

October 2022 spotlight



ANECCC
Association of North East
and Cumbria Car Clubs



ANWCC
Association of North Western Car Clubs

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Bill Rhodes / Kate Imery
Northern Phoenix Trial

***Photo Courtesy of
Brian Bolt***

www.sd34msg.org.uk

Volume 13 : Issue 10 : October 2022 : Maurice Ellison

Front Cover :- Northern Phoenix Trial

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September was a month with ups and downs.

This month's Spotlight showcases the many different types of our sport. For a story from one driver, that has over 55 years of competing experience and is still enjoying the sport as a competitor! - See pages 48-51.

Notes of the SD34 MSG, September meeting can be found on page 6

Professional Volunteers did what they thought was for the best in the first two weekends of September; running or not, planned motorsport events. Queen Elizabeth II, service to the country of 70 years did give stability; a planned succession is now happening.

Many Motor Clubs and events could take note of this succession. When an organising team asks for help, younger members and all drivers need to think about helping. The sport needs new organisers and new venues now!

One of the success stories of our sport over recent years; has been events where the drivers are also the marshals. It is a great help to the organising team, when timekeepers and site marshals are the actual competitors! At the end of the event, all help to clear the venue. With entry fees around £40 for a full day's motorsport, hopefully AutoSOLO may survive the next 5 to 10 years!

I remember at a motorsport gathering about 8-10 years ago in Chesterfield; the group from around the UK, discussed threats to motorsport...

I was the only one that suggested 'Brexit' could be a massive threat.... It was 3 -4 years before the Vote! In the past 10 years we have had many more threats!

The current threats to motorsport are just too many to list at this time..... But the last 45 years of my involvement has shown me that often new ideas come from new groups, running motorsport events is difficult and any system that makes it easier for organisers must be looked at. Often the sport evolves through evolution and not by revolution.

The Covid Pandemic allowed for a 20 years advance in running autotesting/AutoSOLO events in the space of 2 years! Many other disciples found '[SMART](#)' ways to allow motorsport to happen and hopefully continue. But for some it is time to retire, and we need to thank them for all their work.

SD34 MSG will be having an awards night on the 11th February 2023 please put the date into your calendars.... More details next month.

A massive thanks to all that help run, competes and organise, on our motorsport events and championships; without you, SD34 MSG would be nothing! All the volunteers that work together to make an event happen, could do the work for a charity or some over voluntary group. We all have to remember that!

Thanks Marshal. - Motorsport needs you!

Steve Johnson : SD34 MSG Chairman.



Banana Bread

Follow me for more recipes





SD34MSG Meeting Notes

Wednesday 21st September



Present

Steve Johnson chaired the meeting. Also present was the vice chairman, treasurer, secretary, championship compilers, and club delegates. 12 delegates gave apologies.

The July meeting minutes were accepted as an accurate record of the meeting.

Matters Arising

Regardless MC: were represented by Myles Gleave, Joe Gornall and Phil Martin putting forward their wishes to join SD34. Their current sole purpose is to run a night rally. Their inaugural event ran in April last year as a closed to club event. They are eligible for interclub status, and wish to join SD34 to be part of the road rally championship.

The 3 had a number of queries put to them, such as the reason behind the name, and why they had set up in the first place. They stated they were a group of likeminded road rally enthusiasts who formed the club to maintain the existence of road rallying in the north west of England. They stressed they are not a breakaway club, and there are no feelings of animosity with any of the clubs the members are also part of.

Maurice Ellison proposed that Regardless MC become members of SD34, seconded by Steve Butler. The vote in favour was unanimous. Regardless MC's event next April will be a round of the 2023 SD34 Road Rally Championship.

Awards Night: Tracey has booked the Poplar Social Club in Accrington for Saturday 11th Feb. Room hire and food deposits have been paid. Steve J has spoken with Howard Davies about being a possible guest speaker. He was the British Rally Champion co-driver with Gwyndaf Evans in 1996.

Treasurers Report

Nothing has happened since the previous meeting, other than spending £170 on awards night deposits.

Dates 2023

All member clubs need to register their 2023 dates and officials by the end of November with ANWCC and MSUK. SD34 will compile its championships from the ANWCC lists.

PR -

Chris Woodcock not present.

Championships

Latest tables are on the website.

