

September spotlight 2022



ANECCC
Association of North East
and Cumbria Car Clubs



ANWCC
Association of North Western Car Clubs

ANCC

Association of Northern Car Clubs



Louis Baines/Kris Coombes
Preston Motorsport Club
8th O/A 1st in Class

**Garstang & Preston MC
+ Pendle & DMC**

**Heroes Stages Rally
In Memory of Les Fragle**

www.sd34msg.org.uk

Volume 13 : Issue 9 : September 2022 : Maurice Ellison

Front Cover :- Heroes Stages

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Comprising the following 10 Clubs



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Clitheroe & District Motor Club

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Ecurie Royal Oak Motor Club

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Garstang & Preston MC

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Well August has been a very busy month with events every weekend; some of them motorsport!

On the 7th August, Weeton Stage Rally happened due to the hard work of the club volunteers to hack 3 years of growth back from the tracks and roads to allow rally cars to pass! After the 3 year layoff, the event was a tribute to the hard work of grass root motor clubs working together putting on an excellent motorsport event. Well, the organising 'team' have been putting events on for 40 years! Yes several are the same that ran road rallies 40 years ago; they would run two a year back then! 'Professional Volunteers' with years of expertise, without them motorsport just would not happen! **A great tribute to Les Fragle.**

Anyway Hazel took 'Rupert' out at Weeton for the 4th event this year driven by a 'Johnson' just not ME! Hazel's has had a 8 year layoff rallying do to study and working, - we all have to do that sometime!

How she missed the Mini that braked for this corner whilst she was still accelerating was luck or skill! Still no damage and 4th in class and 29th overall was a great result, Weeton is a great rally venue in the North West. PS - The Service crew did lots of chatting and tyre pressure checks....and sunbathing!



The 14th August weekend was the fourth Lymm event of the year this was 3 days of work! Friday to Sunday setting up and run the event for 30+ drivers on the AutoSOLO. The event could take 56 cars but sadly very few people know you can do motorsport for £40 in a standard road car! The drivers enjoyed the tests at some 90 seconds long; some of them did say this was the best of the year! At the end all the drivers helped clear away the test site and load the cones for the return to Accrington. The clubs that run Lymm would not be able to do so without the small band of helpers on Saturday setting up; and all the drivers helping to run the Sunday. The AutoSOLO events at Blackburn and Lymm are run by the drivers, they time-keep and marshal the course whilst the organisers over see the event. One of the other issue the organisers have, is to take into consideration are the other site users....WE HAVE to accommodate these customers and allow them to park in the electric hook up bays!



That means stopping the tests and parking them up! Still a great photo and AutoSOLO could be for any vehicle....

The following Sunday was an early start for the 'Team Pierce Skydive' in aid of Lancashire Mind, at the Black Knights Skydiving Centre, Cockerham.



Two Under 17 Motor Club-NW members, Hazel Johnson and Andy Williams, raised over £2K between them! Many thanks to all that sponsored them!

Planning the 2023 events is now in most Motor Club organising team's minds, the SD34 MSG and ANWCC championships will need your clubs notification of dates soon for 2023.

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.

Steve Johnson : SD34 MSG Chairman.



As we move into the final third of the year we can announce our first champion for 2022 ... former British Trials champion Garry Preston moved to Wales a short while ago and registered with us. Using a FIAT 127 he gained maximum points on the first four of the eight events. On the Cymru Trial he decided to use a Panther Lima but broke it, so out in the FIAT the following day on the Bala event to gain enough points to ensure that, even with two events to go, he cannot be challenged for the title.

Many times ANWCC Champion Rupert North, in his Suzuki Alto, is runner-up and cannot lose that position, Jon Turner (Ford KA) will take the Class 1 award, and Kevin Roberts (Dutton Phaeton) Class 3, but the remaining award winning places are still to be fought out.

The Bala Disgarth Trial was also this year's Inter-Association event. Teams were hurriedly put together on the morning of the event, but even with only 15 entries there were 4 teams entered. Our teams, yes we had two (!), finished third and fourth.

The popular MINI Challenge, run by John Goff and rallyme, has seen Yorkshireman Mick Smith take victory and will be contesting the forthcoming Chris Kelly Memorial Rally (formerly known as the Pokerstars) on the Isle of Man – we wish him all good luck for a fine run. Next year the Challenge is being extended and will include the R53 Cooper S variants. More info will be published soon.

Our championships continue with a healthy number of contenders out on events – the first weekend in August saw over 100 ANWCC contenders out competing somewhere, the majority on the rallies at Anglesey and Weeton. The first weekend in September will see over 70 contenders out after points, the Woodpecker seeing the majority of our people. We now have 314 registered contenders, our best year since 2007, so thanks to all who have registered.

We are currently looking for a venue at which to hold our 2022 Awards Night. The date is, hopefully, Saturday 21st January 2023 and we are assessing various venues around the Warrington area. More details will follow when we have settled somewhere!

We are also working on a supplier of the awards. We are investigating some alternatives, the big issue now is the cost as prices, as with everything, has gone up and there was a shortage of some of the items last time, and that continues as much of the glassware comes from eastern Europe!

Working out championship results and scores is a doddle compared to some of the things we have to do behind the scenes, and I am sure that is the same with all clubs that organise events – few competitors realise that most of the work goes on un-noticed although essential. That does not include any changes to regulations that can lead to a lot of work and time-wasting!

We are now looking for suggestions for 2023 – it's not far away when we have to submit the applications for our championships. Are you happy with things as they are, does the scoring system work well? Please let us have your views on anything you may wish to have changed, and we also welcome comments if you are happy. Please submit to anwcc@talktalk.net

Dave V. Thomas

www.anwcc.co.uk

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

(& it wont be long before the 2023 Championship Registration Starts)

ANECCC



Association of North East & Cumbria Car Clubs

I regret to inform you that due to personal reasons the Association of North East and Cumbria Car Clubs Chairman, Mr Colin Salkeld has decided to resign from his position with immediate effect. Alongside this, our Vice-Chairman, Mr Neville Simmons has also decided to stand down. Due to this news, four of our member clubs have requested an Extraordinary General Meeting (EGM) be arranged to enable the election of a new Chairman and Vice Chairman. The requests have been received from Team JJ Marshals Club, Tynemouth & District Motor Club, Morecambe Car Club and Kirkby Lonsdale Motor Club. In accordance with the Association constitution, this has triggered the arrangement of an EGM. The fourth request was received yesterday (03.08.2022) and therefore, as Secretary, I now give you 28 days notice to our Extraordinary General Meeting. As such The ANECCC EGM will take place on Thursday, September 1st 2022 at 8pm via the ANECCC Association Zoom platform. The meeting link and meeting agenda will be shared shortly. May I encourage all Member Club Representatives to make every effort to attend the EGM to ensure your club gets an opportunity to cast a vote.

I now ask you as member clubs to nominate a new Chairman and Vice Chairman. Please find the nomination form attached. Please fill in and send your nominations to the ANECCC Secretary by email at the following email address (anthony.jamieson@live.co.uk). Please remember, each nomination must be proposed by one member club and seconded by a second member club. Nominations must be received no later than 24th August 2022. Please note nominations received after this date will not be considered.

Please join me in thanking the Chariman and Vice Chairman for their dedicated work whilst in post.

Kind regards

Anthony Jamieson, Regional Secretary,
Association of North East and Cumbria Car Clubs
email: anthony.jamieson@live.co.uk

Extraordinary General Meeting
Thursday, September 1st 2022 at 8pm
via the ANECCC Association Zoom platform



MOTORSPORT UK

Clarification regarding Category Two Vehicle Passports

Motorsport UK is producing guidance for Scrutineers and Competitors to clarify the existing regulations, specifically regarding the level of chassis/bodyshell modification that would require a vehicle to hold a Category Two Vehicle Passport. It is important to note that the Categorisation of a vehicle in Category Two does not affect its eligibility for any rally events.

If any vehicle is highlighted as retrospectively requiring a Category Two Passport, Motorsport will offer a suitable timeframe for the vehicle to be re-inspected and the new Category Two Passport issued. Motorsport UK propose to waive the Category Two application fee for any cars with an existing Passport/logbook that needs re-categorising.

There have been no regulation changes and none are planned. Motorsport UK is finalising this guidance and will publish in the coming weeks.

Ripon Motor Sport Club St Wilfrids Classic Rally

Sunday 7th August 2022

Neil & Clare Raven : Ilkley & DMC

The St. Wilfs historic rally, run by Ripon Motor Club, was our third attempt at historic rallying and hopefully we would put all we had learnt from the pre joys three events in to good practice. Mainly we are unlikely to get much of the coffee and lunch on offer!

To summarise our day in football speak, we had a day of two half's. At lunch we were 19th overall and very smug bunnies, at the end of the day we were 38th overall and stripped of our giddy grins. It was to be another opportunity for reflection and deep, calming breathing! In other words the atmosphere in the car at one point was tense and my bottom lip was out at the end of the day!!

Living relatively close to Thirsk we didn't book any over-night accommodation so didn't have a bag of wet swimming stuff decomposing in the back of the car for scrutineering and enjoyed a very relaxed check over the car and picked up our packs. We then set off for the measured mile and managed to get lost on that and ended up driving against the flow on very narrow country lanes. Of course the cars coming the other way couldn't reverse because that would affect their measured instance recordings! Sorry to anyone who was cursing a white 205. We eventually got our Brantz set and headed off home to start plotting the info we had. Mistakes from previous events were not putting in all our due times and as this was a self start at the regularities it was good to know when and where we should be. We also made sure we had the coffee halt check in and out times as we have been sat enjoying a fresh brew watching the cars behind us queuing up to leave before now!

The navigation on the handouts looked fairly straightforward and we got it all on to the maps. Mrs Rave had a brainwave and scanned and printed out the bit of map 100 that the second regularity dropped on to then stuck that to the edge of map 99. It made the fine art of OS map wrestling in confined spaces that much easier! We double checked the plotting, had a bedtime tea, we're doing dry August in solidarity with all those affected by the hose pipe ban, and went to bed like excited children waiting for Christmas to come.

Running at car 41 out of 44 gave us a bit of a lay in and would also be to our favour on the first tests. Henry Carr had told us they were all on fresh grass so by the time 40 cars had gone through the ice like properties of green grass would have been removed and we should set some good times.



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St. Wifreds Classic Rally : Continued from page 8

Which we did, more of that later, it was bacon butty and eyeing up the competition time at the Thirsk auction mart. Mark Taylor and Saria Monsen-Elvik were in car 42 which was a lovely red Peugeot 205 that had been prepared to an impressive level with all the right bits. This was their 3rd event and the two cars looked great together. With butties in hand we propped ourselves up against a silage bale and enjoyed a bit of sunshine and watched the crews depart, a nice relaxed way to start the day. I'm fact we were so relaxed that when we set off to join the start line queue the time cards and Mrs Raves tea could be seen through the sun roof! Fortunately, an eagle eyed onlooker spotted the misplaced items and rescued them before we set off!

3,2,1 and we were off! On a steady drive to the start of the first regularity which was a self start which is as it sounds, no marshal just go on your allotted minute. It worked well. This is where we found the stop watches were 15 seconds out to everyone else's! Fortunately, Claire's watch was correct so we used that for the starts. Right from the first 100 yards you had to be on the ball as a cheeky not as map junction took you round the side of an industrial estate, unless you missed it, then you went in to the estate. Fortunately, Claire was on it and we slotted right, technical term for turning right! And got on the right route. We settled in to driving at the assigned speeds and starting and stopping the clocks and trip meter when we came across a control while keeping our eyes peeled for code boards. And to add to this we had to wave a peep our horns for the locals who were lining the route to watch us go through their village or house. I love this part of these events because everyone is out to cheer you in rather than park their car across the road in protest of cars rattling their windows as they fly through!

The first two regularities were pre plot so we were fairly relaxed that we could get to coffee on time, and we did, we are definitely improving as we managed to drink the coffee, eat the biscuits and have a wee! I leave the wee to the end as I don't usually have enough time to wash my hands!! Before all the excitement of the coffee halt we had the first four tests at the grass tracking centre. I was determined to go fast here and get it right. And the first test resulted in the fastest of the day and the remains three followed suit. Mrs Rave was clear on the notes and the Peugeot performed superbly, it was great fun.

Unfortunately, the tests after coffee at the Lightwater Valley quarry were delayed a bit so we arrived at the lunch halt, a fabulous sunny and colourful Masham market square, with only 25mins to check in, have some food, drink, plot the next regularity, have a wee, then off we went!



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St. Wifreds Classic Rally

Continued from page 9

No washing of hands and we didn't check out at the time control in the town hall, which we thought wasn't required. Turned out it was and we received a time penalty of 5 mins which we could have done without. We did get to chat to a few people in the square about motor sport in between plotting the regularity. One of the points on the map we had to travel through to get the route was the letters 'ou' and these appeared on a track as part of the word 'house.' It looked a bit odd but these events use all sorts of strange roads. We would see how it worked out but first we had six more tests to do. Two long tests at the grass track site and four at the quarry.

The first test went well with the correct route and a great time. The second test was going really well until we were heading up the field and with the dust clearing I saw a cone which I hadn't expected, so I went round it! Claire was calling the next cone but I was making my own test up! We got to the end of the test where James Greenhough congratulated us on our fast time, he wasn't aware I'd cropped a bit of the test off! Arse! We had been going so well, unfortunately more was to come! The last four tests were the Lightwater Valley tests in reverse. Great fun and loads of dust. We found the only puddle in the quarry which turned the white Peugeot in to a sort of magnolia colour!

That was it for the tests, we had two regularities to do and they were all plot and bash. The first was the one we did in a rush at lunch. The 'ou' plot led us up someone's driveway and the Peugeot started to dig holes in the gravel as we did a hurried 3 point turn! Back on track we dropped in behind the car we should have been behind and carried on. It was a tad tense in the car, even the exhaust note dropped a decibel or two to reduce the stress! We got back on track and found the next control, the trip, stopwatch and minds reset, we set off at 18mph, the tick of the digital clock was deafening!

The last regularity was in two halves, the first part handed out at the end of regularity four and the second handed out halfway through. The first half went well and our spirits were boosted as we got the route right and the speed changes at the right place. Then a piece of paper with a series of numbers was passed through the window which were the instructions to get us to the finish. Claire got her head around the series of numbers which were grid lines and spot heights. However, it wasn't something you'd want to be doing bouncing around in a well spring 205 so we took our place in a dusty lay-by with several other competitors. 11 minutes later we had the route and we were off! The speed changes went out of the window and we sailed past the contentious spot height code board with one goal in sight, to limit the time we were going to be late at the next control. It was a real blast and we arrived with no inclination we'd missed a code board and no idea what time we had achieved. But we knew we'd found the control so we're happy with that.

The last part of the regularity was completed at a much more sedate pace and we passed several sites we used to use for the Sammy Miller trial. Four sections in the stream at Winksley and three fantastic sections at Norman Shepherds farm which were the sting in the tail for the trial. Many a mark has been lost on the rocks of the steep sections there. And unbeknown to many of the St. Wilfs competitors the event would be turned on its head by a spot height just a few miles from Normans farm. We finished the regularity on part of the treasure hunt route we'd plotted for the Ilkley Motor Club just a month before, we can tell you how many white stones there are after the traffic calming island!



Photos Courtesy of Tony North

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St. Wifreds Classic Rally

Continued from page 10

From here I was put in charge of getting us back to Thirsk and we took the scenic route! Both our heads were frazzled, the single brain cell we share was bugged and malfunctioning. Somehow we made our way back to the auction mart and we're ready for our tea. A quick scan of the results showed our 5 minute penalty at lunch which we were hugging and puffing about until another competitor told us it could have only been for not booking out! We were the only crew to miss this important task and I engaged full on sulk mode! I was tired, hungry and fed up, a 5 minute penalty wasn't the news I needed. After a wholesome tea and fab lemon cheese cake with ice cream I calmed down and reflected on what we had achieved on the day. Yes, we'd gone wrong on the route and test but we found all the controls and our regularity times had improved and we'd set some fastest times in the tests. It had been a good day.

The biggest learning was that we had just had a lesson of how getting too big for our boots can end in tears. We thought after three attempts at regularity events we could start to mix it with the midfield competitors but it turns out that getting a few good test times and some well navigated and timed regularities isn't enough! Apparently you need to be consistent and do well on ALL the tests and regularities. And there's still plenty for us to learn.

We have learnt that just because you've paid for your coffee doesn't mean you get to stand around drinking it. If you get to the time control at coffee late you ain't getting your coffee. It also turns out that if you don't clock out after lunch you get a penalty. We had thrown our lunch down our necks and plotted the next regularity in Masham market square then felt very clever we had done it and set off in time. The 5 minute penalty (which is light years of time in the regularity world) was a real kick in the egg and cress sarnies but we won't do it again. With our Targa and autotest experience we knew we would be good at the tests and set some great times on all but one which I got wrong through a bit of over exuberance leading to a missed cone. But we were 6th fastest on the tests which was good. The little Peugeot is ideal for these tests as it's very quick and light and has free tyres fitted which we all know are the best type.

We had a great day driving through some stunning Yorkshire countryside with loads of people lining the route taking pictures and waving all the cars as they passed by. It's a great atmosphere, especially when you are getting the route and speed right. Lots of our friends compete and marshalling and encourage us on and add to the fab experience. Our final result was an improvement on our seeding by three places from 41st to 38th out of 44 starters. I'm going for the positives here. We did get to a couple of controls within 2 seconds of our time and one dead on at 0 seconds which is the best you can do. But there were 20 controls.

It still amazes me how much effort goes in to putting these events on. The hours and miles that must go in to making them run successfully by volunteers is staggering. We got in the car at 9am and apart from rescuing the time sheets from the roof, a bit of coffee and lunch, stayed there until 6pm! All that time we were on regularities and tests! It's superb value for money and blummin hard work. And at the end we got a Sunday lunch. It might sound like it's a lot of eating and drinking but you need the energy just to feed the brain.

A huge thanks to Ripon motor club and the dedicated organising team for a wonderful event. To all the marshals and officials who have given up their weekend to make the event run and to all the competitors who have reminded us we have a fair bit to do before we start worrying them in the results.

