar

Championship Registration

2022 Championship Tables

Please Visit

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# rally

AT  
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PRICE PER TEAM OF DRIVER AND CO-DRIVER



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

## UPCOMING EVENTS

**FEB 17<sup>th</sup>**

SUNDAY

**MAR 15<sup>th</sup>**

FRIDAY

**APR 13<sup>th</sup>**

SATURDAY

**JUN 29<sup>th</sup>**

SATURDAY

**BOOK ONLINE AT RALLYTRACKDAYS.COM**

OR CALL THE CIRCUIT OFFICE ON 01407 811400

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## **SD34MSG 2020 Championships Open to ALL SD34MSG Group Members**

- Autotests
- PCAs
- AutoSOLOs
- Road Rallies
- Stage Rallies
- Sprints
- Hillclimb

**Enter ALL for Just £5**

**Register on Line**

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



## **Wern Ddu PCAs**



**4<sup>th</sup> September**

**2<sup>nd</sup> October**

**13<sup>th</sup> November**

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



# Hexham & DMC



**1900**  
HADRIAN'S WALL  
AD122 - 2022

## 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/>

## Leicestershire Police

Police dashing to the scenes of crimes in electric cars keep coming to a halt - because their batteries keep going flat. A Police and Crime Commissioner (PCC) has said that current 'green' cars are not suitable for the job after discovering the drawbacks. PCC Chris Nelson revealed there were serious issues for officers out on patrol finding places to recharge their batteries and were 'running out of puff'.



## Warrington & District Motor Club

Are Holding the

### The Dave Read Stage Rally

Was the Enville Stages in past years

## On Saturday August 6<sup>th</sup> Anglesey Circuit

Dave was a member of Warrington DMC for 40 years

He held every position on the committee including Chairman for many years. He supported all members in whatever task they were doing, Clerk of Course on the Enville Stages and was main instigator for the closed road running of the Legend Fires North West Stages. Which was held in his honour with great success a few weeks ago.

We are hoping for a full entry on this event as profits are going to be shared by Air Ambulance and Medical Dogs training.

Further details soon on Warrington DMC Facebook page and on [www.warringtondmc.co.uk](http://www.warringtondmc.co.uk)

Thanks goes to Carnarvon & Anglesey M.C for all their help in running this event.

## Wallasey MC



# CATACLEAN

## Promenade Stages

Wallasey Motor Club is delighted to announce that, after a two-year gap, the Promenade Stages Rally will return in 2022, supported by our new event sponsors, Cataclean <https://www.cataclean.com/>

The event, which will take place on 9/10th September, will be the 40th running of this popular event, so competitors, spectators, marshals, organisers, please come along and join us in this celebration of our very special event.

We plan for entries to open in the first half of July, date to be confirmed in the next few weeks.

This will be the final year that the rally will be organised by the current Wallasey Motor Club team. If another club / team would like to be involved with a view to taking the event forward then please email either

Pat Marchbank

[pat\\_01@live.co.uk](mailto:pat_01@live.co.uk) or

Gary Marriott

[gary.marriott80@btinternet.com](mailto:gary.marriott80@btinternet.com)



A lonely woman, aged 70, decided that it was time to get married. She put an ad in the local paper that read:

## HUSBAND WANTED!

- **MUST BE IN MY AGE GROUP (70's),**
- **MUST NOT BEAT ME,**
- **MUST NOT RUN AROUND ON ME,**
- **AND MUST STILL BE GOOD IN BED!**
- **ALL APPLICANTS PLEASE APPLY IN PERSON.**

On the second day she heard the doorbell. Much to her dismay, she opened the door to see a gray-haired gentleman with no arms or legs sitting in a wheelchair.

The old woman said, "You're not really asking me to consider you, are you? Just look at you... you have no legs!"

The old man smiled, "Therefore I cannot run around on you!"

She snorted. "You don't have any hands either!"

Again the old man smiled, "Nor can I beat you!"

She raised an eyebrow and gazed intently. "Are you still good in bed?" With that, the old gentleman leaned back, beamed a big broad smile and said, "I rang the doorbell, didn't I?"

# ANCC

**proflex**  
SHOCK ABSORBERS

## Proflex Shock Absorbers Stage Rally Championship

Round	Date	Event	Organising Club	Event Type
7	07/08/22	<a href="#">Tyneside Stages Rally</a>	Alnwick & DMC / Berwick & DMC	Tarmac
8	07/08/22	<a href="#">Heroes Stages Rally</a>	Garstang & Preston MC/Pendle&DMC	Single Venue
9	28/08/22	<a href="#">Rainworth Skoda Stages Rally</a>	Sheffield & Hallamshire MC	Single Venue
10	09/09/22	<a href="#">Promenade Stages Rally</a>	Wallasey Motor Club	Tarmac
11	09/10/22	<a href="#">Adgespeed Stages</a>	Wigan Motor Club	Single Venue
12	06/11/22	<a href="#">Malton Forest Rally</a>	Malton MC / Clitheroe & DMC	Gravel



# Acknowledgements

Thanks to all contributors - and a big thanks to the **Championship Compilers**

Steve Butler	Road Rally
Tracey Smith	Stage Rally
Steve Lewis	League & Individual
Alan Shaw	Marshals & U18
Steve Price	Sprint & Hillclimb
Tracey Smith	None Race / None Rally

(not an easy job keeping track of all those events and competitors from so many different clubs)

**A Special mention of gratitude to ALL THOSE CLUBS AND PEOPLE WHO DO SEND IN REPORTS,**

*Jokes, Photographs, Information, reports etc*

Terry Martin (CDMC)	Steve Entwistle,
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*

*Joe Gilbertson*

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. 21<sup>st</sup> Sept 8:00pm**

## The Poachers

**Bamber Bridge, PR5 6BA**

**Just off the M6 Junc 29**

Why not join us for a bite to eat before the Meeting - at approx. 6:30pm

# ANCC



**Monday 5<sup>th</sup> September**

**Cleckheaton Sports Club, BB19 3UD**

Just off Chain Bar Roundabout ,  
Junc 26 of the M62

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



# ANWCC

Association of North Western Car Clubs

**Tues August 9<sup>th</sup>**

**8pm at the Kilton Inn**

**Knutsford**

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

# ANECCC



**Thursday October 20<sup>th</sup>**

**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 September Edition is**

**Monday the 29<sup>th</sup> of August**

**which is due out on**

**Wednesday the 31<sup>st</sup> of August**

**PLEASE Email Reports etc. ASAP**

**to Maurice Ellison at :**

**[sd34news@gmail.com](mailto:sd34news@gmail.com)**

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