Steve Lewis is going to propose some changes to the scoring in the club league, he will circulate these changes for consultation for discussion and ratification at the November meeting.

Steve Lewis also suggested increasing the number of marshal scores to count. The query came up about organising club members not being able to claim marshals points on their own clubs event, and what to do in the situation where events are organised by multiple clubs. Jack Mather suggested this rule be scrapped altogether. Steve Lewis to circulate his proposed changes.

Regional Association Reports, -

All on each website.

AOB

- Alan sent through a proposal for a vice president (to replace the late Les Fragle), which he had received from 4 member clubs, in the form of Gary Heslop. This was seconded by BLMCC. The remaining vote was unanimous in favour.
- Maurice proposed having just 1st and 2nd overall in each championship, and 1st in class. This with a view to vastly reducing the number of awards presented. CDMC proposed dropping 2nd overall in favour of giving the person in 2nd place, the 1st in class award. The amendment was passed.
- There are a few MSUK consultations regarding stage and road rallies. Clubs are encouraged to pass on feedback to these consultations; however there is a distinct feeling that any objections are simply ignored. A robust discussion was had surrounding marshal competency....

The date of the next meeting is Wednesday 16th November 2022, starting at 8pm, joining the Zoom meeting from 7:45pm. The meeting closed at 21:28. Minutes recorded by James Swallow



During the past couple of weeks we have received the forms to apply for the 2023 championships, so they have been duly completed, the draft regulations have been compiled, note I did say draft so not final! The forms have gone to Motorsport UK. So, that's the first task done for the 2023 ANWCC Championships, we await the registration permits.

We have also updated the online event registration and ask all our member clubs to submit details of their planned events for next year, especially those events that are to be included in our various championships.

Also now on our website are the revised forms for clubs to let us know the contact details for their officials – it's surprising how often a club changes its' officials but fails to tell those organisations that send out information.

We are still looking for a venue for our 2022 Awards Presentation, but hope to finalise that by the end of October, so will be able to issue the information. We did have Saturday 21st January 2023 as the date for the event but that may now have to change. It is inevitable that there will be clashes at that time of year and those that we know about will be borne in mind before we settle the date.

Awards are in the process of being ordered – we usually have about 250 items to give away, and have been using glassware for many years which has proven popular. As with many commodities these days there is a shortage, and most of the glassware comes from eastern Europe or Scandinavia! Rest assured, we will have something.

As things are coming to a close we can announce another Champion for 2022 – our Autotest series has produced a new name to the Roll of Honour – Stephen Dixon from West Cumbria MSC, who has beaten former champion David Goodlad into second place. This year's series saw a reduced number of events and small entry lists but Stephen is a worthy winner in a Vauxhall Corsa, the only competitor to score more than one maximum.

In our Speed championship Matt Bramall is 99% certain to retain the title, having won in 2021. For this year we combined the Sprints and Hillclimbs, giving an outright champion and separate champion awards – David Goodlad has won the Hillclimb section. With Matt winning overall, the Sprint champion will be decided on the first weekend in October at Anglesey.

Most of our other championship will see battle through to the very last round it seems.

For 2023 we will still be accepting proposals for changes. One thing we are considering is changing the scoring system for the Targa Championship and bring it into line with the other championships. The only exceptions being the Stage and Road Rally series which see big entries and lots of championship contenders.

All our championships will be audited as the final event happens, but if anyone finds anything wrong with the points please do not hesitate to contact DVT as his computer has been known to throw up the odd error!

Dave V Thomas

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

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



061 Targa Rally

Weeton Barracks

3rd September

Gary Evans Matlock MC

Originally scheduled for May, the event was rescheduled due to availability of the Weeton Army Camp venue, near Blackpool. Originally, it was not on my list of "to do" events in 2022 but a request from Owen Turner to stand in for his nav who couldn't make it was an offer I couldn't really refuse. This was our first event together and our first time at Weeton, so a bit of an unknown. With plenty of local crews in the entry and favourites (car 1) Ethan Davies and Nick Bloxham in their very quick Puma, we weren't sure how we would do.

Tyre choice was big debate at the start. I don't really get excited about tyres (I buy pencils and maps to go rallying and don't know much about tyres) but the locals were on road/tarmac tyres and Ethan and Nick on new Hankook wet tarmac tyres. Having walked some of the venue before scrutineering, Owen decided on some worn Maxxis R19's over a set of used tarmac tyres. The surface is mostly good tarmac but hidden kerbs under the overgrown track edges and steps onto the concrete hangar influenced Owen's decision.