And of course to my partner in dust and average speeds, Mrs Rave. She revels in the mental challenge of the regularities and getting me to go the right way around cones, she only had to scream at me once today, a marked improvement. Even when the maps are about to go out of the car window she gets herself sorted and we carry on.

Thank you x

Our next event is the Blue Streak up in Cumbria in the super Saxo. Another excellent event which we have some unfinished business on. A couple of wrong tests last year ended a good run so we are looking to improve on our result this time.

Neil & Clare Raven : Ilkley & DMC

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

James Slaughter : Clitheroe & DMC

The Heroes Rally was a special celebration for the Slaughter Rally Team. Three generations of driver able to compete on same event was a truly special experience on what was an excellent event.

The long drive north was rewarded with stages that mixed fast and flowing sections with technical and nadgery sections. With plenty of surface changes thrown into the mix the stages were certainly challenging, and an excellent learning experience for Josh in only his 2nd Rally in the Citreon C1 in the F1000 Junior Rally Championship.

Despite early rally nerves Josh drove faultlessly and secured an impressive 4th overall. Josh and Emma also acted as "gravel crew" for the 'senior' team, reporting back on the tricky sections!

In the main rally it was fantastic to dust off the Historic Escort RS2000 and RS1800. Both are more normally found in the Welsh forests but that didn't seem to slow them down. After an 11-month hiatus Dick and Tim pushed the Mk1 to some impressive times and took away 2nd in Class 4.

James & Terry enjoyed a trouble free run setting top 5 times throughout the day; sadly, a overheating problem, meant they split early to save damage to the engine, which sent them tumbling down the order, but they recovered to take 14th, particularly enjoying a final stage thrash to set 3rd fastest time overall.

It was amazing to be able to compete together and enjoy rallying as a family. It will certainly live long in the memories.

A special word of thanks to the organisers and marshals. The events ran faultlessly and it was fantastic to see two motor clubs come together with so many enthusiastic members and supporters to put on such a great event.

James Slaughter : Clitheroe & DMC



Photos Courtesy of Ray Duckworth

Pendle & DMC + Garstang & Preston MC **The Les Fragle HEROES RALLY**

**7th August
Weeton**

Oliver Waggett : Hartlepool MC

Sunday 7th August saw myself and Co-Driver Paul Hudson head to Weeton Camp for our 3rd round of my 2022 British Junior F1000 Rally Championship.

An early start for us on Sunday morning due to my cricket match the day before allowed us to arrive at the venue for the gates opening. Car unloaded and scrutineered we took the opportunity to walk the stages ahead of starting.

Onto SS1 then, a cautious start learning the stage and picking out where the big kerbs were before starting to push on the second lap. Setting 6th fastest time from the first one I felt there was more to come. Finishing SS1 and straight into SS 2. This allowed the tyres and brakes to still be warm and allowed me to be on it from the off. However about halfway round the first lap of the stage I caught a wheel on the grass on the exit of a 90 Left and under-steered into a tree. I managed to restart the car and get going again but I could feel that I'd bent something badly on the front right corner. We thought our rally could be over but still drove the last few miles of the stage to avoid a stage maximum. Arriving back into service the car was immediately jacked up and the wheel was off to assess the damage. I had bent the steering which meant it was a big job on for our service crew. Luckily, we had them with us, and the car was sorted by service out for SS3. The next few stages I used to learn the venue and build some confidence back behind the wheel.

Going into the last 2 stages we were 8th Overall. Stages 7 and 8 the car felt great, and we ended up climbing the leader board to finish the rally 6th overall. Certainly not the most ideal days rallying but definitely a day of learning and good fun.

My next event is the Rainworth Skoda Junior Stages at Leconfield.

Oliver Waggett : Hartlepool MC



The tree we hit on SS2



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Pendle & DMC + Garstang & Preston MC **The Les Fragle HEROES RALLY**

**7th August
Weeton**

Ian Clapham : 116 CC

**48 starters in the main rally & 10 in the
Junior rally, this was a round of the:-**

- ANWCC Stage Rally Championship 2022
- ANCC Stage Rally Championship 2022
- Mini Cooper Challenge 2022
- Back 2 Roots Tarmac Championship 2022
- Junior 1000 Rally Championship 2022
- SD34 Stage Rally Championship 2022

The event was jointly run by Pendle District Motor Club & Garstang & Preston Motor Club, the rally was held at Weeton Army Camp, This year in memory of Les Fragle. Les was well known and respected both within motorsport and the wider world freely giving much of his time to several worthy local organisations as well as many rallies nationwide.

A planned 10 stage & 55 mile event was cut a little short due to recovery of a car that had hit a tree & was deemed unsafe to leave there for the next stage.

The only R5 car in the event was a lovely Proton Iriz, of Julian Hope & Reg Smith, not many of these around, this is chassis 4 of 8 built with only 6 left in competition, the crew led for the majority of the 8 available stages with only a little blip on stage where car 5 Keith & Jackie Richardson in their Escort Cosworth took just 1 second from the Proton crew, Hope/Smith finished a very respectable 1 minute 5 seconds clear of the Richardsons at the finish.

In the juniors another very competitive bunch of guys & girls completing in nippy hot hatches, Citroen C1, Peugeot 107, Nissan Micras & just 1 Suzuki Alto, it was the 2 107's of Max Speed/Alan Gilbert & David Burden/Peter Williams who were just immense with only 16 seconds between them at the end & 2 minutes ahead of third place Nissan Micra of Jack Birck/Mike Jode.

Unfortunately for Charlie Mathewson/Ian Bass their rally was over after picking up a stage maximum on stage 3, the Peugeot crew must have had their Weetabix as they had come out of the blocks on stage 1 some 18 seconds quickest.

In the Mini Cooper Challenge it was Mick Smith/Paul Stringer who took the rally win along with the championship, very well deserved with 2 rounds still to go.

Second was Mark & myself, a trouble free run again, our first time at Weeton & overall enjoyed the day very much, third was John Clayton & Robert Wiggins, nothing between us all day & they were just 2 seconds back after an hour of competition.

The Gareth Hall Stages at Trawsfynydd & The Cataclean Promenade Stages still to go with the remaining podium places still up for grabs & will be decided in New Brighton in September.

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



Ian Clapham : 116 CC

Mid-Cheshire Motor Racing Club

"UP'T Brew" Hill Climb

Scammonden

31st July 2022

Geoff Clark

I arrived early doors on a poor weather morning with light rain to eventually enjoy a good days action from 36 drivers. After the Drivers and Marshals briefings it was a slippery start with problems getting off the start line, a slippery track and a new piece of tarmac from turn 2 to turn 3. Unfortunately this caught out Car 76 Steve Rushworth in his OMS 2000M who spun off causing a bit of damage and his day was over on his first visit to the hill which was a shame. Hopefully he will return at a later date and give it another go.

Eventually after dinner the track dried out mainly, and times dropped with Michael Thomson taking 0.05 off his own record in his Honda S2000 Car no. 29 with the class win. Some other drivers were close to breaking class records. Allan Scott in his 1380cc Mini Jem, car no. 65 created the class 1F record at 31.59 In class 3D his friend Ian Peacock from York (who have a friendly rivalry) was I think was as close in time as he has ever been with a time of 31.96 in car 60 1330cc MG Midget who won his class by 0.11secs. Maybe if he had gone topless (the car that is) with less weight he might have beaten Allan's timeI keep pushing him to try it.

Meanwhile James Baxter Outright Hill Record Holder at 21.12secs Gould GR55 July 2019, brought the " Blue Lady" his 2ltr Straight 6 supercharged 1935 Riley ERA (probably the fastest Riley in the world ?) and was 6.27 secs slower than his record with a time of 27.39 on the cars first visit. This car and also Scam Dam videos are on my Youtube channel Leodis55

Finally David Tatham from Malton achieved FTD in car no. 77 OMS Hornet with a time of 22.42secs and he said he was being a little cautious with the conditions.

Geoff Clark

I need everyone to wish me luck.

I am going to the Bank later today and if it all goes well I will be out of debt and have more cash than I know what to do with.

I am so excited I am struggling to put my ski mask on.



Tony Lynch battles hard for Glosso podium

Wigan racer Tony Lynch produced a battling performance on track at Glosso in Belgium to maintain his lead in the Retro Rallycross Championship standings. The Landsail Tyres Motorsport Team Geriatric driver made the trip to Belgium seeking to add to the fine double win at Pembrey that had seen him move to the head of the championship standings.

Despite never visiting the circuit before, Tony was quickly up to speed at the wheel of his Toyota MR2, with a series of changes made to the car ahead of the weekend paying dividends as he won the opening heat of the weekend and then took second place in heat two. Further improvements to the car were then made overnight ahead of the remaining two qualifying heats, with Tony once again fighting at the sharp end of the field to ensure that he would line up in second place for the final.

Fighting hard to get ahead of the Mini of Terry Moore off the line, Tony grabbed the early lead before coming under attack from his rival, who would battle his way back to the front.

Tony however would follow him home in a solid second place to ensure a solid haul of points that enables him to retain his position at the head of the standings ahead of Rounds 6 and 7 of the campaign at Pembrey later this month.

"It would have been nice to come away from the trip to Belgium with victory, but second place is a good result in terms of the championship as we were able to finish ahead of our main rivals," he said.

"Having never visited Glosso before, we weren't sure how the car would perform but the pace was good from the outset. The work we did ahead of the weekend proved to be positive, and we made further improvements that will benefit us going forwards.

"Terry just had a little bit too much for us in the final, but the important thing is that we stayed out of trouble and put some good points on the board, so now we can look forward to the return to Pembrey later this month and hope to replicate our winning form there."





MOTORSPORT UK ASPHALT RALLY CHAMPIONSHIP 2022

Olly in the hunt for two Asphalt titles

In only his second season of competition, Olly Hunter is up at the sharp end and challenging for two titles in this year's Protyre Motorsport UK Asphalt Rally Championship – and despite the disappointment of failing to finish two rallies, the best five scores from seven rule puts him in a very strong position.

Olly won class B11 on the Jim Clark and finished second in Argyll his Vauxhall-engined HES Electrical Contractors-backed Ford Escort Mk2.

The Preston driver currently leads the category, two points ahead of Geoff Glover and with Paul Doroszczuk three points further behind in third. The battle for the title is set for an exciting finish, as all three have already dropped two scores.

Olly is also third in the Ford Escort Challenge – but that's a tougher title to win as Brad Cole has a healthy lead and Darren Atkinson is 33 points ahead of Olly in second place.

But those retirements on the Tour of Epynt and Down Rally might just play into Olly's hands – providing he has a clean and high points-scoring run on the remaining three rounds.

"This year's Protyre Asphalt Championship has been eventful up to now," admits Olly.

"Crashing on the Burma Road on Epynt and having to put two new chassis legs on the car before the Jim Clark was a big job, but it paid dividends.

"We're still unsure what is wrong with the car after our retirement on the Down Rally, but we'll have that resolved by Rali Ceredigion – where we'll be looking to win class B11 and get a top 10 overall Protyre Asphalt result as well.

"Dan May is sat back in the car for round five and we will do the rest of the season together. Obviously with me only starting rallying last year, having an experienced co-driver alongside is quite important.

"I also just want to say a massive thank you to Paul Webster, aka Webby, for running the car."

The next round of the 2022 Protyre Motorsport UK Asphalt Rally Championship is the Get Connected Rali Ceredigion (3/4 September).





TYNESIDE STAGES RALLY



Sponsored by Glendinnings of Prudhoe

Otterburn Ranges Sunday 7th of August

Barry Lindsay : Spadeadam MC

A great day at the Tyneside stages. After 8 stages we'd used every inch of road to get us up to 12th Overall and a class lead which included 5th fastest and a 6th fastest through Riverside.

There is nothing more from this 'Targa' spec 106!! Its been coming here 20 years and needs some upgrades Mr Peugeot.....

The afternoon didn't go to plan a cut I got wrong just by a few inches which could only be calculated to gain fractions of a second but I need all those fractions. Result broken steering arm and into a ditch head on at 40mph.

Spares bag I had a steering which I changed then managed to get help to get car out of the ditch (THANK YOU James Ward etc & the marshals) But back on the road tracking a mile out and belted up I though steady back to service... No Caroline Lodge always on the top of her game was watching the watch "We need to be at the finish in 1min or were OTL" But we are a mile off! Going as hard as I could trying to keep the car straight I got counted down 30seconds. Still a Chicane to do yet. Crossed the finish 6 seconds off being out of the rally.

Now for Jonathan, Michael, Geoffrey and Martyn to work to get us back out for the last two stages. Grinders, Ratchet straps you name it. But big thanks to them we made it through the last two and a finish.

Massive thanks to the Organisers fantastic day well done. Marshals, Rescue & Recovery really appreciate you giving your time for us.

Caroline Lodge is my hero today. The pace we were on yet never a hesitation in the notes or timing.

Photo Courtesy of Martyn Petry



Barry Lindsay : Spadeadam MC


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Duckeries MC

YSTRA Targa Rally

Sunday July 31st 2022

at

Grafton Underwood Airfield

Bob Hargreaves : Kirkby Lonsdale MC

Saturday 30th July saw Martyn Taylor and myself drive down to Northamptonshire in Martyn's 8-valve Astra, for the first running of Duckeries Motor Clubs YSTRA Targa Rally although the YSTRA was originally a Road Rally years ago. The event was run on two permits, Interclub and Clubman's. Interclub as it was a round of the BTRDA Targa Rally Championship and East Midlands Road Rally Championships. The Clubman's for anyone without an Interclub license. There was a total of 60 entries, 37 Inter, 23 Clubman's. We were entered in the Interclub section.

Accommodation for the evening was in Thrapston only a few miles away, so up early Sunday morning straight into scrutineering and signing-on, where we received the A3 sized test diagrams, time cards etc. We had teamed up with Steve Retchless/ Cath Woodman who had saved space for us, close to the signing-on, results and those bright pink toilets. Managed to mark up the first six tests (two runs of 3) before the competitors briefing with car 0 away from MTC1 at 09:28. A quick note: Test 4 was not necessarily the same as test 1, the same could be said for tests 5 & 6. There was always a cone or two either removed, added or a different route.

With Martyn and I being in car 16 we were off at 09:44. A 300 yard run down the edge of the field and we were at the start of test 1. (2 minutes allowed). Immediately from the start it was 90 right into a hairpin left, 90 right again along the concrete road, through a chicane of tyres and down to the first 90 right, around the cone and up to the first PC which turned out to be a CB, the other 3 PC's being manned. We continued through to Post E just after cone 8 and straight into a stop go for the Merge at post I. The route through the wooded area took us around four bus stop type lay-bys and to post H for the split, more cones, a chicane, a double bus stop lay-by and to post I and the merge again. Round again, turn right at the split, 90 right at cone 14 and stop astride the stop line then up to the marshal to sign the time card. Distance: 3.60 miles, Bogie time: 7m 12secs, our time: 8m 24s.

100 yards and into test 2 which basically ran around the outside of the venue, included 5 manned PC's and surprisingly only 9 cones to run round correctly in the 3.5-mile route. Bogie 07:00 us 07:54. Test 3 was a short affair only being 0.95 miles with a Bogie time of 1:54, but 11 cones and a PC, all around the various buildings near the finish. In this area a log pile had emerged after the diagrams were printed, so one cone was not where we expected it to be and had to end up reversing. Our time: 2:42.



Photo Courtesy of Kevin Money



Continued on Page 20

YSTRA Targa Rally Continued from Page 19

Looking at the results we were 19th from the 60 entries and about 5 cars had retired. John Davies/Nick Bloxham (Ford Puma) were leading on 32:52, Gary White/Bradley White (BMW E36 Compact) 33:28, Steve Retchless/Cath Woodman 33:34 (Ford Escort Mk2), Huw Morris/Alan Williams (Ford Focus) 33:47, Ethan Davies/Daffyd-Simon Lloyd (Ford Puma) 33:49. Ethan/Daffyd had also succumbed to that 30 second penalty on test 2.



Again, something to eat. Martyn changed tyres around, front to back and backs to the front. The third loop was reverse of the morning tests so just before 2pm we were off again. As we tried to start the car to proceed to MTC3, nothing happened, but eventually it started. Tests 7 and 8 went well with times comparable to loop 2's times. Test 9 and it went all wrong. From the start we went right of cone and 90 left, then flat up to a chicane. Halfway along the engine cut out and we coasted to the chicane. Bonnet up and we tried a few things, but after 5 minutes Martyn phoned Kevin Savage of Savage Motorsport who took him through the basics which proved to be the master cut-off switch. Once 'hotwired' we were off again knowing as we would get a test maximum (11m 06s). Half a mile down the test and we were flagged down as a Toyota MR2 had tee-boned a tree entering one of those bus stop lay-bys. Eventually we all cut and drove back in convoy to the end of the test. We hoped as we would receive a nominal time that all of the held competitors were given, but the sharp-eyed results team from Rallies.Info spotted as we were actually OTL before the offending MR2 had started that last test. (Only 15 mins lateness and we were just under 30 mins late!!!).

Another rest, a coffee and we tried to tidy up our 'hotwiring' and dashboard adjustments, then we were off again for test 10, which were tests 7 to 9 combined, including the splits and merge, with the extra mile of the middle test. A total distance of 8.40 miles, Bogie time of 16m 48 secs, 10 PC's, 2 stop/go's at the merge's and 10 of those bus stop lay-bys. We were busy for 18m 39secs but the top 4 crews beat the bogie time. At the end of the day, we ended 22nd Interclub and 37th overall from the 49 finishers.

Overall, a very well organised event from the first time Targa organisers. Some of the top crews beat a couple of the bogie times, the gravel cut up in places but their road and stage rally experience came through.

The 225-mile drive home had a couple of problems. We elected to use the M6 Toll to bypass any congestion on the M6 due to the Commonwealth Games and as we came to the split at the M6/M42 junction, the Astra cut out again. Just a bit nerving trying to cross 4 lanes, whilst coasting and onto the inside lane of a Smart Motorway!!! Luckily as we stopped that inside lane changed into the hard shoulder. Pliers out and shorted out two wires and it started, goodness knows why it stopped. Unable to cross to the M42 we had to follow the M6 through Birmingham which thankfully never gave a problem. Stopped at Stafford Services for something to eat and then had to 'hotwire' it again with the use of the pliers whilst in the car park. Luckily nobody spotted us. Martyn had to put some fuel in, just in case to get home. BP Ultimate was £2.17/litre!!!!!!