This single venue Targa Rally had more of a single venue Stage Rally feel than a Road Rally. You parked your rally car next to your tow car/van making it look more like a stage rally service area. Complemented with a very good burger van this made the event quite a sociable day.

12 tests covering a massive 45 miles were planned. These reused the same tracks and the cone configurations hardly changed all day. Direction of travel and location of splits and merges changed - quite a smart design to minimise change over times. The test diagrams were provided on A3 paper making them very easy to read. The cone manoeuvres were well spaced out, making this event quite fast and flowing.



Continued on Page 9

We had a lot of front wheel grip and traction with our R19's but the handbrake easily steered the rear of the car around cone manoeuvres when necessary, and after the first 2 tests we were only 1 second behind car 1, not a bad start. Test 3 saw Ethan and Nick pull up with the beginnings of electrical gremlins for them, they picked up a maximum promoting us to the lead. Our lead was to diminish on the next 3 tests as we couldn't match their pace, but on test 7 their electrical problems became terminal and they retired. This put us in a strong leading position with over 3 minutes in hand, we just had to keep it tidy and make no mistakes.

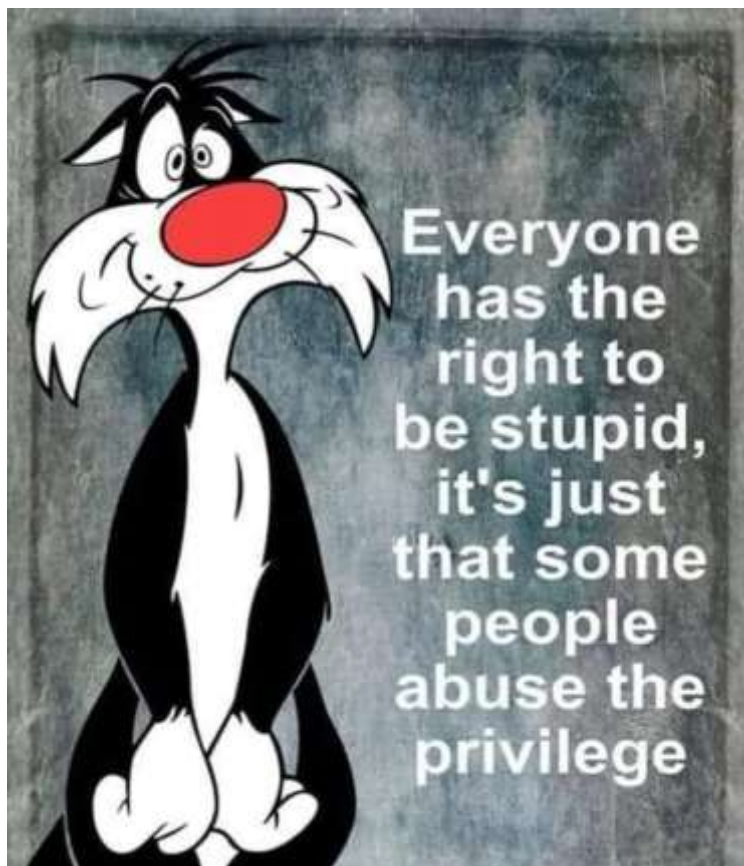
The final 4 tests used the entire site, each being 6.5 miles long. Tests 9 & 10 were identical, 11 and 12 the same but in reverse. So, 26 test miles, more than half the event remained. Half way into test 9, just after a newly sited stop astride line, we hit a cone trying to avoid going the wrong side of it. We were gutted but completed the test hoping that we would only get a 10s penalty for hitting the cone and not a test maximum for going the wrong side of it. (Wrong test was the penalty for going past a cone on the wrong side, pretty harsh but clearly communicated by the organisers). The test maximum was 20 minutes, a massive 4min 50s to add to our actual time taken - we would have to wait until the checksheets were scored to know our fate. We pressed hard on the remaining 3 tests (19.5 miles) improving on each and by the time our car was on the trailer we held a 3.5 minute lead over car 4, a local crew in an impreza previously owned by the late Simon Harrison.

About an hour passed while the checksheets were processed, to our amazement, car 4 had maximums on tests 9 and 10 handing us back the win! This also promoted Mid-Derbyshire MC crews Mark and Jack Slatcher to 2nd overall and Richard Henman and Jason Simms to 6th overall, fantastic to see them up there. There was some serious back slapping and big smiles in the "service" area when we heard this news!

According to my rally records, my first 061 Rally was in 1994 when I finished 3rd with Dave Quinney and I've had a few top 5's since then. 28 years later, I've finally got my hands on the trophy which has the names of road rallying legends going back to 1981 engraved on it. This is a special result for me.

Huge thanks to the friendly organising team and marshals at Stockport 061, a seasoned crew who put on a very slick and enjoyable event. Final thanks go to Owen for a perfect drive and providing a bomb proof car on an event which saw 17 retirements, 33% of the entry.

Gary Evans : Matlock MC : Car 2



Sheffield & Hallamshire M.C.

Rainsworth Skoda Stages Rally

Leconfield 28th August



Oliver Waggett : Hartlepool MC

Sunday 28th August saw myself and codriver Paul Hudson make the short trip to Leconfield for the Rainworth Skoda stages. Seeded at car 106 we were looking forward to the event and couldn't wait to get started.

Heading to the first 2 stages of the day then and it was a 16 Mile loop to look forward to. Finishing the 2 stages sat in 4th place so I was over the moon with my performance and my plan was to continue with this pace heading into Stages 3 and 4. After swapping the tyres front to back we headed out for another 16 Mile loop with a slight change around the stage. Coming into service I had dropped to 5th but I was still happy with my performance. Going out for the last 2 stages we were now just hoping to hold 5th Place and get to the end. In stage 5 I ended up setting my first ever top 3 stage time!! Going into the final stage there was just 15 seconds between me and 4th place unfortunately I didn't quite gain enough time back possibly due to a very worn clutch which we will replace before our next round. Nonetheless there was still many positives to take away from the event like finishing 5th and 1st Rookie along with the top 3 Stage time. Also after this event we are now sat 3rd overall in the Drivers and Codrivers Championship.

My next round is the Toyota Harlech stages in North Wales on Sunday 16th October.

Oliver Waggett : Hartlepool MC



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I taught my kids about democracy tonight by having them vote on which movie to watch and pizza to order. I then picked the movie and pizza because I'm the one with the money.



Truss
/tr^s/
noun
a framework made in simplest form from two short planks

Wallasey MC

CATACLEAN

Promenade Stages

9th/10th September

MINI RALLY CHALLENGE

Round 9

John Goff

After the terrible news of our great loss this week I was one who didn't really want to go rallying but life as they say goes on.

The Final round of the 2022 Mini Rally Championship and what 48hrs it was, rain, sunshine, success, failures, classic scouse shoplifting, no trophies, no partners draw prize and even result drama at the final control. What we did have however was a great event and lots of fun to end the final event of the Championship.

My end of term report will be held post Manx. So how did we all do?

Mark and Ian still had a chance for the championship runner up slot, and after a good start that ended with a bang and gearbox oil everywhere, but some fine performances throughout the year.

Mark and Graham, well good start followed by more of the same parked on to many of the stages hence being classified last of the 76 finishers.

A guest crew Richard and Richard ran faultlessly all day and came home 5th Mini.

Garry and Matt had a stop start day with drama throughout which kept the service crews from other teams busy keeping them going, and 7th Mini.

Mark and Carl another stop start performance giving concerns to the crew which to be fair continue as I type. Having had the tailgate fly up on the final stage and be out of confusion or what, came off the stage a lap early which should have resulted in a stage maximum but on the results are credited with the fastest time of the whole field beating WRC cars etc. so no doubt that will be recorded. So where they actually finished I've no idea but I think we score the brothers what we believe to be right.

Tim and Andy broke a CV joint on stage 4 and without a spare retired.

So

3rd. Gordon and new seat man Nathan were very cautious, knowing all Gordon had to do was finish to claim the championship runner up slot, a little mishap bending a steering arm was their only repair hence securing 2nd in the championship.

2nd Wesley and Tony recorded his best result to date with a faultless display in the Gallery @home framing Mini. Wes also won the Lidl 18v power drill in the draw.

Our Winners, George and David, this irrepressible crew always believe it is going to be their day and after all sorts of problems during the year it's finally happened so well received by everybody.