Till next time.

Bob Hargreaves : Kirkby Lonsdale MC (+ one or two others)

- Turning Vegan would be a big Missed Steak
- Crushing Pop Cans is Soda Pressing
- I ate a Frozen Apple. Hard Core
- I hate this Snow. No wait.
I love this Snow.
Signed Bi-Polar
- I'm tired of Elevators and I am taking steps to avoid them!
- Drink Wine.
It isn't good to keep things bottled up
- People are making Apocalypse jokes like there's no tomorrow.
- Huge fight at the local seafood restaurant. Battered fish everywhere
- I am friends with 25 letters of the alphabet. I don't know Y
- For Chemist Alcohol isn't a problem, it's a Solution
- My relationship with Whiskey is on the Rocks
- Puns about Communism aren't funny unless everyone gets them.

Dave Read Stages Trac Mon, Ty Croes 6th August

Ian Clapham : 116 CC

67 cars started the event held at Trac Mon on Anglesey, a special tribute event held in the fondest memory of Dave Read, an absolute stalwart of Warrington & District Motor Club who will be sadly missed.

The event was a very straightforward 8 stage & 50 mile affair using the usual broken concrete sections & the main racing circuit, various routes were offered throughout the day with the main change at lunch where the stages were pretty much run in the opposite direction to the morning.

Gareth Edwards & Dafydd Evans in their Darrian led from the off & bar stage 6 they had fastest stage times all day, a great performance.

Second was Rob Hughes & Sion Cunniff some 33 seconds adrift in their ex Nasser Al-Attiyah Fiesta R5, third was Darrell Taylor & Steve McNulty in their Fiesta Rally 2 car a further 41 seconds back.

For myself a new driver & car in Alex Rossiter from South Wales in a very nice historic spec Mk1 Escort, the car ran faultless all day & it was a pleasure sitting in such a lovely car, unfortunately the car isn't currently logbooked to be in the historic class in the rally so we were in the very competitive class C, we finished a very respectable 5th in class, if we were in the historic class we could have come away with a first in class but the car is work in progress & look forward to competing with Alex in the future.

A great day had by all, thanks to the Rossiter family, West Wales Tuning, Lanes Group, H2o Flowtech & Powers UK.

Ian Clapham : 116 CC

A woman who never married, specified in her will that her tombstone say, "Born a virgin, lived a virgin, died a virgin." That was too many words to put on the stone so they just wrote, "Returned unopened."



There was a Scottish painter and decorator named Smokey MacGregor who was very interested in making a penny where he could, so he often thinned down his paint to make it go a wee bit further. As it happened, he got away with this for some time, but eventually the Local Church decided to do a big restoration job on the outside of one of their biggest buildings. Smokey put in a bid, and, because his price was so low, he got the job. So he set about erecting the scaffolding and setting up the planks, and buying the paint and, yes, I am sorry to say, thinning it down with turpentine...

Well, Smokey was up on the scaffolding, painting away, the job nearly completed, when suddenly there was a horrendous clap of thunder, the sky opened, and the rain poured down washing the thinned paint from all over the church and knocking Smokey clear off the scaffolding to land on the lawn among the gravestones, surrounded by telltale puddles of the thinned and useless paint.

Well, Smokey was no fool. He knew this was a judgment from the Almighty, so he got down on his knees and cried:

"Oh, God, Oh God, forgive me; what should I do?"

And from the thunder, a mighty voice spoke...

"Repaint! Repaint! ...and thin no more!"



14th August 2022

THE BLUE STREAK TARGA RALLY

& HISTORIC RALLY CHALLENGE



Feeling Hot, Hot, Hot (and very, very dusty)

Geoff and Maggy Bateman : West Cumbria MSC

The week leading up to the Blue Streak was probably the hottest week of the year and I ended up slaving over a MiG welder and grinder for a lot of it as I straightened out the boot floor and added strengthening after a bit of a hard encounter with a kerb in the Northern Dales a few weeks before. The 205 ended up heavier but at least the rear end was solid. A quick shake down on the Friday confirmed the improvement (it was a lot quieter as well) and so everything was ready to load up and go.

The Saturday was very hot so I decided to leave the loading until after 7pm hoping it would be a bit cooler but it was still 26 degrees when I started to get the trailer ready. Bloody trailer brakes again!! One of them would not free off so out with the tools on the driveway and there followed 2 hours of trying to get the hub off and sort it out. Eventually after the requisite amount of expletives and hammer blows I'd managed to sort it and by then (9-30pm) it had, at least cooled down a little. It was 10-30 before a cool beer could be imbibed as a means of stress relief before a cool shower and bed.

Sunday morning saw the short tow over to Warwick Bridge where we arrived in plenty of time for unloading, scrutineering and plenty of crack. Spadeadam had sent out the road book and test diagrams in advance by email which gave everyone the same opportunity and time to mark up there diagrams in advance which made the pre-start period much less frenetic and a good chance of a catch up with other crews.

We were running car 16 and started on 9-32 when it was still pleasantly warm and had a brief ride through the lanes to test 1 which was the first in a group of tests around Carlisle Airport. Eden Park is an old dispersal area from the RAF days and is mostly broken concrete and long grass.

It's an easy enough test to do but also easy to get wrong.

Continued on Page 23



Blue Streak Classic & Targa Rally **Continued from Page 22**

We'd done tests here in the past and were aware of the possible problems before we started and managed to clean it 6th fastest in 111.8 but Ali Procter was flying with a fastest time of 100.9 and would remain pretty untouchable for the rest of the day. The hot and dry weather of the preceding weeks meant that there were clouds of dust being thrown up at every turn, quite often obstructing vision of the next cone requiring a bit of memory work.

Test 2 was a little further round the airport and was a linear test with several slaloms a couple of 360's and a few 180's for good measure. The test was originally planned to be run twice as 2 and 3 but due to safety concerns test 3 was cancelled. The first part of the test was on pretty good concrete before reaching a 3 cone pattern at about half way which comprised of a 270, 180, 360, 180 combination. The first 270 kicked up clouds of dust and we had to stop for a couple of seconds for it to clear so we could see the next cone! A bit of a change from past events which usually seemed to be wet. We ended up 12th fastest but with no penalties so were settling in quite well.

Test 4 was at the Solway Aviation Museum and used a test area we have used in the past. It comprised a tight slalom from one side of the track to the other followed by a couple of figure of eight around what looks like a small car park. The surface was pretty much all sealed so the dust was not a problem but the cone layout obviously caused some problems as there were several wrong tests. Ali Proctor was again way ahead of everyone else but we managed a 5th fastest at 96.8 behind Ali's amazing 87.3!

We then left the airport for a run northwards to test 5 at Park House farm. It gave a chance to open the windows, get a bit of a cool draft and blow a little of the dust away. It was another venue that has been used in the past with the first part being on concrete between cow sheds and the second part a nice blast down farm tracks on a dusty, loose surface with interesting grip. Despite the hot and dry day the bovine deposits on the ground between the sheds still managed to be as slippery as sh*t! We got round all right but needed a bit of reversing to get round one particularly tight cone just after the start and just before the finish. We managed a middling time for it 22 seconds slower than Neil Raven with a fastest of 103.2. Ali lost a bit of time modifying the front of his 205 against a steel upright just to give someone else a chance of an FTD.

Another nice run saw us back at the Air Museum for a repeat of test 4 as test 6 and we managed to scrape a second off our test 4 time but with many others improving on their test 4 times ours was a middling performance once more. Ali lost a bit of time but was now running with no radiator cooling fan, having damaged it at Park House and doing his best to try and keep the engine from overheating.



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Blue Streak Classic & Targa Rally ***Continued from Page 23***

A run round the perimeter to test 7 which had become a shortened version of test 2 once again saw us blinded by dust ending up with another middle of the field performance before heading to the final test of the morning loop, a rerun of test 1 at Eden Park. We managed to go a second faster so were quite pleased and made our return run to Warwick Bridge for lunch with no penalties and having not hit anything!

A nice picnic style lunch was provided in the community centre and we stayed inside out of the sun so at least it was a bit cooler. My face looked like one of those pictures of 1920's racing drivers, it was covered in dust apart from where my glasses went! I thought I'd topped up the suntan but it all rinsed away down the plug hole!

I went out and checked the car after eating and found the rear beam bolts had settled so I tightened them up, did a couple of other things before getting back in to our mobile sweat box and heading off for the afternoon's loop up around the Gretna area.

Tests 10 and 11 were a modified reversed version of the morning's airport test 2 and with any breeze that there had been disappearing it was even more dusty as there was nothing to clear it. We made the decision to run with the windows closed despite the heat just to try and keep some of the dust out of the car. A confusion in the car right at the end of test 10 caused some delay and produced a somewhat lacklustre time but a 10 second improvement on test 11 helped make up for it. Meanwhile Ali is still posting fastest test times despite no cooling fan – perhaps it's a performance improving aid?

We left the airport and headed up towards Gretna for the loop of tests and arrived at test 12 Haggistone Holme just as Ali, running a minute in front, went in to test. We sat there examining the diagram until he reappeared and then moved forward for our turn. Off the line and about 160m down to a 90 right for 200m to a 90 left around cones. Another 150m to do a circuit around an old building and then a retrace of the outward route. It's a cracking test and a chance to get into 3rd gear for a while. It was rough as a badger's bum in places with quite a bit of shake, rattle and roll in the cabin but at least the dust was usually behind us. We finished to be immediately told that our time was pretty good but that Ali Proctor was 8 seconds faster! Nothing we could do about that!

Another nice run through the lanes with the windows full open got us to test 13, Water-splash 1 located right on the Scottish border. We've done this test a few times over the years so knew what to expect.



Photos Courtesy of Tony North

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Blue Streak Classic & Targa Rally ***Continued from Page 24***

The water-splash at the end was a bit low so at least we shouldn't drown out, which we had done on a previous occasion. A fast, entertaining farm track with 3 slaloms, 3 gates, 3 cattle grids on the way out and the same on the way back before arriving at the water and trying to make as much of a splash as possible saw us about 9th fastest with Jack Morton managing fastest through there a full 15 seconds quicker.

A couple of hundred yards up the road to test 14 at The Plumpe Farm saw a typical farm type test with a mix of surfaces, buildings and bales to avoid with a couple of 360+ to do and a 180 before ending on a tight slalom out to the finish. I'd modified the passenger door on this test in 2021 so was hoping to avoid a repeat performance. We were 5th fastest 11 seconds behind Ali with many crews recording wrong tests here. Sometimes it pays to go just a bit slower and make sure you have the route right.

From test 14 we went to a regroup at the Blacksmiths at Gretna where a brief lie down in the shade under a tree was a welcome relief from the heat and dust. After 20 minutes or so we were back in the sweat box and off to Water-splash for the restart and a trip to Haggistone Holme for test 17 which was a repeat of 12. Once again we went in behind Ali and despite a bit of "off piste" got back to the finish 6 seconds quicker, only to be informed once more that Ali was again 8 seconds quicker than us but we were still in a fairly respectable 10th fastest through there.

Our second trip to the Water-splash for test 18 saw our only penalty of the day as I clipped a cone on entry to the second slalom as well as actually going 5 seconds slower. No excuses just failure of the nut behind the steering wheel.

We went a whole 0.3 seconds quicker on the second run at Plumpe Farm, the final test, and with several crews having gained some familiarity, slipped down the placings to 11th fastest.

At last we could open up the windows and head back with a short trip down the M6 to junction 43. The warm draft was most welcome, we were both quite tired from the heat and dust and could feel the grit in our mouths as we drank the hot water from our water bottle.

On our return we loaded the car up as usual and headed in to the centre via the toilets to at least wash some of the dust out. Maggy tried to brush her hair without a great deal of success, it looked like it was going to need at least 3 washes to get all the dust out. A nice meal of pie, peas and chips was enjoyed with some of our fellow finishers as people looked at the results and chewed over the events of the day. We stopped for the awards and were blown away to get 2nd in the Historic Expert class behind Andy Beaumont and Andrew Fish who were 1st as Ali and Lynsey Proctor had won the award for 1st overall. Maggy had not been in the car since the Berwick back at the beginning of May and despite misgivings before the start was flawless all day.

A great day's sport held in quite difficult conditions in many ways with the heat and dust, excellently managed by John Ross and his team who always seem to manage to put on events which you keep wanting to come back to. A really big thank you to all the marshals on a really hot and dry day which saw so many of them covered in dust from head to foot but always with a laugh and a crack at every test, well done.



Geoff and Maggy Bateman : West Cumbria MSC



Ali Proctor : Hexham & DMC

The 14th August saw the 7th running of Spadeadam Motor Clubs Bluestreak Targa Rally. It's an event I'd often heard good things about but had never been available for until last year. I really enjoyed my first attempt, so was definitely returning this year, and it was great to see a strong entry for it again with 34 crews heading to Cumbria.

The event is split into targa and historic cars running as two separate events. We entered the historic section, but following on from last years 3rd place in the overall ranking we were hopeful of being competitive against the targa cars.

The final instructions and route information was sent by email on the Thursday evening ahead of the event, and all competitors were required to print their own info. A novel concept but I think it worked, and it certainly gave us time to familiarise ourselves with the 8 test layouts that would be used. Some were familiar from last year, but new to me were three sites at Carlisle airport, that looked both fun and tricky in equal measure.

Scrutineering and signing on were nice and efficient, a breakfast sandwich and coffee were provided before the essential drivers briefing. A couple of amendments were made to keep the navigators on their toes before being told to enjoy our day.

A simple road book provided the route between the test, and after just a few miles it was time for the action to start. Stood at the start line watching the cars ahead of us complete test one it was clear some people were struggling with getting the route correct. A difficult start to the day was guaranteed, so Lynsey was focused on the test notes we had agreed, and we set off with the aim of being neat and tidy. This phrase is often used ahead of the start line, but usually is long forgotten by the time you're approaching cone A having pulled the emergency oversteer lever some 20 meters before the cone!



Blue Streak Classic & Targa Rally ***Continued from Page 26***

With some great navigating we managed to achieve the correct route and set the new benchmark for the following competitors who were all watching us closely.

On departing the test site we heard an odd noise from the front right, being full of adrenaline I thought the worst. I pulled over, jacked it up and inspected the drive shaft etc but everything looked ok? We set off again, and after a couple of uses of the brakes the noise suddenly stopped, so I presume it was just a stone that got caught in the brakes. Panic over and onto the next test, only a mile away on another part of Carlisle airport.

A long test that was to be run as tests two and three, but due to the layout it was decided that it would only be run once otherwise it would result in a bit of a delay. It was a good fast test requiring plenty of shouting from the navigators. There was plenty of gravel and even more dust, unfortunately mid way through a 360 I realised I hadn't put the windows up, so the dust was now filling the car! I nearly went the wrong side of a cone towards the end, but Lynsey caught me early enough to not get a wrong test, a quick use of reverse and away we went, still setting 5th fastest time.

The next test, also at the airport, had an excellent backdrop of static planes that form part of the airports museum, not that I had time to notice. It was an all tarmac test that was tight and twisty. It required some more quick and accurate calls from Lynsey to keep us on the right route. We put in a great showing here setting quickest time by 6.5 seconds.

Finally leaving the airport we settled into a relaxing road section that took us north to a farm test that I had enjoyed last year, although they had added a couple of cones to make the test a bit longer. It was tight and tricky in the farm yard section, but also included a good run down and back along a farm track. The 360 degree manoeuvre on cone D should have been an easy one as the ground was covered in cow sh!t, but for some reason I had other ideas and made a complete mess of it by sliding into a steel post! It was a pathetic accident at just a few miles an hour, but it certainly caused some raised stress levels for the two of us in the car. We completed the test correctly but had dropped time and damaged the front of Rufus, our pug.



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Blue Streak Classic & Targa Rally ***Continued from Page 27***

We pulled over once we had gotten our time to clean the cow sh!t I had sprayed over Lynsey's arm having done the test with the windows open, another school boy error. It's fair to say I wasn't in the good books at this point.

Once cleaned up it was time to head off, and it was at that moment when I saw the temperature gauge in the red, and immediately realised that the little incident had broken the fan. Luckily Rufus hadn't boiled up and we quickly got some airflow back into the radiator to bring the temperature down. Everyone knows that to assist with this it's standard practice to put the heating on full to pull heat away from the engine, however it was one of the hottest days of the year, this was going to get uncomfortable!

We had another long road section back to Carlisle airport so we could repeat two of the tests before returning to rally HQ for lunch. We set a second and first fastest time respectively here, so we were happy that no major damage had been caused. From here it was back to Warwick Bridge for a nice picnic lunch. There were some knocking noises coming from the front left suspension by this point so I parked the car in a rare bit of shade, jacked it up and had a quick look whilst Lynsey exchanged our lunch vouchers for food and a well needed cold drink.

Nothing untoward could be found so I put it down to a bit of play in the top mount bearing, nothing unusual it seems for our somewhat French machine.

Due to the extreme heat, I also thought it best to swap the tyres around as they looked like they were melting, so that kept me busy for the rest of the lunch break, then I quickly topped up the all essential camelbak's before heading straight back out on our due time.

The afternoon saw us return to Carlisle airport for a re run of test one. We equalled our time set in the morning, and again it was fastest, so definitely a good start to the afternoon. From there we headed back to the long airport test, but this time in reverse, it was imaginatively named Tropria. To aid with the efficiency of running this test twice in a row, it was amended slightly, so a quick re write of the test notes ensued as we waited on the start line for the test to be clear of the preceding car. Due to dust levels we had to keep the windows closed during the test, but with the heater on full for engine cooling purposes and no power steering it's fair to say I had a bit of a sweat on by the stop line!

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Blue Streak Classic & Targa Rally Continued from Page 28

The rest of the event now consisted of 3 tests that would be run twice. They were all familiar to me from last year, but again with some minor route differences. One consisted of a gravel track and concrete road, another was a gravel road with a water splash at the end, and the final one was a tight technical blast round a farm. Great variety was provided and they required measured driving and quick thinking navigation.