The launch of the new R53, Guy and Matt sacrificed points to drive the car on its maiden outing. Zero testing meant a cautious start, a loss of brakes which was rectified by a change of a more suitable fluid and a cooling fan switch were the only issues thereafter. I feel the car has got massive potential to build on the success of the R50 cars as the next level. Build kits are now available.

We will soon be announcing a small select service supplier network to assist crews with their 2023 campaigns.

Now let's all get behind our 2022 Mini Challenge Champions Mick and Paul on their prize Manx trip. Your support will mean a lot to them.

Our massive thanks to Glenbrook Hollins and our partners Demon Tweaks, Euro Motaparts, Questmead, Liqui Moly for making the championship yet again a great success.

John Goff





Local crew, Henri Grehan and Dan Petrie put an end to recent Fiat British Historic Rally Championship dominance by registering an impressive Historic Class victory on the Phil Price Memorial Woodpecker Stages and Cement their place at the top of the BHRC championship standings.

Paul Commons

Always rapid in Radnor and Haye Park, Grehan and Petrie would have been amongst the pre-event favourites for rally victory, along with multiple British Rally Champion Matt Edwards (Fiat 131) who had taken a string of Historic victories in recent times. And as expected it was the aforementioned duo who set the early pace; Edwards, with Hamish Campbell alongside, quickest in Haye Park and Cwm Y Gerwyn but with Grehan holding the lead at the halfway point courtesy of an exceptionally quick time in stage 3 which was equal 10th fastest overall!

The phenomenal battle would then continue throughout the afternoon stages with Edwards marginally quicker in stage 4 and 5 to leave the 2 crews tied on equal times heading into the Stanlo Trump finale. But unfortunately rally followers were robbed of a proper final stage showdown as Italian machine would suffer a mechanical failure forcing Edwards into a final stage retirement. A disappointing end for the RSD prepared Fiat crew who were looking to make it a hat-trick of BHRC victories but conversely an excellent result for the Plas Lime backed MK2 Escort of Grehan and Petrie who now sit comfortably at the top of the championship standings.

Edwards' retirement had however left the way clear for Robert Gough / Sam Collis and Nick Elliott / Dave Price to claim the respective final 2 steps on the Historic class podium. After a relatively steady run through the first pass of Haye Park, Gough and Collis were never outside the top sixteen stage times to claim the runner up spot in their MK2 Escort whilst Elliott and Price were not quite able to match the pace of the 2 Ford crews ahead of them but were rewarded with 3rd overall and first in class G1 after a strong drive aboard their immaculate Alitalia liveried RSD prepared 131.



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Woodpecker Stages Rally

Continued from page 12

Behind, category 2 victory would go the way of Chris Skill and Brian Hodgson aboard their MK1 Escort as they claimed 10th overall in the National Historic class, with C2 class winners Rory and Paul McCann (Hillman Avenger) just pipping C3 class winners Josh Carr and Richard Wardle (MK1 Escort) to second in category. Elsewhere, Rudi Lancaster and Guy Weaver (MK2 Escort) topped class G2 with 6th overall, Ford Escort pairing Neal James and Kevin Jones headed class D3 with 20th and Malcolm and Ron Mounsey were first home in class D2 in their Talbot Sunbeam

Meanwhile Michael McDaid and Declan Casey (MK2 Escort) would claim BTRDA Historic Cup victory. The Irish pairing managing to keep the similar machine of Richard Gough and Jonny Tad Evans at arms-length throughout the event to claim top spot by 17 seconds. Class H1/2 winners Jonathan Brace and Paul Spooner would defy their seeding to round out the podium positions in their MK1 Escort after yet another strong drive.

After many years away from the Shropshire/Herefordshire forests it was nice to make a return to Haye Park and great to catch up with several fellow enthusiasts! Next up for the BHRC crews is the North Yorkshire based Trackrod Rally towards the end of September where championship leaders Grehan and Petrie will be looking to edge one step closer to a maiden BHRC championship.

Paul Commons



Paul Commons Motorsport Photography

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

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

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The Revival of Boness Revival !

Keith Thomas

One word can describe this years Boness Revival meeting and that word is "Brilliant". I have never ever heard so many people say, "that is the best event I have ever done ", bearing in mind that many of the competitors were well over 65 years old and quite a few well into their 70 and even 80s and have been competing for most of their adult life that is some accolade to bestow on an event.

Borrowstouness or Bo'Ness as its commonly known is situated on the Firth of Forth just west of Edinburgh, they ran a hill climb at the venue in the 1960s it was part of the British Hill climb championship but for various reasons it ceased to exist, the main reason being that a housing estate was built across the track!

15 years ago, several enthusiasts held a picnic at the venue to commemorate an anniversary of the event, at the picnic the idea was mooted that the event be "revived" so those involved with the picnic set about re-creating the event and Boness Revival became part of the Scottish motorsport calendar. Not only did it become a part of the motorsport calendar it became the biggest motorsport event in Scotland attracting many thousands of spectators, however Increasing costs, a couple of years of bad weather, an ageing committee then Covid caused the demise of the event, it became unviable which was a great shame.

Stalwarts Kenny Baird, Vernon Williamson and Bill Drysdale who were the mainstay of the original founders together with a few others thought they would like to "revive" the Revival again, could it be done? no one knew but there was only one way to find out, so they got stuck in and gave it their best shot. Firstly, they got permission from Falkirk council owners of the venue, then gathered some sponsorship from a few businesses to pay the immediate bills, formed a brand-new motor club to run the event then worked like hell, affiliating the club to the governing body of motorsport in this country MSUK, got track licence from them and finally using social media publicised the event.

They proposed to run a very trimmed down clubman's hill climb, a shorter track than previous revivals to save the enormous cost of straw bales that are required for safety protection, certainly no frills but hopefully they could offer an increased number of runs provided they could attract a break even figure of 60 entries, if they did they would run the event and see if there was sufficient interest to consider running an event next year, they crossed their fingers, published regulations and hoped for the best.

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Revival Revival

Continued from page 14

They did manage to achieve sufficient entries, many previous entrants were disappointed they couldn't attend as they had already sent in entries for other important events earlier in the season, others had booked foreign holidays because the original date hoped for had to be changed and the event put back a week but finally everything was in situ to run on 10/11 September.

Two days before the event Her Majesty the Queen died, what would happen now, could the event run ?

After taking advice from Motorsport UK and others it was decided to go ahead with things but hold a two-minute silence each day before proceedings started so a very respectful silence was held prior to the start on Saturday, competitors walked back to their cars, the marshals up to their posts, engines were fired up, things finally got under way.

What an event it was, it was brilliant, competitors came from all over the country to compete. Top 500cc competitor Mark Riley in the 500cc Creamer special came from Frome in Somerset, Jim Campbell brought his beautiful black Aston Martin, he should have been at Silverstone but chose to support Boness instead, other entrants came from all over the country including Sleaford in Lincolnshire, Malvern in Worcestershire, Letchfield near London and Stonehaven in the north of Scotland. Even deputy clerk of course Campbell Deas travelled from near Shelsley Walsh to officiate so thank you for returning to Boness.

Competitors in the Bert Hadley challenge which is very ably organised by former 500cc circuit racer Shirley Tull decided to incorporate the event into their championship so long trips up the M6 or A1 from Sheffield and places further afield were made, however they all enjoyed Boness so much they want it to be part of their championship again next year.

A stunning array of cars competed, it would be impossible to get a more diverse array anywhere, Aston Martin, Bugatti, Frazer Nash, Riley and Austin 7s all from the vintage era, Healey's, MG, Porsche, Lotus, Triumph, Mini Cooper, Chevrolet and others from slightly later periods plus low volume models and one offs and from Gilburn, Buckler and Terrier. Also, a special invitation class for cars that didn't quite comply with certain regs, this class fielded some really quick cars including Escort, Opel Manta, and Vauxhall Nova.

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Revival Revival

Continued from page 15

What a relief it must have been for Kenny Baird, Vernon Williamson and the other organisers when things ran really smoothly and everything worked well, most things worked perfectly but well-known commentator Steve Wilkinson had trouble with his voice but armed with bags of Strepsil's he did a magnificent job keeping everyone informed with his encyclopaedic knowledge of cars and drivers, great job Steve.

Each day we managed to get in two practice runs and five timed runs, on Sunday they would have got in seven runs but the ambulance was called to the paddock to attend to a spectator who needed medical attention, the ambulance needed to take him to hospital but fortunately he returned from hospital in the same ambulance after being checked out and found he was ok to be discharged.