We set four 2nd fastest and one fastest time out of the 6 tests, the final test saw us a little off the pace as I had to use reverse gear more than intended. It was only a short drive back to the finish venue where we could catch up with the people who hadn't been near us in the running order, as well as tuck into a cracking pie and chips.

The results system for the event was provided by sapphire solutions, it's an app based timing system that requires the marshals to time the tests using a smart phone. The benefit to this is that as soon as a time is saved by the finish marshal it appears on the results system automatically, so Lynsey had been able to check our times throughout the day and they all matched what we had written down. This made it possible to declare the results final in good time and for us all to set off on our journeys home.

Despite the mechanical scare at the finish of test 1 and the minor crash on test 4, we had set consistently quick times and came out as winners of the historic event, ahead of the highly entertaining Andy Boumont navigated by Andrew Fish.

Lynsey and I were over the moon with the result and had a great day out with many friends who provided great banter, competition and as always they were all willing to help when we had car trouble.

Thank you to Lynsey for doing a great job as always in the left hand seat. With permission to shout at me she certainly did and we had some great fun, although it would have been a lot more pleasant if we had air con!

Massive congratulations to all award winners, but more so to the event organisers and marshals who endured sweltering heat to make it all happen. I think I knew most of the marshals out there, we tried to have a crack with all of them, say thanks, and hopefully entertained some of them with committed driving. But to all we didn't get to speak to, thanks very much for making it possible, it was a cracking day out and we'll be back for more next year.



Bala MC MINAFON GARAGE Gareth Hall Memorial Rally

Trawsfynydd
21st August

Ian Clapham : 116 CC

A damp start North Wales where 42 cars started the event which once again featured 12 stages in 3 loops of 4 Stages over the undulating stages of Trawsfynydd Ranges with a service break between each loop.

The Rally is a round of the ANWCC Stage Rally Championship, ANWCC North Wales Rally Challenge, Glynne Edwards Memorial Championship, Mini Challenge by Rallyme and IPS Paints Rally Challenge.

Not surprisingly a strong number of Mk2 Escorts with 11 followed by 7 Imprezas & 6 Mini Coopers were the dominant makes on the day, stage 1 favoured Will Rowlands & Rich Birch in their Tsalta Motorsports Mk2 followed by Josh Taylor & Sion Cunliffe's Impreza just 1 second adrift.

Unfortunately for Taylor/Cunliffe on the next stage at post 8 a medium right the car slid into the mud bank rolled & out of the event, such a shame as the pace shown on stage 1 was right up there to take the fight to the escorts.

Stage 3 it was Rowlands/Birch again topping the time sheets 4 seconds ahead of the lovely Chevette HSR of Geoff Jones & Karen Jenkins-Watts but unfortunately electrical gremlins in their escort ended their day on stage 9.

For the rest of the day the escort crews of Gary Thomas/Chris Walton & Aled Wyn Morgans/Mark Rodway were trading seconds every stage but Morgans/Rodway won the escort battle & the rally with a 5 second advantage after 12 stages 16 miles.

In the Mini Cooper Challenge 6 crews started the event with a number of crews looking for healthy championship points & to fight for the 2nd & 3rd spots, the championship winners Mick Smith & Paul Stringer chose to stay at home as they were crowned winners at the previous round at Weeton 2 weeks earlier.

It was Gordon Davies/Tina Horsefield quickest on the first 2 stages with George & Tom Clarke just 1 second adrift until stage 4 where the Clarke brothers found another gear & from then on they were building up time stage on stage until they lost brakes did a 360 into a bank & out of the event, it finished with Davies/Horsefield in first with myself & Mark Gelatly in second with Mark Livesey & Graham Brown in third.

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



Ian Clapham : 116 CC

Bala MC MINAFON GARAGE Gareth Hall Memorial Rally

Trawsfynydd
21st August

Air Ambulance wins again at local Motorsport event

Bala & District Motor Club's annual event at the Ranges Motorsport Centre, Trawsfynydd as ever set out to raise money for the North Wales Air Ambulance, with a hearty sum of £1600 being raised at the event for the charity. This takes the club's donations to the charity this year up to a mighty sum of £6600!

The event saw the customary close competition and a win for the Aberystwyth crew of Aled Morgans/Mark Rodway in a Ford Escort, finishing just five seconds ahead of Gary Thomas/Chris Walton in a similar car. Geoff Jones/Kaz Jenkins took third in their Vauxhall Chevette. The latter had raffled his navigator's seat ahead of the event and had contributed £795 to the funds raised for the Air Ambulance

Initial leaders were top seeds – Denbigh's Wil Rowlands/Rich Birch but a loss of power caused their retirement. One second adrift after the first stage were Josh Taylor/Siôn Cunliffe but they rolled their Subaru out of the rally on the second stage.

Local crew Len Jones/Don James' Escort took the 2-litre class, ahead of Blaenau Festiniog's Iwan Roberts/Steve Griffith. The Road Rally class winning crew were Kevin Kerr/Daniel Jones, their Escort finishing fifth.

The 1400cc class went to the Citroën AX of Denbigh Crew Gareth Roberts/Stephen Southall, early leaders Llangollen's Martyn Quant/Chris Evans broke a driveshaft starting the fourth stage, but still managed second. Leighton Escott/Ifan Devine were third despite putting their Corsa off after the flying finish of the sixth.

Thomas Adams/Lewis Pemble took the 1600cc class in their Peugeot 205. The rally also played host to the national MINI Challenge this was won by Gordon Davies/Tina Horsefield, taking the lead on the penultimate stage when George/Tom Clarke put their car off. Mark Gellatly/Ian Clapham were runners-up

At the end of the rally a cheque presentation took place where the £1600 raised was handed over to the North Wales' Air Ambulance local volunteer Ifor Davies

Top 10 and award winners

1 Aled Morgans/Mark Rodway	(Escort) 18m53s;	2 Gary Thomas/Chris Walton	(Escort) +5s;
3 Geoff Jones/Kaz Jenkins	(Chevette);	4 Len Jones/Don James	(Escort);
5 Kevin Kerr/Daniel Jones	(Escort);	6 Iwan Roberts/Steve Griffith	(Escort);
7 Adam Williams/Rachael Atherton	(Impreza);	8 Carl Lumb/Al Hayward	(Impreza);
9 Siôn Ellis/Iwan Thomas	(Impreza);	10 Richard Morgans/Denise Conrad	(Escort).

Class winners:

Gareth Roberts/Stephen Southall (Citroën AX);
Jones/James; Morgans/Rodway;

Thomas Adams/Lewis Pemble (205);
Kerr/Jones; Gordon Davies/Tina Horsefield (MINI).

Emyr Hall : Bala MC



1st O/A Aled Morgans /Mark Rodway



Event sponsor Ceiriog Hughes and Geoff Jones, who raffled his navigator's seat handing over the cheque to local NWAA Volunteer Ifor Davies, surrounded by the award winners, organising team and marshals

Photos courtesy of G Price Photographs

Group 4 Vauxhall Chevette Project for Sale

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, fibre-glass bonnet/tailgate and a GP4 body kit. A Custom Cages weld in cage kit will also be included which requires fitting.

Price:

open to sensible offers

Laminated Screen, HR Rack, New Bias pedal box, Front X-member, uprights/ hubs, dash top, instrument cluster, indicators, headlights, heater parts etc. and many more parts can be included with the shell.

We also have parts to build

2300 Single cam engines including big valve heads, blocks, 48 Dellortos on a Blydenstein Manifold etc.

Phone for more details



Parts are located in East Yorkshire close to JN37 M62

Phone Simon on 07785 308165 or Mick on 07748 347202

A full tank of petrol costs £100, but electric vehicle drivers pay just £37 to fully charge

Petrol car drivers are paying more than £100 to fill up their car, while recharging an EV costs just £37



The average cost of filling up a typical family car has exceeded £100 for the first time this week, as Russia's war in Ukraine drives fuel prices higher (Photo: Frank Augstein/AP)

How to fool the public

This is the type of headline that baffles the brains of the gullible.

The average miles for a fully charged electric car is 194 miles.

The average Diesel car will do 506 miles on a full tank.

$$£100 \div 506 = 19p$$

$$£37 \div 194 = 19p$$

The cost of Diesel has gone down by 20p since this article was written and the cost of electricity is set to DOUBLE.

Electric cars are NOT cost effective.

An electric cars main source of fuel could actually be coal just like a Diesel cars is oil.

Electric cars are NOT better for the environment

Durham AC

Durham Summer Autotest

Bank Holiday Monday 29th August

Neil Raven : Ilkley & DMC

Mrs Rave and I were on a top secret mission on Sunday 28th August, checking a couple of regularities and PR'ing one for the Jubilee Rally and would take us up towards Darlington where we were entered for the Durham Summer autotest on Bank Holiday Monday. We had a wonderful day out somewhere up norf in the MX5 chatting to people along the route who were looking forward to seeing the competitors going past. One bloke spotted we were in an MX5 and took me in to his garage to show me his pride and joy of 19 years, a Mk1 Eunox in black. It was spotless and looked superb. A curry and a couple of beers in Darlington to round off the day and set us up for the autotest at Croft. It was definitely going to be a top down affair after a masala and madras curry.

You will be pleased to know the curry at the Bombay Gate kicked in virtually straight away and I managed to rattle the windows at the B&B throughout the night, I even managed the first few bars of Jingle Bells around 3am! T'was a windy night. To calm the turmoil down we had a superb breakfast at the Chequers pub and could see (and hear) the cars turning up the lane towards Croft circuit from our table. There was a track day running as well as the autotest so there were some exotic machinery accelerating up the road. We had entered the 'driven to the event' class and had two sacrificial tyres in the boot, so the first job was to fit those. And the second job was to find someone who had a pump. They are usually used on broken concrete but we were on tyre shredding airfield tarmac so needed a bit of air in them. I couldn't harness the madras gas so needed an actual pump system to top them up.

Tyres blown up, drivers briefing done and tests learnt it was time to get the MX5 dancing. Claire Nevar was on shouting duties and although the tests were straightforward, she was required several times to keep me on the right route. The first test went well but then the only downpour of the day came and we were 2 seconds slower on the next run and 2 seconds slower on the last run of the test. I needed to get back to keeping it tidy instead of wagging the Mazda's tail around each turn. Test two was tidy and quick and test three had two slaloms in it and a time of 40.30 seconds to beat. Challenge accepted! The first run I forgot where to go until the ringing in my ears translated into Claire guiding me up the runway which all resulted in a 41 second run. The second run was neat and tidy and flowing but needed a bit of tidying up. 40.04 was the fastest time but now I wanted a 39 second run. The third run was the last before lunch and with the drizzle returning I needed to get on with it. I remembered where all the grip was and Claire kept the instructions flowing and we stopped astride with a 39.4 second time. Woo hoo!!



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Summer Autotest Continued from Page 33

It was lunchtime and we headed over to the booty wagon for a coffee and to watch the Trackday cars blasting around. One of the entrants was a guy we met in the hotel who had a 70 plate BMW X1 that he wanted to enjoy on an unrestricted circuit. He was a nervous teddy when we spoke to him in the evening but we found him in the pits and went to see how he was getting on. He'd had a morning with an instructor and was feeling much happier, enjoying the experience and was melting his Michelin tyres.

Fully lunched up we set off for the afternoon runs on new test layouts. This time we had to do each test once then move on to the next one. The new test layouts were perfect for some drift king shenanigans, so we did. It was fab but as we came round the last 360° turn we exited it completely sideways and ended up parallel with the finish cones instead of through them. A quick reverse then blip forward and we crossed the line, a good 5 seconds lost. The reason the MX5 had rotated a tad further than expected was because the rear tyre had given up and stopped gripping. I didn't know this at the time and just put it down to too much right foot. We were running as car 2 so went straight in to test 2 and completed four 360° turns which warmed up the tortured tyre even more. Test 3 was the test that broke the remoulds back and we left it with the tyre quite literally in shreds.

The rest of the field was working it's way through the tests so we had time to do some wheel swapping. We had two more runs to do and only had the tyres left we would be driving home on. We decided to pull the bits of straggling tyre off and put that tyre on the driver side of the car, which got much less agro, and hoped for the best and to try and get it through the second run. And it did, but we were down to the steel at the end of that round. It also improved our times as I had to drive steadily instead of drifting around anything that looked like a cone. While we were swapping knackered tyres over Gordon Dundee came over and asked if we wanted to know how we were doing up to lunch. Reluctantly I said yes and he announced we were leading by 11 seconds! You could have knocked me down with a strip of delaminated tyre! With our lack of grip we would need all of those seconds and keeping it neat was even more important.

The bald tyre started to look like a pass-the-parcel, shedding a layer of rubber after each test. Each test revealing another layer which needed removing before it took the wheel arch off! The final test was relying on the steel wires for grip and offered no grip whatsoever. The only tyres we had left for the last round were the ones that would take us home.



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Summer Autotest **Continued from Page 34**

The front passenger tyre had also had a full day of grief and needed a rest. We decided to put the going home tyres on the back and swap the front's over. We got the jack and buzz gun out and enlisted the help of rally legend Fred Henderson who lent us his jack and helped change the wheels.

We set off on new rubber and started scrubbing it off immediately! Damage limitation was the name of the game and the lairy drifting was limited to the last few cones of the first test, no tail out action on the second test but was released for the 3rd test which was on slightly less aggressive tarmac. It was neat and tidy, no mistakes and more importantly, no shredding.

We'd made it through and preserved our going home tyres, although they do look a bit battered around the rim 🙄🙄 We packed the remains of the tortured tyres in to the boot and gathered for the results. We had done enough to come first in class, 2nd overall and not to go home on the back of an AA truck 1st overall went to Peter Masters in his Suzuki Alto who also drove his car to the event and at the end, loaded up his car with 4 tyres, 35 cones, a spill kit and fire extinguisher!

A big thank you to Durham AC for a friendly enjoyable event at an excellent venue. To Lyndsey Burnip, Gordon Dundee for the organisation and the marshals for enduring sun, rain and dust to give us all a result. We've had a great motorsport bank holiday weekend, both competing and volunteering. I just need to bring myself to splash out on some 'new to me' tyres!

Neil Raven : Ilkley & DMC



Peugeot 205GT Road Rally/Targa Car for Sale

This is a genuine 1360cc 205GT which has been built as a Road Rally/Targa car.

These cars are now getting quite rare especially with their original 1360cc twin carburettor engine.

Ideal car to get started in Historic Road Rallying or Targa events.



- It has a rear cage fitted, Cobra Monaco Seats and new 4 point harnesses.
- Brake lines are routed inside the car with an alloy sump guard and nylon tank guard. New front discs and pads have been fitted.
- The car sits on 1.6Gti Alloys with new tyres.
- There is also a second car available to build up a stock of spares.

Price £1250 o.n.o.



The car is located in East Yorkshire close to JN37 M62

Phone Simon on 07785 308165 or Mick on 07748 347202

Rebuilding New Orleans after Katrina often caused residents to be challenged to prove home titles back hundreds of years. That is because of community history stretching back over two centuries during which houses were passed along through generations of family, sometimes making it quite difficult to establish a paper trail of ownership.

A New Orleans lawyer sought a FHA rebuilding loan for a client. He was told the loan would be granted upon submission of satisfactory proof of ownership of the parcel of property, as it was being offered as collateral.

It took the lawyer 3 months, but he was able to prove title to the property dating back to 1803. After sending the information to the FHA, he received the following reply.

"Upon review of your letter adjoining your client's loan application, we note that the request is supported by an Abstract of Title. While we compliment the able manner in which you have prepared and presented the application, we must point out that you have only cleared title to the proposed collateral property back to 1803. Before final approval can be accorded, it will be necessary to clear the title back to its origin."

And here is the great letter the lawyer responded with:

"Your letter regarding title in Case No.189156 has been received. I note that you wish to have proof of title extended further than the 206 years already covered in the present application.

I was unaware that any educated person in this country, particularly those working with real property, would not know that Louisiana was purchased by the United States from France in 1803, the year of origin of title identified in our application.

For the edification of uninformed FHA bureaucrats, the title to the land prior to U.S. ownership was obtained from France, which had acquired it by Right of Conquest from Spain. The land came into the possession of Spain by Right of Discovery made in the year 1492 by a sea captain named Christopher Columbus, who had been granted the privilege of seeking a new route to India by the Spanish monarch, Queen Isabella.

The good Queen Isabella, being a pious woman and almost as careful about titles as the FHA, took the precaution of securing the blessing of the Pope before she sold her jewels to finance Columbus's expedition. Now the Pope, as I'm sure you may know, is the emissary of Jesus Christ, the Son of God, and God, it is commonly accepted, created this world.

Therefore, I believe it is safe to presume that God also made that part of the world called Louisiana. God, therefore, would be the owner of origin and His origins date back to before the beginning of time, the world as we know it, and the FHA. I hope you find God's original claim to be satisfactory. Now, may we have our damn reconstruction loan?"

Radio Mutterings September 2022

Ian Davies : Gemini 23

Garstang & Preston MC + Pendle & DMC

The Heroes Stages Rally & Weeton Juniors Stages Rally

In Memory of Les Fragle

7th August 2022

It's an early start for me as I drive the short hour or so distance over to Weeton Camp for this single venue rally organised by Pendle District Motor Club and Garstang & Preston Motor Club in memory of our great friend and colleague Les

Fragle. As Radio Controller for the event, a role I have previously carried out for Les, it was a privilege to assume the role once again as a tribute to him. Upon arrival each Marshal was presented with a £5 meal voucher and a crisp ten pound note towards fuel costs, a much appreciated pair of gestures. I immediately make use of the meal voucher for breakfast, knowing I will have little chance later on and set about organising the radio crews as they arrive, ready for an 08:15 radio check. It was nice to meet friends old and new and get ready for what proved to be a great days sport. I have three radios in Control to manage, the core MSUK safety frequency, a direct channel to the Clerk and MSUK Steward and a third organising team channel, although to be honest the first two are enough.

With Alan Shaw as Safety Officer and Jon Aston as the MSUK Steward clear of the stage, the Clerk gives me permission to start and I ask Tony & Avril Lee, Gemini 7 at the Start to get things underway at 08:57 with the Juniors completing their two runs of the stage, before the seniors come out to play. The ten juniors are in and out of the first stage by 09:12, although one did enjoy an extra lap as spotted by Eagle 9. The juniors begin their second run once clear individually of the Stop Line. Car 107 manages to whack a tree around Junction 36, as reported by Maverick 99 but continues through and out of the stage, with all ten cars out of SS2 by 09:27.

At 09:40 the first of the senior cars enters SS1 and the dust, literally rises up as the cars tackle with some gusto their first stage of the day. Dave Brodie, Maverick 99 is first to make a 'safety' shout as Car 12 stops partially blocking the stage at Junction 36 with either a half shaft gone or locked brakes ?. The crew are out and OK and marshals slow competitors and the action continues after consultation with the Clerk. A short while later Dave receives another 'customer' in the shape of Car 42, stopped just before the junction with reports of "no gears" and are this time able to be pushed clear of the stage. After conferring with the Clerk after the last car is clear I dispatch Merlin Recovery for a quick tow of Car 12 to a safer location so that the second stage can start.

With the green light from Merlin who are clear of the stage, SS2 commences at 10:27. With the heat and dust rising, conditions are to say the least challenging, whether you are in a hot rally car in layers of fireproof clothing or sat in the radio control car with three radios and the windows closed to hear the them, close to the start. Continuing the pattern from SS1, very quickly there is a call this time from Gemini 55 that Car 10 is stopped at Junction 22 and will require a suspended tow. Cars 31 and 36 then hit problems in stage and exit under their own steam into the paddock, eventually leaving a total of 43 cars recorded as through the Stop Line

As the turnaround crews get to work, I allocate Gemini and Merlin Recoveries to pick up the stranded cars in stage as we prepare for the return of the entertaining Juniors into SS3. With everything checked the action resumes at 11:27 with Car 101.



Continued on Page 38

Another call from Gemini 55 reports that Car 106 has had a heavy impact with one of the venue's heavy metal gates but has continued to the end of the stage, maintaining so far the Juniors 100% finishing record. SS4 follows and apart from Car 106 only completing one lap to avoid a 'stage maximum', the Juniors are all back in the Paddock by 11:54.

The senior run into SS3 is full of drama from the very start as the action really warms up and crews begin to explore the outer limits of the narrow Weeton roads and of course the hidden concrete kerbs. First to hit trouble is Car 24 who stop with Eagle 9 at Junction 33, with a mechanical problem, although they will later self-recover back into service. Car 23 is less fortunate out with Gemini 64 around Junction 15, with a busted fan belt. Clearly feeling lonely they are quickly joined by Car 38, with a clutch gone or at least failing at the same location. With 43 runners out of this third run, SS4 starts at 12:30, by which time anyone without a hat and / or plenty of suncream will be feeling the extreme weather conditions. The latter conditions see the demise of the smart Mini Car 43 who literally boils up in the start queue and limps back into service. Gemini 55 then continues his busy day, with Car 44 stopped with a gearbox issue, meaning only 40 cars make it out of the second pair of stages.

Once again I set about directing the ever efficient and resourceful Gemini and Merlin Recovery teams to their tasks, as the stage is changed ready for the third pair of stages to eventually open with the Juniors at 13:42. Unfortunately in SS5, Car 105 stops at Junction 3 with a drive shaft and is at least for now pushed to the side of the stage allowing the action to continue. SS6 then passes off without incident with at the time all 9 running Juniors safely through and out of the stage. Before we release the seniors into SS5 I choreograph with Swift 39a (our Safety Officer Alan Shaw), pushing the stricken Car 105 the short distance across the stage and safely into the Paddock. SS5 Seniors starts at 14:06, with a short lull in radio calls before Car 21 is reported as proceeding slowly on "hazards" and then Car 33 manages to flatten the stage furniture coming into the Stop Line. I then experience perhaps the most bizarre radio call I have ever heard, as quote I hear "a child in Room 349 has had an accident with a toilet seat", definitely not your average stage rally message !!. Thrown for a second, I realise this is as a consequence and one of the perils of using a general PMR open frequency for event management as other users of the open channel can be heard. This is a real reminder of the importance of only correctly using the MSUK licenced safety and medical frequency as the principal safety radio channel for a motorsport event.

SS6 starts at 14:40 and 38 crews make it more or less in one piece to the Start Line and in the end I only have to respond to one call from Gemini 55, who has Car 16 stopped at Junction 30, requiring a tow due to a clutch or drive shaft problem. By 15:06 the last car is out and the turnaround crews set to their task. We also play a game of not where is Wally, but where is the Merlin Recovery hammer from one of their earlier stage recoveries. This new game involves the management radio asking the sector marshals out in the field, to ask their Marshals to search for the 'lost' hammer around Junction 36. Not much of a game I know, but some really rise to the challenge and call back the results of their efforts which to quote the name of Jeremy Clarkson's farm is 'didly squat'. Funny but not surprising, when later John sheepishly reports he has found the missing hammer in one of the towing dolly lockers, I can only say "he should have gone to Specsavers" !!. Anyway, back to the event and after the turnaround and checks are completed we get stage 7 Juniors going at 15:37, with the realisation that these will be the final pair of stages as the clock and event curfew have beaten the organisers. All ten running juniors complete both stages and end the event with a 100% finish record, despite some of the earlier offs and mechanical maladies.

For the Seniors there are still two runs of Weeton to overcome and SS7 fires of the start line at 15:59 with Car 1. Maybe it's the heat or coming to the end of the day, but everyone is on their very best behaviour through this penultimate stage and the radio channels remain silent. All 37 starters complete the stage, with no reports of any drama or misbehaviour. The final stage of the day, SS8 doesn't quite follow this pattern and no sooner has the stage started then there is behind me the most dramatic metallic screeching sound ?. Moments later Car 3 pulls off the stage behind me and into service with only three wheels left on his wagon, I guess one of the benefits of a Mitsubishi Evo. With Car 3 out, a total of 35 cars finally make it to the end of the event.

For me the event has been most enjoyable, yet at the same time one of sadness and reflection, remembering that this has been a tribute to Les, who I am sure was listening quietly to our efforts.

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

Aberystwyth MC

3rd/4th September

Rali Ceredigion

Aberystwyth (Closed Roads)

Malton MC & Clitheroe & DMC

Sun 6th November

MEM Malton Forest Rally (GCE)

Dalby



Bike Rides

Sun 11th September

Manchester 100 mile

North Wales CC

Sat 29th October

Cambrian

BRC & BTRDA

Clocaenog etc

North Humberside MC

20th November

Cadwell Stages (GCE)

Cadwell Park

Training

TBA

Fire Training

TBA

First on Scene

Bolton-le-Moors CC

Sat 5th November

Neil Howard

Oulton Park

C&A MC

19/20th November

Glyn Memorial Stages

Ty Croes, Anglesey

Darwen Services
J4 M65

Gemini Team Awards
& Social Afternoon

December

Dressers Arms

Gemini Communications *Motor Sport Team*

It was a busy start to August with the Dave Read Memorial Stages at Ty Croes on Anglesey on the 6th followed by the Les Fragle Heroes Stages at Weeton on the 7th.

At Ty Croes I had Barry Allman with me as 'second man' and at Weeton I had Rob Eltringham.

Anglesey was the usual fast stages with Car 8 (a Darrion) being the victorious car - whilst many of the Escorts were driven with the usual exuberance and the R5s very quick with seemingly little effort, Car 8 was very smooth and precise.

Weeton seems to have lost a lot of its potholes and everyone appeared to have had a good time. So much so that a lot of crews decided to get their moneys worth and put in an extra lap! There was only one R5 at Weeton and he came away with first place. The unforgiving curbs claimed the odd victim but not as many as usual. Louis Bains / Kris Coombes in their Peugeot did a giant killing act and came away with 8th O/A and 1st in Class. Terry Martin (Car 11 Co -Driving for James Slaughter in a Red Mk11 Escort) and his driver managed to pick up a maximum on SS4 depriving them of 4th O/A and 1st in class 4. He hasn't yet told me what happened (*but the report on page 12 does*).

See pages 54 & 55 - I sent Keith Thomas a very advanced copy of Spotlight - he came back with the following information:-

'Graham and Louise Aitken Walker were also at the dinner I see. Graham lived at Kirkland. his dad Joe was boss at Border engineering on coach road in Whitehaven and Graham worked for Malcolm when he first started in business at Malcolm Wilson motorsport at Bannockburn adjoining Ken's (Len Wilson) vehicle dismantlers.

Graham was Malcolm's first employee, Louise lived here too and worked for Peter Watson at his farm at Streetgate Lamplugh. She was a cracking driver of course and a fearless driver on the silage heap pushing up silage with a buckrake on the tractor ! ' - I didn't know any of that!

Sunday the 14th and I am out marshalling on the Blue Streak Targa Rally run by Spadeadam MC. We (Barry Allman, Rob Eltringham and I) do Test 1 at Carlisle Airport before shooting off to our second Test location at Haggiston Holme for 2 Tests. I think the organizing crew had one or two problems with the route instructions for the competitors but the two test venues that we manned were pretty good even if many got confused on T1. The good thing about marshalling and seeing so many crews cock up the tests is that it make you feel a whole lot better about your own cock ups!

Monday to Wednesday I am doing PR work for the Clitheronian. Not a single objection or complaint from anyone on my section of the route. It was a pleasant few days and I am really looking forward to the event now. (cracking route - as always on the Clitheronian)

Continued on Page 42

Grumpy Old Git

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



14th August 2022

THE BLUE STREAK TARGA RALLY

& HISTORIC RALLY CHALLENGE



Grumpy **Continued from Page 41**

Sunday the 21st and a very early start for me. Up at 3:45am. Make up a flask of coffee and another of Fresh Orange juice. Pack food for the day then off down the M6 to collect Bill Wilmer (Gemini 1 & Radio Controller) for the Gareth Hall Memorial Rally at Trawsfynydd.

I have Trawsfynydd set up in my SatNav but Bill is insistent that he has been to this location many time before and he knows the best way (even if it was 4years since his last visit). So we take the M53 then the A55 Chester By-Pass off the M56 but the ignore the SatNav instruction to take the A483 towards Wrexham (because Bill knows the best way) and its only when we get to the outskirts of Queensferry and the signpost is showing M56/ M62/M6 that Bill admits he might be mistaken and we then follow the SatNavs instructions and turn around!. (Black Line show the way we went - The red arrow shows where we should have gone) Despite the wrong slot we arrive a little before 07:30 and set up 'control' and then its Bacon Buttie time from the excellent on site caterers.

When I first marshalled Gareth Hall Memorial Stages at Trawsfynydd it took me quiet some time to work out how they managed to get 12 stages out of the venue. Small it might be but its like doing an abbreviated Lythe Fell in slightly different guises 12 times and is excellent value for money.

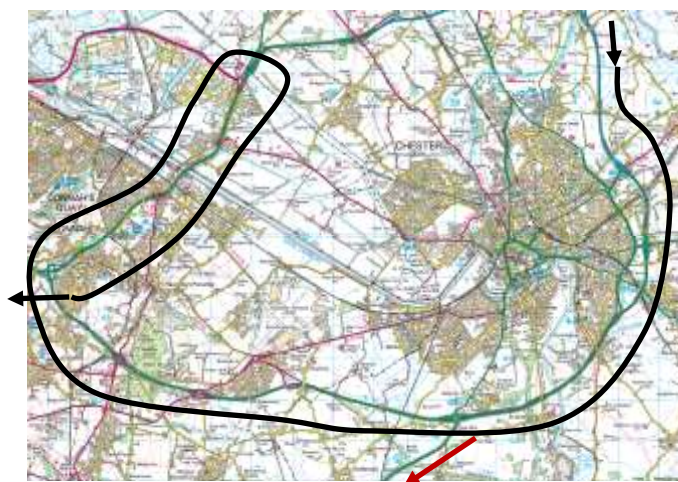
After SS1 I commented to Bill that we were running ahead of schedule. SS2 car 5 (I think) stuffed it off and it took a little over half an hour to get it recovered - me and my big mouth. After SS2 everything went smoothly (the odd hiccup here and there) but a very slick event with excellent roads for not a big entry fee. You wonder why it does not fill up in minutes of entries going live.

By the way - All profits from the event go to the Welsh Air Ambulance. (see pages 30 & 31 for the proper report)

Nothing much happening for me for the rest of August other than a Zoom Meeting for the Pennine Targa committee and a trip around the Primrose route (12/13th November) checking Control locations, SGWs, NAMs etc.

September is looking to be a busy one starting with a trip to Aberystwith for the Rali Ceredigion. Then the Prom Stages immediately followed with the Ilkley Jubilee. Then I have got my annual pilgrimage to Aintree for the GreenPower Racing. Even though I have retired from competition I have been tempted to do an Ilkley & DMC PCA on the 17th. The Clitheronian is the weekend after and then its off to the Isle of Man for 4 days - which means the October edition pf Spotlight wont be sent out until Tuesday the 4th of October.

I think Garstang & Preston MC have got a new website - the new site has a slightly different address from the old website **The new website address is <https://gp-mc.co.uk/>**



Inside the Industry

August 2022

with Paul Gilligan

How The New Car Sales Agency Model Works In Practice

I've written often in recent months about the Agency Model for new car sales where the manufacturer sets a fixed retail price and the dealer receives a set commission for providing showroom facilities and staff, providing demonstrators, preparing the car for delivery, handing it over and so on. Many manufacturers have already switched part of the ranges to agency and more have announced they will do so over the next 18-24 months. A lot of dealers are unhappy and I spoke to one last week who had now had real life experience of agency, and had given up his new car franchise as a result!

The dealer in question is in a rural location so a relatively small dealership. He represents a very large Japanese manufacturer who have recently launched a new model which is only sold on an agency basis. The dealer receives a fee of £700 including VAT, so just under £600 for every sale. In addition to all the demonstration, preparation and handover the dealer has to perform a full appraisal on any part exchange including checking all documents, noting any faults or damage and taking a comprehensive video. They then send a report and the video to the manufacturer who tell them how much they (the manufacturer) will pay for the part exchange. Once the deal is done and the new car delivered the dealer can buy the part exchange for the price agreed if they wish, otherwise the manufacturer sends it to British Car Auctions. If BCA find any faults the dealer had missed the dealer must pay to rectify them!

In order to help the sales along the dealer must maintain a demonstrator of this particular model. This is fitted with a tracking device so the manufacturer can monitor its usage (even though they don't own it). If it isn't in their view being used enough for demonstrations they will call the dealer to "discuss". The dealer has to register with the manufacturer the home addresses of all staff entitled to a company car so they can't pass off a staff member taking the car home at night as a demonstration. My friend had taken to sending someone to collect the lunchtime sandwiches every day in the car but using a different route each time to up the "demo" count!

This manufacturer has already announced that all their models will be sold via agency within 18 months. My friend decided that if that was the case he didn't want any part of it and politely (or not!) told them what they could do with their new car franchise. He described it as the manufacturer buying the dealerships without going to the expense of actually paying for them. Interesting times ahead I think?

Self Driving Cars Back In The Spotlight

Whilst little has been heard on this subject in recent months work has been continuing and the Government announced last week that they would be introducing laws soon to allow for self driving vehicles to be used on UK roads as early as next year. £100M of Government money will be provided in the hope of creating 38000 new jobs.

The UK is currently lagging in this area, Germany already allows self driving on certain roads, as do at least three US states. In China self driving taxis are in use. In the UK self driving cars used on motorways from next year will still need a person who has a driving licence in charge but it is hoped that by 2025 completely self driving public transport or delivery vehicles will be in use. New laws will also be introduced to make it clear that if a self driving vehicle is involved in a crash the responsibility lies with the manufacturer.

Safety is one of the biggest arguments made in favour of self driving vehicles. They don't make mistakes (it's hoped), get tired, feel ill, get road rage etc etc. 85% of road accidents in the UK have human error as at least a contributing factor. Some insurers are already forecasting lower premiums for driverless cars.

Continued on Page 44

These Things Really Happened In Car Showrooms

4000 dealers were recently surveyed and asked to report bizarre sales experiences. All of these actually happened or so we are told:

- One customer said he must have a car that would accommodate his medieval jousting lance as historical re enactments were his hobby.
- One was looking at a used Nissan and asked the salesman to help them pronounce the name of the car. "It's Note sir" was the reply.
- Many customers like to haggle, one said that if he didn't get £10000 for his part exchange his wife would divorce him, even producing a signed letter from her as evidence.
- A customer said he felt he couldn't test drive the car safely because his shoes didn't feel comfortable on the pedals. Keen to close the deal the salesman promptly swapped shoes with him.
- In my showroom days we were continually surprised by the things people left behind in their part exchanges. Cassettes and later CDs were most commonplace but this latest survey reports amongst other things mannequin heads, false teeth, prosthetic limbs, unidentified white powder, used nappies and dead mice.

Manuals In Decline

It's only a few short years since I reported that for the first time more than half the new cars sold in the UK had automatic transmission. Indeed in the year 2000 85% were manual. Now over two thirds are automatic and the proportion is increasing. All electric cars are auto of course so as electrics take an increasing share of the market manuals can only become rarer. In 2020 over 200,000 new drivers took an automatic only test, in 2008 it was 70,000, so many have no intention of ever driving a manual.

One pundit has forecast that by 2040 ANY manual car even something as humble as a Focus or a Golf will be valuable because there will be so few manual transmission cars left?

Good Times Now, Hard Times Soon

Manufacturers and dealers reporting their financials recently have almost all reported record results. As I've said many times recently all are selling a lot less cars and vans but at dramatically higher margins and the end results are just amazingly good for them. In per unit terms top is not surprisingly Ferrari which now make a NET profit of over £60000 per car. They put a lot of this down to "Personalisation" which means things like charging you about £1000 for a yellow rev counter instead of a red one and £6000 for the Scuderia shields on the front wings. Bentley and Rolls Royce do very well out of this sort of thing as well.

However it now seems that the best of the good times may be over for a while at least. The cost of living crisis and rocketing utility bills mean that consumers are reducing expenditure on non essential items because they simply don't have the spare cash. And if people aren't talking about retail price inflation affecting almost everything we buy they are talking about the threat of recession which is making businesses more nervous about investing in many things including new vehicles. And interest rates are rising of course making borrowing to fund a new or used car more expensive.