Prizegiving's were always a great feature at Boness as Bill Drysdale has been known to give prizes to the wrong person with a great flourish on more than one occasion then come and take it off the recipient, this is all taken in good grace of course and if prizegiving didn't have such a hiccup it would surely detract from the occasion !

This event went so well, and all the competitors were so impressed at what the team had pulled off and particularly the vast amount of work secretary Kenny Baird had put in that they decided to have a little whip round so that he could take his wife out for a meal and a bottle of wine as he was sending out emails at 3am on occasions. She obviously hadn't seen much of him for weeks except to make him meals. The response was overwhelming, people were so generous he was handed a substantial amount of money in a little green bag that would not just take the pair of them for a meal out but could take them on a little trip abroad. Bill Drysdale did the presentation and after handing over the money he explained the only container to put the money in was a doggy poo bag but not to worry as we had washed it out under the cold tap, don't worry Kenny it was a brand new one !

What an event, next year the event is almost over subscribed already, people were happy it was a small clubby event with lots of runs with a great atmosphere, even the weather was glorious. As mentioned, some Boness regulars couldn't come this year as they had entered other events many months ago that are always oversubscribed to maximise their chance of their entry being accepted, they too have pledged to enter next year so all being well Boness will be back.

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Revival Revival

Continued from page 16

Rivalry was friendly but intense throughout the weekend as the very short course didn't allow the powerful cars to press their advantage, the 5000cc Lola of Roger Deans couldn't use its power so cars like Chris Spencer's little 1300cc Formula Vee Scarab and Angus Buchan's equally nimble 1380cc Terrapin were all within a couple of hundredths of a second of each other, other classes were just as close so final overall and class placings were not decided until the very last car had made its final run.

FTD went to Jock Ramsay in his Opel Manta in the invitation class narrowly beating Graham Millar in his Escort, Graham could only compete on Sunday as he had been on a long-distance charity walk and was at Boness for the very first time, Graham is itching to come back to carry on the rivalry.

What a success, thank you to everyone that helped in any way particularly Falkirk council, the sponsors, officials, and marshals. The event brought lots of income to the local economy, the Premier Inn was fully booked, our Travel Lodge was chock full of people too attending the hill climb according to the receptionist as were the restaurants in the evenings, we are already looking forward to next year. All the results are online at scotresults.co.uk

Keith Thomas

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Boness and the local area tourist attractions.

Keith Thomas.

Anyone contemplating competing at Boness will find there are plenty of other things to do so its well worth going a few days earlier or alternatively staying on for a few extra days.

Running right past the venue is the Boness and Kinneil steam railway on which you can enjoy a 10 mile trip along the Forth estuary, you can visit the Museum of Scottish railways and there are often special events on one of the most popular is the visits by world famous Thomas the Tank engine. A less known engine awaiting restoration I gather is an engine called Kelton Head which was formerly from Rowrah near where we live in West Cumbria where it carried iron ore and limestone from Kelton Head quarry down to Rowrah. The ore and limestone was then taken to various steelworks by other locos but mainly to Workington Iron and steel Co at Workington which was owned privately owned before becoming part of British Steel. Kelton Head quarry is now the famous Rowrah Go- kart stadium where Lewis Hamilton, David Coulthard and David Leslie raced in the past. The Boness and Kinneil railway has been used many times as a film location and in TV series including, 39 steps, The Railway Man and Outlander, the café has won many awards and there is an on train buffet too.

Boness also has its famous motor museum where many exotic cars are on display, the perpetual trophies from Boness Revival are also on display there.

The Falkirk Wheel lifts boat from the Clyde and the Forth to the Union canal, it's a feat of incredible engineering, opened in 2002 as a Millennium Link project it reconnects the two waterways that lost the means of transferring from one to another in the 1930s.

The Kelpies which are 100 feet tall equine structures are also very close, these are the biggest of their type in the world. The area was created as a leisure space to allow the residents of the area to come together but now people from all over the world enjoy the facilities which include parklands, woodlands, wetlands and boardwalks as well as splash play area, adventure park and fountains.

Plenty to see and do so why not pay the area a visit, lots of great restaurants, cafes and accommodation. Only a few miles away is Edinburgh and nearby the Royal yacht Britannia, this I can assure you is a fabulous day out well worth spending a few hours looking around it where the late Queen and other Royals spent much of their time travelling the world as ambassadors, on honeymoons and their holidays of course. Edinburgh has vast amounts of things to see and do, visit the ancient Royal mile, the dungeons, the castle, Princess St and other attractions I am sure you will enjoy your visit whether combined with the event at Boness or as a separate trip.