It seems that cheapest cars are seeing the biggest reduction in demand, and prices are now dropping for the first time in over two years. A recent survey showed the consumers put a higher priority on a holiday abroad than on changing their car, perhaps not surprising after over two years of travel restrictions.

Inside the Industry : Continued from Page 44

New car supply is still severely restricted by shortage of components particularly semi conductors. However once this situation improves as it surely will then more new cars being delivered will bring more used cars into the market as retail customers part exchange and fleets replace older units and send them to auction. This increase in the supply of used cars into a weakening market could see some fairly significant reductions in used car values. After that once they have caught up with new car demand manufacturers will either have to have the discipline to restrict production volumes or we'll be back to over supply, pre registration, heavy discounting and so on. Can't happen overnight but it can happen.

One major accountancy firm is already advising their motor trade clients to look hard at their costs and consider headcount reductions to preserve profits in a reducing market. At the moment new and used vehicle sales are reduced because there isn't enough supply of either. Soon they may be reduced because there isn't enough demand for either.

Private Motorists & Businesses Keeping Vehicles Longer

I've written about this before but it's a trend that is gathering speed. Lots of people, business users in particular are now TALKING about keeping their cars and vans longer. This is partly due to my good friend Kirk Rylands who is running a campaign to persuade people to keep their cars for at least 50 years, but there are other factors in play.

People, and especially fleet users, have had to keep their cars and vans longer because the shortage of new ones has meant they simply couldn't replace them. And guess what they've found that the cars actually stand up to longer working lives and higher mileages. With "normal" depreciation patterns (which we haven't seen in the last two years but will undoubtedly see again) it is cheaper to keep a car for three years than two, cheaper to keep it for four years than three even allowing for increased maintenance costs. I spoke recently to a friend who until he retired was responsible amongst other things for running the small fleet of cars and vans for his employer. For the cars he had a simple recipe. Buy year old Mondeos and run them to 200,000 miles making sure they were properly serviced on schedule. He never had a serious problem.

The second major factor is environmental concerns. People are realising that the biggest environmental impact comes from producing a new vehicle, not from using it. Water shortage has been a hot topic of late. It takes 15,000 litres of water to produce a new car! So companies that want to display green credentials, and private individuals who want to reduce their environmental concerns are keen to keep their new cars and vans for longer.

Manufacturers providing longer new vehicle warranties is also important. With Kia now offering seven years' warranty why not keep the car for six years then sell it on with the benefit of a 12 month Kia warranty reassuring the buyer?

For all these good reasons, financial and environmental the vehicle life policy at Gilligan Towers is now five years. It was three years. Ok that's only two vehicles but it means over ten years we will buy four cars not six and a bit, 36% less. Now if a million people in the UK do the same then over the next 10 years they will buy two million cars not the 3.33 million they buy on a three year cycle. But if EVERYONE private and business makes that switch new car sales in the UK will drop by over 35%. That will keep the manufacturers awake at night!

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York MC

Melbourne Autotest

21st August

Neil Raven : Ilkley & DMC



On Sunday 21st August York MC ran their go club day autotest at an iconic venue, Melbourne airfield near York. Originally an airfield base opened in 1940 where the Halifax bomber flew out of. The 10th Squadron was based there and flew 300 missions losing 130 planes.



Today there were nine autotesters competing against the same universal challenge, time. As we walked the tests there were numbers etched into the concrete slabs where we were performing 360° turns and stop-a-strides. The same concrete had seen disabled aircraft making a desperate attempt to make it home and a unique invention, FIDO, a fog dispersal system using petrol to burn off the low cloud.



In the glorious sunshine and light breeze we created clouds of dust that rolled across this historic site and completed 9 tests and a cracking Bob a Nob, which also tipped a nod to the stage rally's that take place here.

A superb day made all the better by the company and great atmosphere. Thanks to Gaz Wriggo for the tests and Ian Young for marshalling, the great pics and history lesson.'

Neil Raven : Ilkley & DMC

Someone on the radio said a hanging basket was a cheap & easy way to brighten up your garden...

I decided to give it a go. But, I have to say, I'm bitterly disappointed with the results 😞



A Chinese restaurant has been hit with a £10k electricity bill, they said they can't turn off all the lights, but they do dim sum.



Kirkby Lonsdale MC 12 Car Rally Series

This winter KLMC is rebooting the 12 Car Challenge with a new series of events.

This will see six events, with six clerks of the course, covering six different areas across the Cumbria and no doubt six different styles of event.

29th of September the season kicks off with 'Le Triangle Vert' courtesy of Phil Griffiths.

Using RallyAppLive and some classic roads on map 96. Details to follow very soon.

If you are still nervous or unsure about this new fangled technology come to the KLMC September club night, for a tutorial and a demonstration route laid out by Martyn Taylor. For people to learn how to use the system.

Pearl Wilson R.I.P

On Tuesday 2nd August Pearl Wilson, the mother of Malcolm Wilson, the powerhouse behind the West Cumbria Motor Sport Club, the active 87 year old lady connected to over thirty local organisations visited her last control at Dean church where hundreds of people were there to bid farewell to her on her final journey to Distington hall crematorium. It was very appropriate because Dean church had been such a big part of Pearls life, she was a lifelong member of the Women's Institute, a prolific flower arranger of church flowers for well over sixty years that I know of and ran classes in flower arranging and scraper board in the adjacent village hall as well as many other events over the years.

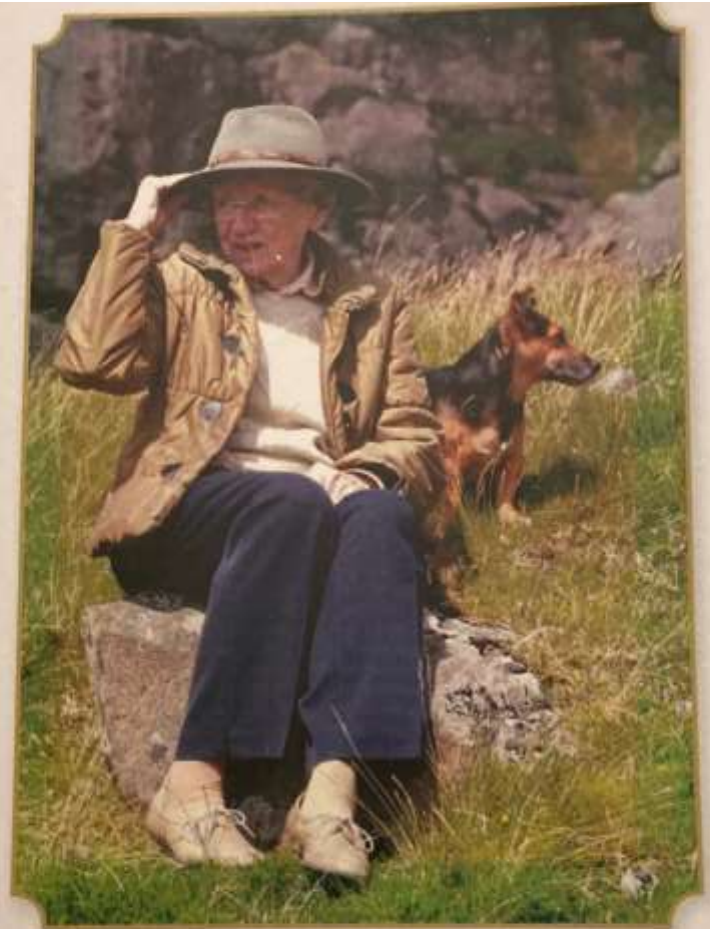
The church was so packed it was standing room only, the adjacent village hall was equally packed too, again standing room only, the service was relayed into the hall on a big screen and countless other mourners lined the pathways leading up to the church and the roadways surrounding the church.

For many years Pearls dad was the huntsman in charge of Melbreak foxhounds, Pearl kept on the lifelong connection, was an enthusiastic supporter all her life and very fittingly the current huntsman stood outside the church resplendent in his hunting attire dressed just as Pearls dad would have dressed all those years ago. The huntsman was accompanied by some of the very well behaved hounds from the current Melbreak pack, this touch would have been very much appreciated by Pearl I'm sure. I have known the family since the 1960s because I used to

buy parts from the family vehicle dismantlers business and tyre business to build my rally cars, this working relationship developed into much more, my wife Carol had similar interests she and Pearl became great friends.

I took the young schoolboy Malcolm to autocrosses, rallies, motorclub nights, Racing car show in London etc and quickly the whole Wilson family were heavily involved with motor clubs locally, Pearl soon developed into a really good navigator and was superbly quick driver too especially behind the wheel of their Rover 2000. Trying to keep up with Pearl going over the Mosser Fell road or Blindbothel "white" roads from Lorton to Mosser on a night 12 car rally was rather like trying to follow Roger Clark through the forests, many younger people may not know this but Roger Clark / Jim Porter drove a "works" Rover 2000 in the 1965 RAC Rally Reg number 4 KUE.

Pearls husband Ken and myself helped by many other friends built an Escort from a new Mexico bodyshell (type 49) BRM730K for me to drive on the 1972 International Scottish rally, Malcolm and our mates serviced for us. Pearl and Carol did all the catering and bearing in mind this event lasted from Sunday morning until Thursday afternoon and included driving non stop throughout Sunday, all through the Sunday night and all day Monday it was a formidable task. After a nights sleep we were out again for full days rallying on Tuesday and Wednesday and until early afternoon on Thursday then prizegiving in the evening. The route covered the whole of Scotland in those four days of hard rallying, catering for all the team of about a dozen or so people was most definitely up to the standards set by the Womens Institute, Pearl was in her element here of course.



In Loving Memory of

Pearl Wilson

3rd May 1935 – 17th July 2022

St Oswalds Church, Dean

Tuesday 2nd August 2022 at 10.45am
and Distington Crematorium at 12.00

Continued on Page 48

Pearl Wilson : Continued from Page 47

She masterminded Malcolm's initial rallying activities and ensured that he always looked very smart when going up to collect awards which of course he did regularly having taken over BRM730K from us and rebuilt it ready for when his 17th birthday arrived. Ken and I continued rallying in another Escort UHH709J so Pearl had a bigger workload feeding an even bigger number of people as we continued to compete with two cars in many events but the Scottish International one was always the main focus of the year. We all tended to stay up at Aviemore for a holiday after the rally was over and by 1975 or 76 we probably had between 30 and 40 people all of us friends, all staying in the same hotel, going swimming in Loch Morlich, ice skating and karting in the Aviemore centre and even sliding down the dry

Ski Slope in Aviemore centre on tea trays "borrowed" from the nearby hotels until we were all banned, people such as Charles Graves the "respected" ! Cumbrian hotelier will well remember these activities I'm sure.

Quietly but efficiently Pearl was Malcolm's very early PR lady but when sponsorship by Total Oil came along "Autosport" motoring journalist Anne Bradshaw took over this role but Pearl organised many other tasks including flights for all of us to the Manx Rally in the Isle of Man from Blackpool and then a return flight to Carlisle airport by private chartered plane this was probably in 1977, we really felt like jet setters ! Ann Bradshaw went on to work for F1 teams.

When Malcolm was at school the family had a wonderful black Alsatian called Tarn which Pearl walked over the fields just before the school bus dropped Malcolm off, Pearl would return to the house then in no time at all she would shout down to the garage "Tea". Who ever was in the garage whether it was two people or ten we would troop up to the house and we would all be fed magnificently, whether it was a tyre rep, competition manager from Castrol or Dunlop, an insurance assessor, rally drivers such as Ivor Clark, or simply just friends and there were many of them we all piled in and enjoyed some wonderful times around the kitchen table. "Auntie Mary" from Lucetta (which was a bungalow at Deanscales) was often helping make food for the assorted waifs and vagabonds that we were. Lots of other memorable times happened at "Bannockburn" which was the name of the bungalow, one day that was really memorable was when Mr Plumb who had an electrical business at Seaton near Workington and who was a bespectacled man with jam jar bottom glasses arrived in his Hillman Husky and carried an item of furniture into the bungalow, it was a large cabinet with sliding doors, imagine our surprise when we were summoned half an hour or so later to behold this magnificent item of furniture sitting in pride of place in the living room, when the doors were pulled open it turned out to be the first colour TV any of us had ever seen.



Continued on Page 49

Pearl Wilson : Continued from Page 48

Thinking back to those days there were many characters, some of you will know and remember them, names such as, John Donovan, Mike Beaty, Eric Brown, Davy Bird, Joe Wilk, Graham Walker and Louise Aitken later of course they got married and became the Aitken - Walkers, Louise went on to become one of our countries best ever rally drivers. Other names were Gerald McEwan, Alistair and Stewart Martin from Newcastleton, those who follow today's WRC events will recognise that Elfyn Evans current co driver in WRC events is Alistair's son Scott of course, other names often around the table were John Hunter, Ron Palmer, Grant Edmondson, Willie Jarman, John Davies, Graham Wilson, Davy Nelson, Bob Martin, Ian Burnyeat, Bill Brookes the list goes on.

The Wilsons connections selling oils and tyres to the farming community meant many local landowners such as David Wilson, Matt Pattinson Wilky and Joe Gate, the Bateson's and others allowed us to use their farm lanes and fields for events, Stargill was one of the really iconic ones and the famous ford where the track crossed the River Marron drew vast crowds of people especially on Sunday afternoons but the track was used for night events too.

Startoes farm Pica, Bent Ash or Bent Houses at Eaglesfield, Stubsgill near Distington crematorium, Acrewalls near Frizington, Stockhow Hall and Smaithwaite near Lamplugh, Branthwaite Edge and Rigg house Branthwaite and Fultons moto cross track on Dean Moor were also used at various times.

Numerous businesses were formed sitting around the table in that bungalow, Teviot Motor Factors then later TMS motor factors, Dobsons Tyre and Auto Services in Whitehaven was a business started by a partnership of Bill Dobie and Ken Wilson although that was disbanded after a year or two, it was at or near the location of Westways recovery services these days on Low road Whitehaven. Malcolm Wilson Motorsport started in the kitchen, later of course it morphed into M Sport the massive business that went on to become the world famous firm winning a number of World championships for both manufacturers and drivers.

It was always thought Malcolm got the genes and business acumen from his dad Ken but at the Pearls funeral one of the oldest friends of the family Robin Kirk told us that Pearl started a business selling sweets and lemonade from their cottage at Quarry hill near the Oily Johnnies pub on the main Whitehaven to Cockermouth road then taking stalls at the various agricultural shows, this was at a time when Ken was still employed as a mechanic at Rickerbys agricultural firm so Pearl was the first to go into business, a fact people weren't aware of until the funeral.

I like countless other people was encouraged to start my own business by the Wilson family so I took voluntary redundancy as a structural plater working for British Steel and started up a very small garage business which after 42 years I still run today. Ken introduced me to a bank manager, a building society manager, an insurance broker, a planning officer and others all people who were very approachable, they would pop out to Branthwaite to see me it just required a phone call none of this dealing with call centres or faceless corporate businesses in those days. the Wilsons were involved in various ways with so many people, it didn't matter whether you needed a JCB, a welding machine, items from electrical wholesalers, catering for a funeral or a party the Wilsons had the contacts and they loved to share them.

When our children were born rallying had to take a back seat, property renovation and running my business were the priorities although I was lucky enough still having kept my international rally licence and having no contract of course with any tyre or oil company I was able to co drive for Malcolm as a stand in for Terry Harryman on occasions, one outing was in the 1978 York MCs Raylor Rally which Malcolm won by a staggering 4 mins, he went on to win the 1978 Castrol Autosport British rally championship that year and on some of the events I serviced for him as well, that car was the Ex works MK2 Escort HHJ701N.



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Pearl Wilson : Continued from Page 49

I was lucky enough to co drive another event with him the following year that being the 1979 Castrol rally in Wales in October it was just a couple of weeks before the RAC rally and at least the first 25 or so cars were works cars with works drivers practising for the RAC, we came 2nd to Ari Vatanen and after the finish of the rally Malcolm had clinched enough points to give him the 1979 Castrol Autosport rally Championship for the second year running.

What an experience and such a privilege to be able to sit alongside someone as talented as Malcolm in a genuine works car putting up such quick times, mind blowing really, during the event it was nice chatting to Mikkola, Vatanen, Jimmy McRae and others after each stage comparing our times then finally going to the awards night in London to collect the Castrol Autosport championship trophy, great memories indeed.

Pearl of course was always there at these events, quietly in the background just making sure that things were under control. On the Mintex Rally Ken and I were in an Escort van servicing for Malcolm and parked near Olivers Mount we got a parking ticket for parking across someone's drive, when the parking warden stuck the ticket on the van Ken

tore it up and threw it away to which the parking warden threatened to prosecute Ken for throwing litter, I scurried about gathering up the pieces while Ken continued to argue with the traffic warden as he was very prone to do I have to say. I shoved the pieces in my pocket without saying another word. On returning home I gave Pearl the pieces, she paid the fine but until the day he died Ken was totally unaware that fine had been paid, at least he thought he had a scored one over officialdom, that was typical of how Pearl worked, quietly and unobtrusively.

M Sport took things to a whole different level of course, the worlds top drivers, manufacturers and business people were regular visitors to Threlkeld Leys Malcolms magnificent home and Pearl was great friends with the works drivers and people connected to the various facets and disciplines of motorsport that they were involved in. Being so involved with the M Sport business she travelled the world but just like Malcolm she loved the area she was born and grew up in and absolutely loved being devoted to the family helping Malcolm and Elaine especially being a wonderful grandma for Mathew and eventually a great grandma. Serious wealth never changed her outlook or way of life significantly, she still loved to do what she had always done, went to the same places, never drove about in supercars and would turn up at local rallies or grass autotests in her little hatchback and popped in to see the friends she had made many years ago.

When someone dies they invariably have had a life and a story to tell but some people have a much bigger story, if they are a TV star or a celebrity many people will know their story but if the person lived in a very rural location near Branthwaite then no one would expect that there was such an amazing story to be told about such a quiet person. Over many years Pearl had organised rounders matches in Branthwaite village, sold tickets for cheese and wine events in Ullock village hall, organised fun runs around the three villages of Branthwaite, Dean and Ullock, and contributed to many other functions held in other villages and parishes whether it be a flower festival in a neighbouring church or a shepherds meet at Eskdale.

The order of service given out at the church was much more than just that, it gave a little window so that people could have a peek at the life of this remarkable woman, John Hunter a lifelong friend was often asked by Pearl to sing a hunting song at a Cumberland Neet or a Hunt supper, he said Pearl always politely asked but then like many of us had experienced she would give you certain look that you knew you wouldn't dare refuse !

So just as he did many times before John gave an unfaltering rendition of one of Pearls favourite hunting songs in church without any music, just how he did it I will never know but it touched everyone deeply.



Continued on Page 51

People travelled from all over the country and abroad to be there, motoring personalities, captains of industry, farmers, villagers and many of those quaint rural people that get all polished up like you only see at a funeral.

After the cremation people went back to Hundith Hill hotel just outside Lorton a venue that was very well known to Pearl, it has been in the hands of Pearl's friends for countless years and looks down the Lorton valley to where Pearl was born and brought up, life had now gone full circle.

She was carried in her coffin by grandson Mathew, Willie Jarman, Alistair Martin and John Steel who has been commercial director at Malcolm Wilson Motorsport and M Sport since the companies were formed so all were her long-term friends all working together as they have done for so many years, she would appreciate that too.

Hers was certainly a full life, not always an easy one either, she battled serious life threatening illnesses and was in hospital years ago for many months with TB but just got on with the job without moaning or making a big fuss.

I haven't even touched the surface of many things that went on in her life but hopefully you will now have a better insight and understand a little more about this remarkable woman, it was a story that I thought deserved to be told.

Keith Thomas

A poster for the Malton Forest Rally. The top section has a dark blue background with white text: 'Malton MC + Clitheroe & DMC', 'MELLORS ELLIOT MOTORSPORT', 'MALTON FOREST RALLY', and 'Sunday November 6th'. The bottom section has a light blue background with silhouettes of evergreen trees and white text: 'Regulations available Friday 2nd September 2022' and 'Entries open Sunday 4th September 2022 at 7pm'.

Southport Classic & Speed 2022 **SPRINT REVIVAL DEMONSTRATION RUN** **SAT 10th September**

We are delighted to reveal that we will now be running a closed road demonstration run along a 1/2 mile/820m section of Marine Drive.

This will revive the historic sprint course that used parts of Marine Drive up until the early '60s prior to the establishment of the Coastal Road.

For 2022, this will be a non-competitive, un-timed, low speed event for a small number of invited cars and drivers.

Cars will run individually along Marine Drive with the Start opposite the Southport Offshore Rescue Trust with the Finish on the approach to The Pier, opposite Ocean Plaza.

The Mayor of Sefton, Cllr Clare Carragher, will undertake the formal Ceremonial Flagging-off of cars with the Union Flag with cars starting at approx' 1 minute intervals.

The road will be closed under a TTRO from 13.30 until 17.00 with runs expected to start at 14.30.

The Public will be able to view the event from the Sea-

side Promenade Terraces and from The Pier. Cars will also be on show in The Victoria Park Paddock from late morning until they are driven to the event start area.

For Public Safety, most of the landward side of Marine Drive will have prohibited areas that will be clearly designated and controlled by Marshals.

During the event, Marine Drive access will be closed from:

- **Weld Road Roundabout , Victoria Way, Junction with Fairway**

An approved Diversion Signage Schedule and advanced notice signage will be implemented by our contracted Traffic Management Organisation. All Businesses and Organisations directly affected by the Road Closure and Diversion have been advised by Sefton Council Highways and Aintree Circuit Club has also undertaken a Consultation Process for both 2022 and in advance for 2023

Wigton M.C. Cumbria Classic & Motorsport Show 21st August Dalemain



Wigton Motor Club's Cumbria Classic & Motorsport Show proved to be a tremendous success with warm sunshine adding to the ambience of the Dalemain parkland. Entrants came from as far away as Inverness and Suffolk.

Nearly 850 cars were on display including 30 club stands, some well patronised trade stalls and a variety of food outlets. The popular autotests were run under the StreetCar banner to encourage more people to take part and around 50 new members joined the club.

The featured marques were Porsche and Austin 7. At three pm the award winning cars were taken into the main arena and their owners voted for the prestigious "Car of the Show" award which went to the Alvis TD21 DHC of John Wilson.



2022 John Easson Award

Are you an aspiring young rally driver or co-driver looking to take your career to the next level?

Then the 2300 Club of Blackburn is here to help you.

Applications for the 2022 John Easson Award, acknowledged as UK Rallying's top scheme of its type, will be opening shortly.

And it's a fantastic prize, with £5,000 in cash to the winning applicant, together with an extra bonus payment of £1,000 if the driver or co-driver wins the overall class award on their selected 2023 championship.

The prize fund will be allocated in stage payments to pay the entry fees for their intended events.

And new for this year, there will now be £1000 for the runner-up and £500 for the third-placed applicant.

First run in 2004, the Award is named after rally driver John Easson, a regular rally competitor and a generous supporter of the 2300 Club before tragically losing his life in an air accident in 1999.

Drivers and co-drivers from all disciplines of rallying are eligible to enter.

"It's the best free-to-enter prize in UK Rallying, and we are very proud to have helped many up-and-coming young drivers," said club chairman Neil Molyneux

"It's not just a question of the financial boost that's on offer. The 2300 Club has a wealth of experience in the sport, from organising the Tour of Mull to competing directly, scheme manager John Cope is a very successful driver and co-driver, and Ian Grindrod, who sits on the selection committee, needs no introduction. All of that knowledge and experience is available to support the award winners.

"You too could join our long list of former winners who have gone on to achieve great success, including BRC front-runner Osian Pryce and WRC2 contender Chris Ingram."

The JEA is huge reward for only a little effort, free to enter and open to all drivers / co-drivers who fit the following criteria:

- Age under 27 on the 31st of October 2022, Resident in the British Isles, including Northern Ireland, Isle of Man, Channel Islands
- Holder of a MSUK competition Licence.
- Entries open on the 1st September 2022 and close at midnight on the 31 October 2022

Drivers / co-drivers who wish to enter should send the following details, as a minimum, to the Award scheme manager:

- A current motorsport CV outlining experience and results to date
- A covering letter explaining why the panel should select them as winner and their aims for their future in rallying
- A reference letter from a third party.

Entry presentations can be as inventive and detailed as an applicant wants to make them; the above criteria are a minimum and we always look forward to receiving some interesting presentations!

And of course applications from previous applicants are always welcomed, (it should be noted many of our winners have been previous applicants).

Entries should be sent to the John Easson Award Manager, John Cope at the details below:

John Easson Award

John Cope

The Meadows

15 Owlerbarrow Road

Bury

BL8 1RD

For Further Information Email jcope4@icloud.com



motorsport UK



Hugh Chambers : CEO, Motorsport UK

Last month I highlighted our British Motorsport Day at the Houses of Parliament, after which I received many messages endorsing the approach. People seem to agree that we should be lobbying our politicians to think most carefully about the legislation they are planning as it will shape the future of transportation for decades to come. I am sure everyone wholeheartedly supports the efforts to turn back the advance of climate change, and all the negative impact that it brings, and naturally we are keen to play our part in any way that we can. We are very hopeful that FIA will soon award Motorsport UK a three-star certification, representing their highest sustainability standard. This accolade has only been given to 14 other FIA ASN clubs worldwide. I am grateful to the team at Motorsport UK and the members of the Sustainability Committee who have worked so hard to identify the measures that we need to take to reach these standards. The reality is that motorsport is full of ingenuity and innovation, and to a very large extent it is a matter of defining the nature of the goal, whether to win races or rallies or build breakthrough technology; our industry has been incredibly imaginative and resourceful and always rises to the challenge and beyond.

It is with this as a backdrop that I attended the awarding of the Segrave Trophy at the Royal Automobile Club in Pall Mall. The trophy is named in honour of Sir Henry Segrave, the first person to hold both land and water speed records simultaneously. He was also an outstanding racing driver, competing in the first ever French Grand Prix in 1921 and went on to win the same race in a Sunbeam in 1923 – becoming the first Britain to win a Grand Prix in a British car. Tragically he died in June 1930, at the premature age of 33, while attempting a new record on Lake Windermere. The Segrave Award was created by his wife, Lady Doris, who was determined to carry on his legacy. The trophy, which I have to say is one of the most spectacular in the huge array of motorsport accolades that I have seen, is awarded by the Royal Automobile Club and has been presented in most years since 1930. The definition for its award is to ‘the most outstanding demonstration of the possibilities of transport on land, air or water’. Linked to this is to be a showcase and demonstration of British engineering and manufacturing excellence.

I must admit that while I was very familiar with the name of both Sir Henry and his award, I was less knowledgeable about the detailed history and its recipients, other than a few notable individuals that include Colin McRae MBE, who was awarded the trophy in 1995 after clinching the World Rally Championship and becoming the first British driver to achieve that feat. At that time, I was part of the Prodrive team, responsible for the Subaru World Rally team, and I recall the immense pride that Colin felt in joining the rollcall of honour that lay before him since the 1930s.

Casting my eye down the recipients of the trophy it is nothing short of extraordinary, and I would encourage anybody with an interest in the relentless advances in transportation over the last 90 years to spend a few minutes scanning the extraordinary range of machinery, as well as the talent and bravery that has been exhibited by its recipients. I must admit that I rather indulged in the idea of wondering which of these illustrious people one would love to spend a casual lunch discussing their feats and the details of their exploits.

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They include Amy Johnson CBE who won in 1932 for her record-breaking flight from London to Cape Town, Sir Malcolm Campbell a year later, for raising the land speed record to over 272mph in Bluebird. Or the famous Alfred Thomas Goldie Gardner OBE, who in 1938 achieved the class G land speed record of 186.6 mph in a diminutive 1100cc MG Midget on the German autobahn. One can only imagine what type of atmosphere there was around such a record attempt taking place on these new-fangled highspeed roads, with Germany on the brink of war with the rest of Europe. The rollcall of winners continues at a pace after



the Second World War, with breath-taking feats smashing records on land, water and in the air. Motorcycles also get recognition with the legendary Geoff Duke OBE winning both the junior and senior Tourist Trophy races as well as the 350cc and 500cc Motorcycle World Championships all in the same year. I suspect that will be quite difficult to do now. Also, a hero of mine in the 1980's, Barry Sheene, who's disregard for danger was epitomised by his 'farewell gesture' to Kenny Roberts as he passed him at 180mph round Copse in the 1979 British Grand Prix at Silverstone. Sir Stirling Moss is a multiple winner as are Donald Campbell CBE, Sir Jackie Stewart, Nigel Mansell CBE, and Alan McNish, who was present for the 2021 award that was just held. All extraordinary men and women.

The winner for 2021 is Robin Shute, who in June this year completed a hat-trick of victories at the Pikes Peak Hill-climb in Colorado, USA, and has joined an elite group of drivers winning America's second oldest motor race. The track measures 12.42 miles and has over 156 turns, climbing 1,440m from the start, to the finish in thin air at 4,302m. For those that have seen the footage, it is undoubtedly

one of the bravest feats of driving that I have seen, given the sheer drops off the edge of the road, with no barriers and further dramatised by disappearing into the clouds and snowline towards the end of the stage. That is pretty impressive, but what really marks Robin apart is that he and his fellow engineers, based in Los Angeles, California, were responsible for designing, engineering, and manufacturing his race car, and in so doing very much fulfil the spirit of the Segrave Award. He is a modest man, and perhaps an unlikely hero, but he is marked out like so many of his forebearers on the trophy roster, as one who does not rest on his laurels for a minute and announced that it is his intention to go back, aiming to beat the overall course record set by the Volkswagen I.D. R electric supercar, engineered by the might of Volkswagen's factory motorsport engineers. With the plans for a 550kilo, 1000bhp car in the pipeline, I have no doubt that Robin will stand every chance of not only being a four-time winner, but also the fastest person to have raced to the top at Pikes Peak.

This really is just one more example of how motorsport, and all of us that work in the industry, simply love a challenge. No more so than when it is battling with the elements and turning physics to our advantage, and defying what was previously thought impossible. It is in that context that I firmly believe we must continue to lobby our politicians to refrain from defining the technical solutions that will solve the transportation problems of the future. Instead let them define the outcomes, such as the level of emissions from well to wheel, and leave the technical solutions and the breakthrough ideas to the extraordinary engineers and scientists who populate the motorsport and automotive industries. The danger is, that if the technical solution is set (as is seemingly the case with battery electric vehicles), there is no incentive for the automotive industry, or the petro-chemical industry to invest the billions of dollars needed to explore alternatives. I have every confidence that they will arrive at breakthrough solutions – if they are given the technical freedom to do so.

I will end by saying how sorry I was to hear of the passing of Alain de Cadenet at the beginning of July. I have very fond memories of his contagious good humour and encyclopaedic knowledge of cars. He came from a great tradition of the British entrepreneurial spirit, and that led to him famously developing his own De-Cadenet Lola T380, which he campaigned at Le Mans for seven years between 1975-1981. de Cadenet achieved a third place overall at Le Mans and won two rounds of the World Endurance Championship in the same car.

This is symbolic of the change in our motorsport world, where not only that a privateer could achieve such incredible success, but the idea of running the same car for seven years at Le Mans seems almost impossible to comprehend these days.

Alain said that he had the ambition to be the first person to win Le Mans with a homemade car, as that had never been done. In one that you design, name, and drive yourself. He told the story that Jean Rondeau came to see his car in 1973, and that's what gave Rondeau the idea of building his own car, and he went on to win Le Mans in 1980 – the only person to win Le Mans with a car that bore their name and that they drove themselves. I think Alain provided much inspiration to many people and he will be sorely missed.

Wishing everybody a happy and successful month of motorsport in August.



You may wonder why I have pinched Hugh Chambers bit from Revolution Read on and all will be revealed

Graham Miller just wanted to share his visit to the Royal Automobile Club in London.

Well it's finally happened my cousin Robin Shute has finally received the recognition for his 3 outright wins at Pikes Peak Hill-climb from the Royal Automobile Club in the form of the Henry Seagrave Trophy. I was lucky to get invited to the presentation and participate in a proper posh do with lunch and conversation with some of the previous winners, some pretty famous names on there too.

Very proud of my cousin!

I had never been to the club before. The building is an incredible place, almost a shrine to motoring history. There were some amazing paintings on the wall, a swimming pool in the basement, a Darracq land speed car from 1905 which achieved over 100mph in the foyer and even stained glass windows depicting vintage motoring scenes in the toilets! Well worth a visit to the place if you get a chance.

Here's some photos and a link to the history of the trophy which members might find interesting.

<https://www.royalautomobileclub.co.uk/motoring/trophies-and-awards/the-segrave-trophy/>



Cheers, Graham Millar





ERIC RIDLER

It is with much sadness that I announce the passing of Eric Ridler. Eric was recently admitted to hospital following extensive illness and died with his family around him on Wednesday morning.

Eric has been a stalwart of the BMMC and a long-standing member of the North West region. He has held various positions within the club but most notably as our National Regalia officer - having dealings with our overall suppliers and sponsors and ensuring that their badges are in plentiful supply. He always had the knack of being able to come up with a product to match an idea.

From the USB hero marshal which was part of the goodie bag to celebrate our 60th anniversary to face masks and coverings when COVID took over. Even in the days before he went in to hospital I was in discussion with him about a new item of regalia and his enthusiasm never waned.

He played an active role on Regional Committee notably publishing the Northern Outpost as a news digest of all things happening in the North West. He mastered new technology and kept the regional website pages up to date. Eric was of particular support when I put myself forward for the National Chair position. A weekend at Autosport after Chris had announced his intention to stand down and I said I was considering the role. Why not? noted Eric - you'd be great. Go for it girl! You knew where you stood with Eric - if he said something he meant it.

I will particularly remember Eric from our weekends at Autosport - his attention to detail to ensure the stand was set up and being open to change and re-design but it all packed away just-so and how he wanted it. Not to mention the curry evenings when there would be much conversation around his antics in the army, on rallies and of course no evening would pass without a mention of his visits to Zandvoort.

Eric - thank you for all your support for the club and me personally. I will miss you and wish you God speed my friend. Our deepest condolences to Eric's brother Peter, family and friends.

Further details will follow about funeral arrangements and the National Regalia position

Nadine Lewis *BMMC National Chair*



Are 6 Wheels allowed on a PCA ?
Might be a bit tight getting around some of those cones!





motor
sport
UK

StreetCar

12 Car Rallies: Teamwork makes the dream work

A 12 Car Rally is grassroots motorsport at its finest, and like traditional rally combines the skill of driving and navigation against a clock. We've spoken with Jace Shawley from Basingstoke Motor Club to give StreetCar subscribers a short overview on why they might want to have a go at a 12 car, and the challenges they might face.

The specifics of 12 Cars vary from club to club, however they are more or less follow a similar format which is two elements; navigation and driving. Both components work in tandem to lose as little time as possible between each 'control', a series of time checkpoints along the course. Jace explains, "It's about teamwork between the driver and codriver, and provides a base from which competitors can progress to 20/20, Targa and even Stage Rallies, should



Jace continues "When you get everything working smoothly together, then seeing your team improve between each time control is a hugely rewarding experience. A big part is the driver understanding that they're not the boss! The couples we get in our cars often include Parent/Child teams, where the child can learn the basics and then have a go at driving when they reach the minimum required age"

For complete beginners new to both navigation and driving, this type of event can be intimidating. Basingstoke MC have this covered, however "Any novices get a marked map on their first couple of goes, or, we have an experienced navigator/driver join them on their first event, if they wish. Then when they understand the basics, they are given the chance to have a go with their own team."

If 12 Car Rallies is something that might interest you and a family member or friend get in touch with one of our StreetCar clubs. You can take part in almost any roadworthy vehicle so long as its taxed, insured as has a valid MOT. Read more about 12 Car Rallies at <https://streetcarmotorsportuk.com/rallying/12-car-rally/>

What is a 12 Car Rally?

A 12 Car Rally, perhaps unsurprisingly, is a rally featuring 12 cars. Competitors participate in teams of two, a driver and a navigator.

A 12 Car is Navigational Rally limited to 12 vehicles. Crews have to locate route checks, navigate a route and time controls whilst maintaining a time schedule. The difference lies mainly in that, in a 12 Car Rally, you are given a series of instructions defining your route, visiting the plot points in order and at particular times. At each point, there will be a marshal waiting to note your time and to provide the next set of instructions. The objective is to navigate to each time control accurately while following a time schedule.

Like most road rallies, a 12 Car Rally takes place on public roads, with speeds rarely exceeding 30mph.



MOTOR SPORT GROUP
**AWARDS
NIGHT**

2020
2021
2022

**11th February
2023**

**Poplar Social Club
Wellington St.,
Accrington
BB5 2NJ**

**More Details
To Follow - soon**



E16.3 It is recommended that marshals and Officials follow the guidelines below:

- a) those in the proximity of gravel traps should wear protective glasses to protect from flying debris
- b) motorsport can create unavoidable restricted levels of noise hence ear defenders or ear plugs which do not impede the ability to carry out tasks should be used
- c) in certain areas such as the pits hard hats should be used"

MSUK regulation changes Ratified by Board June 22

Pendle & DMC



‘September’ Hillclimb Scammonden Saturday 10th September

Round of the following Championships:
The 2022 Liverpool Motor club Championship
The 2022 Longton Motor Club Northern Speed Championship
The 2022 ANWCC Speed/Hillclimb/Sprint Championship.
The 2022 SD34 MSG Sprint & Hillclimb Championship.
The 2022 Cross Border Speed Championship
Triple M /Pirelli Tyres Nottinghamshire Sports Car 2022 Speed Championship

ONLINE LINK IS (entry Form):-

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

ENTRIES ACCEPTED BY BACS TRANSFER ONLY

HSBC Account number 81113011 Sort Code:- 40-09-11

**Please put the drivers name down in the reference field.HSBC Account name
PENDLE DISTRICT MOTOR CLUB LTD**

PLEASE NOTE THAT AN INSURANCE CLAIM CAUSED/RAISED BY A COMPETITOR CARRIES AN AUTOMATIC
£350 EXCESS PAYABLE BY THE COMPETITOR

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

the car is near Cockermouth.



FOR SALE

1978

MG Midget

1.5

Green

- Very sound car, recent clutch, paintwork not so good.
- Comes with new hood, seat covers and carpets.
- Also spare engine and gearbox.

£3500 ono

Contact David Walking Shaw
07775-851942



Lincoln Motor Cycle and Car Club

The COLIN ELLMORE MEMORIAL RALLY

27th November 2022

I am sorry to inform you of that Lincoln Motor Cycle and Car Club have had to take the difficult decision to postpone the event on **Sunday 14th August 2022**. and have been given permission to hold the event (Single Venue Stage Rally) at Deenethorpe Airfield NN17 3AN on **Sunday 27th November 2022**

We would like to invite the member clubs of the Association of Northern Car Clubs to the event.

Event details will be available on www.colinellmorememorialrally.co.uk and the Rallies Info site

If you have any queries or concerns please do not hesitate to contact me.

Phil Foster
07785-352559



three sisters
CIRCUIT

CAR TRACK ATTACK

SAT 3RD SEPT

It's back! The ideal introduction to driving on a race track, our next TRACK ATTACK Day takes place on Saturday 3rd September and features Extreme BHP with demonstrations from Warrington Motor Club.

Track Attack days run to an arrive-and-drive format where you can take your road-legal car onto the track and complete as many laps as you like in 10-minute sessions - from only £22 per car!

<https://threesisterscircuit.co.uk/cars/car-track-attack-days>

Husband : When I get mad at you, you never fight back.

How do you control your anger?

Wife : I clean the toilet.

Husband : How does that help?

Wife : I use your toothbrush.





NESCRO

Historic Motorsport In The North Of England & Scotland



2022 NESCRO CHALLENGE DATES LIST

- Sun 18th September Doonhamer South of Scotland CC Historic/Targa
- Sun 23rd October Solway Wigton MC Historic/Targa
- Sat 12th November Saltire Saltire Rally Club Historic/Targa

NESCRO 2022 Historic Driver's Challenge

Pos	Driver	pts
1	Alex Procter	286.9
2	Andy Beaumont	256.7
3	Dave Short	253.9
4	David Garstang	232.0
5	Andrew Smith	229.7
6	Colin Wilkinson	229.3
7	Andrew Smith	204.8
8	Mike Cook	185.4
9	Alex Willan	185.0
10	Tom Hall	177.9

NESCRO 2022 TARGA Driver's Challenge

Pos	Driver	pts
1	Chris Dodds	472.7
2	Bob Hargreaves	278.7
3	Simon Jennings	270.6
4	Kevin Savage	268.6
5	Steve Retchless	213.0
6	Fraser Hughes	211.2
7	Phillip Hodgson	209.4
8	Andrew Graham	179.7
9	Craig Wallace	179.5
10	Robert Short	177.2



NESCRO 2022 Historic Navigators Challenge

Pos	Driver	pts
1	Lynsey Procter	384.4
2	Andrew Fish	354.9
3	Roy Heath	253.9
4	Matthew Alexander	232.0
5	Callum Alexander	229.7
6	John Scott	229.3
7	Ross Blyth	185.4
8	Glen Fothergill	185.0
9	Maggy Bateman	170.0
10	David Boyes	153.8

NESCRO 2022 TARGA Navigators Challenge

Pos	Driver	pts
1	Colin Fish	359.9
2	Pete Gibson	294.2
3	Phil Savage	286.6
4	Pete McInnes	211.2
5	Kat Sutton	179.7
6	Clifford Auld	179.5
7	Hannah Davidson	178.5
8	Kirsty Thompson	177.2
9	Sue Hynd	175.3
10	James Greenhough	166.7



Durham AC Wearside Classic & Targa Rally 4th September 2022

It is with the greatest regret that we have to announce that the Wearside Classic and Targa rally will not run this year at the Nissan Plant.

Thank you to Gordon Dundee, the organising team and our sponsors for their efforts in running this event for the last 10 years. We plan to return in 2023

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

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. 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.

Grizedale Stages Rally

2nd & 3rd December 2022



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

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

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

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

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

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

**Regulations and Rally Guide published:
01 Oct 2022**

Online Entries Open: 08 Oct 2022

42 Stage Miles

4 Stages

37 Road Miles

45 min central service

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

The Solway Rally

Sunday 23rd October 2022

Wigton Motor Club will be presenting the Solway Rally with Historic & Targa classes based at Rowrah kart circuit, west of Cockermouth, and featuring new, previously unused test venues in West Cumbria.



Open to members of Wigton Motor Club and other NESCR clubs.
WMC members will benefit from reduced entry fee

Supplementary regulations are available on our website
wigtonmc.co.uk



Wigton MC

Solway Targa & Historic Rally

Sunday October 23rd

David Agnew after a massive stint at Dalemmain show along with the other marshals is currently working his socks off organising Wigton Motor Clubs Solway Historic Rally which will be based at Rowrah Kart stadium.

David has secured use of various venues on which to run special tests/ stages but is looking for a couple more to give variety and to keep this outstandingly successful rally at the top of peoples "must" do historic rallies list.

If you own or know of a farm track, quarry, car park, area of land, industrial site or even a field that's not too far from Rowrah or in the Lillyhall area of Workington area please get in touch with David Agnew davidwagnew@aol.com or give him a ring on 07801 018 901 or 01946 841 455 or failing this contact me and I will pass your details on.

David and his team have put in countless hours organising events for us all to enjoy so please use your contacts to see if we can get a couple of more test venues, the event is on Sunday 23rd October.

Keith Thomas

01900 603073

07778 659 338

Manx Auto Sport has launched details of their popular October rally, as the Chris Kelly Memorial Manx Stages [30 September – 1 October] is announced.

Joined once again by the crews in the Protyre Motorsport UK Asphalt Rally Championship, the protagonists will close their season on the island and could well see the champion crowned in front of the iconic TT Grandstand in Douglas during the weekend.

They will be joined by the Mintex HRCR Stage Masters Challenge, ANWCC Stage Rally Championship, SD34 MSG Stage Rally Championship and the JD Tyres Welsh Tarmacadam Rally Championship, providing a dynamic range of series contenders, added to those just wishing to enjoy a classic Isle of Man event.

Those entering will have a tough prospect ahead of them, with a whopping 18 stages and over 130 miles of competitive action lying in wait, spread across two arduous days.

After reconnaissance on Sunday 25 September or Thursday 29 September, the first car will leave the Grandstand rally base in Douglas on Friday 30 September at 12:30 for four, short sharp tests.

After a generous service time, the action will resume at dusk with a spectacular double run through Ramsey town centre, offering fans the perfect chance to watch the action at close quarters, using a stage not used for at least five years by the organisers. A further four stages follow during the evening, running well into the darkness before an overnight halt just before 23:00.

Some of the island's finest roads are on offer throughout the weekend and Saturday houses the bulk of the competitive running with over 80 miles and eight stages in store ahead of an early afternoon finish and traditional champagne spray back at the TT Grandstand from around 14:30.

"We are very excited to launch the Chris Kelly Memorial Manx Stages to honour a popular figure in the rallying world," says Club President Mark Ellison.

With a very competent team headed by Clerk of the Course Chris Woodcock, there is no doubt that this combination of the challenge and the experienced organisation will be remembered for years to come."

"It is also great to be taking rallying to the people in Ramsey town centre once again and we are really looking forward to yet another fantastic weekend of motorsport."

Entries open for the event on Friday 5 August at 19:00

To aid logistics to the Isle of Man for overseas and UK crews, the event has enlisted the services of Official Travel Partner; Isle of Man Event Services* who will assist in travel arrangements for those wishing to travel to the event to compete, officiate or to spectate.

For up-to-date information, please visit <https://manxautosport.org/>

* Travel and accommodation information is available from our Official Travel Partner; Isle of Man Event Services on +44 1624 664460 or info@iomevents.com.

The Wigan Motor Club logo, featuring a blue and white checkered flag on the left and the text "WIGAN MOTOR CLUB" in red and white on the right. Below the logo is a photograph of a red and black rally car, a Ford Fiesta, driving on a road. The car has "Leeds fires" and the number "1" on its side. The background of the photo shows a blurred landscape with trees and a building.

ADGE SPEED STAGES 2022

REGULATIONS & ENTRY

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

Malton MC + Clitheroe & DMC
MELLORS ELLIOT MOTORSPORT
MALTON FOREST RALLY
Sunday November 6th

Marshals Required

Please Register via
rallystageteam.co.uk

maltonmc.co.uk



RallyStageTeam

Lancashire AC
Sportsman's Lunch

Stirk House.

Sunday 20th November

Who's teachers pet?

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

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

Full details nearer the date - Watch this Space

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

Motorsport Diagrams

Are you and your club planning on running an event and in need of clear, accurate and professional diagrams?

Whether you're planning an Autosolo, Targa or Stage rally or need a full OS mapbook, we can help raise your event to the next level and give your competitors the clearest instructions possible.

Please get in touch to discuss your requirements.....

Motorsport Diagrams

motorsportdiagrams@outlook.com



Clitheroe & District Motor Club



1st O/A Richard Hunter / Gary Evans (2021)
Photo Courtesy of Chris Ellison



The Trevor Roberts
Primrose Trophy Rally
12th / 13th November 2022
Regs out Mon 3rd October
www.clitheroedmc.co.uk

Wallasey MC

CATACLEAN

Promenade Stages Rally

9th / 10th September.

Calling all Marshals!!!!

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

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

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

We aim to sign on around 100 marshals in order for our event to be as slick as usual. If you would like to help on the Promenade Stages Rally then please register **via Rally Stage Team.** <https://www.rallystageteam.co.uk/>

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

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

If you are interested in marshalling for the first time either make contact with the Chief Marshal or come along to one of our club meetings on a Monday evening at the Port Sunlight Village Social Club to find out more about marshalling and other ways to be involved in motor sport. More information can be found on the event website <http://promrally.wallaseymc.com/>

Kirkby Lonsdale MC

Little Devils Tour

29th October

We are going to be running a Little Devils Tour '22 on Saturday October 29th. 140 miles in South Lakes and Eden Valley.

Scenic roads and some Road Rally classics (Fairmile/Fox's Pulpit/Killington). Open to all road legal cars.

It is a non-competitive, daylight tour.

More details to follow once we have confirmed venues.

The 2300 Club

Andy Mort Tour

Saturday, October the 22nd



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

The regulations and entry form will go live on Monday the 8th of August on the Club website, 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 was set at 50 cars but has just been increased to 60.** *The entry fee for the 2022 Andy Mort Tour is £55.00 for driver and navigator, which includes breakfast roll and a coffee at the start, a light snack at the lunch halt and a meal at the finish.

[#2300club](#) [#theandymorttour](#) [#touringassembly](#) [#road-rally](#) [#classiccars](#)

Pro-Rally.co.uk

1



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Phil James

Motorsports Photographer & Journalist

07771 76 86 57 | 01772 69 00 34

phil@pro-rally.co.uk

@ProRallyPhoto

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1

www.pro-rally.co.uk

ANWCC

To Access all
of the following

2022 Championships Calendar

Championship Registration

2022 Championship Tables

Please Visit

www.anwcc.co.uk

SD34MSG

To Access all
of the following

2022 Championships Calendar

Championship Registration

2022 Championship Tables

Please Visit

www.sd34msg.org.uk

rally

AT
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anglesey
circuit
traction

**JUST £140
FOR THE DAY**

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Anglesey Circuit's Rally Trackday events operate in a similar manner to a regular track day, featuring all-asphalt stages for drivers and co-drivers to run as a team. Featuring multiple, specially designed stages suitable for all cars and driver abilities, from novice to experienced rally teams.

UPCOMING EVENTS

FEB 17th

SUNDAY

MAR 15th

FRIDAY

APR 13th

SATURDAY

JUN 29th

SATURDAY

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- Hillclimb

Enter ALL for Just £5

Register on Line

<http://sd34msg.org.uk>



Wern Ddu PCAs



4th September

2nd October

13th November

www.warringtondmc.co.uk



mail order car parts



061 Targa Rally

Weeton Barracks

3rd September

Welcome to the third running (and re-arranged from the 7th May date) of the 061 Targa Road Rally.

The event will run on a Motorsport UK Clubman Permit and also an Interclub Permit and will be based at Weeton Army Barracks, near Preston.

The event will run approximately 12 daylight tests with a total mileage of around 35 test miles.

The special tests will run on a mixture of surfaces from tarmac, broken concrete and gravel tracks.

A sump guard is recommended for the more competitive driver!

Regs & Entry

<http://www.061roadrally.co.uk/>

The Interclub event is a qualifying round of:

- ANWCC Targa Road Rally Championship
- 2022 ANWCC Ladies Rally Championship
- 2022 ANWCC All-Rounders Championship
- 2022 Clubman Motorsport EMAMC Road Rally Championship
- 2022 SD34 Gazzard Accounts Road Rally Championship
- 2022 Mr Tyre Motorsport BTRDA Targa Road Rally Championship

Chief Marshal : Ken Wilkinson

marshals@061roadrally.co.uk

The Solway Rally

Sunday 23rd October 2022

Wigton Motor Club will be presenting the Solway Rally with Historic & Targa classes based at Rowrah kart circuit, west of Cockermouth, and featuring new, previously unused test venues in West Cumbria.



As always the event cannot run without the help of an army of marshals. All marshals will be offered a meal at the end of the event at Rowrah.

If you are available and would like to join us in West Cumbria please contact the Chief Marshal on eddieparsons5@icloud.com with your contact details.



MARSHALS

20-20 Foresight 14th August 1912

The Rodney & Otamatea Times
WAITEMATA & KAIPARA GAZETTE.

PRICE—10s per annum in advance
WARKWORTH, WEDNESDAY, AUGUST 14, 1912.
3d. per Copy.

Science Notes and News.

COAL CONSUMPTION AFFECTING CLIMATE.

The furnaces of the world are now burning about 2,000,000,000 tons of coal a year. When this is burned, uniting with oxygen, it adds about 7,000,000,000 tons of carbon dioxide to the atmosphere yearly. This tends to make the air a more effective blanket for the earth and to raise its temperature. The effect may be considerable in a few centuries.



13th - 16th October
**SUPPLEMENTARY
REGULATIONS**



Managed to stock up before the ban.



ANCC

proflex
SHOCK ABSORBERS

Proflex Shock Absorbers Stage Rally Championship

Round	Date	Event	Organising Club	Event Type
10	09/09/22	Promenade Stages Rally	Wallasey Motor Club	Tarmac
11	09/10/22	Adgespeed Stages	Wigan Motor Club	Single Venue
12	06/11/22	Malton Forest Rally	Malton MC / Clitheroe & DMC	Gravel

Acknowledgements

Thanks to all contributors - and a big thanks to the **Championship Compilers**

Steve Butler	Road Rally
Tracey Smith	Stage Rally
Steve Lewis	League & Individual
Alan Shaw	Marshals & U18
Steve Price	Sprint & Hillclimb
Tracey Smith	None Race / None Rally

(not an easy job keeping track of all those events and competitors from so many different clubs)

A Special mention of gratitude to ALL THOSE CLUBS AND PEOPLE WHO DO SEND IN REPORTS,

Jokes, Photographs, Information, reports etc

Terry Martin (CDMC)	Steve Entwistle,
Rod Brereton, (PDMC)	John Rhodes (APMCC)
Geoff Clark	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)
Oliver Waggett (HMC)	Dave V. Thomas (ANWCC)
Ian Harwood (KMC)	Geoff Bateman (WCMSC)
Paul Gilligan	Ian Clapham (116 MC)
Donald Tarbet (ANECCC)	Adrian Spencer (Wigan)
Geoff Bengough	Kris Coombes (PrestonMC)

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. 21st September

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 5th September
By Zoom

www.ancc.co.uk



ANWCC

Association of North Western Car Clubs

Tuesday November 8th
8pm at the Kilton Inn

Knutsford

<http://anwcc.co.uk>

ANECCC



Thursday October 27th

Possibly Face to Face
but might still be 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.

Deadline for copy

For the October Edition is
Monday the 3rd of October

(I will be on the Isle of Man 29th Sept to 2nd Oct)
which is due out on

Tuesday the 4th of October

PLEASE Email Reports etc. ASAP
to Maurice Ellison at :
sd34news@gmail.com

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