Keith Thomas.



Pembrey

27/28th August

Wigan racer Tony Lynch wrapped up the Retro Rallycross Championship's Retro class in fine style with a double victory on the penultimate weekend of racing at Pembrey. Tony and his Landsail Tyres Motorsport Team Geriatric team headed for the Welsh circuit sitting pretty at the top of the standings, and looking to try and replicate the success it had enjoyed on a first visit to the venue earlier in the campaign.

With a number of changes having been made to his Toyota MR2 ahead of the weekend - which included tweaks to the suspension and the fitting of a new gearbox - Tony was optimistic about his chances on track.

After a solid run in practice on Saturday, Tony battled his way to victory in the opening heat of Round 6 and followed it up with two further top three finishes to earn himself second on the grid for the final.

Up against the rapid Mini of Terry Moore, Tony came through the final with an impressive victory having taken the lead at the start, with issues for Simon Hart giving him an unassailable advantage in the class points.

Celebrating in fine style in Round 7 on Sunday, Tony went unbeaten through the three heats before making it two wins from two in the final - meaning he would be unbeaten across the four rounds held at Pembrey over the course of the campaign.

With the Retro class crown now secure, Tony will go into the season finale at Lydden Hill in November looking to be crowned as the overall Retro Rallycross champion in a two-way battle with the Super Retro title winner John Cross, who also wrapped up his own title in Wales.

"Heading to Pembrey, the focus was firmly on picking up a strong haul of points so to come away from the weekend with two wins and having provisionally won the class title is fantastic," Tony admitted. "The car was strong all weekend and we were able to show good pace in both rounds, which was reflected in the end results.

"To come away from Pembrey unbeaten across four meetings this year is something we're very proud of, and a huge amount of credit for that has to go to my team. They continue to do a fantastic job in preparing the car for every meeting, and the effort every weekend to ensure we are able to fight at the front is second to none.

"I also have to thank Paul Waldron for the work he has put in alongside the boys this year on the Toyota as his support has been invaluable, as has the backing from all of our sponsors over the course of the year.

"When we made the decision to go down this route with the Toyota, our goal was to win the Retro Rallycross title and having won the Retro class crown, hopefully we can now secure overall honours when we head to Lydden Hill for the big finale."





MOTORSPORT UK ASPHALT RALLY CHAMPIONSHIP 2022

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Steve Wood has taken the lead of the Protyre Motorsport UK Asphalt Rally Championship at a crucial time in the 2022 series, after a skilful performance on the Get Connected Rali Ceredigion (3/4 September).

It was James Williams who took maximum points on the Aberystwyth-based closed road event in his Michelin-shod JDS Machinery Hyundai i20N Rally2 – becoming the first driver this year to score top marks more than once. What's more, the result gives his navigator Dai Roberts the lead in the overall Protyre Asphalt co-drivers' standings.

The west Wales duo finished 1 min 53.1 secs ahead of Ruairi Bell/Max Freeman, who picked up second-placed points in their Pirelli-shod Inspira-backed Škoda Fabia R5. However, third-placed points are enough to give Wood the overall lead in the Protyre Asphalt Championship, after another sensational performance in his City East Ford Fiesta RS WRC.

Co-driven by Dale Bowen, the local driver mastered the extremely challenging 85-stage mile route with a solid drive through Saturday night's dark stages and a full day of flat-out competition on Sunday over the drying roads of the Cambrian Mountains.

Wood now heads to the penultimate round of the series with a three-point advantage, having knocked the absent John Stone off the top spot.

Neil Roskell has dropped down to third in the drivers' standings after he and Andrew Roughead retired their ND Civils/Burdens Ford Fiesta R5+ after breaking a driveshaft leaving the start line of SS5 – which was the 17-mile Llanfihangel stage, which opened Sunday's action.

He remains very much a title contender, as does Mark Kelly who – together with Neil Colman on the route notes – scored fourth-placed points in his Roccia Tiles & Bathrooms/Tilemaster Global Škoda Fabia R5+. Whilst Wood, Stone and Roskell have dropped one score, Kelly has already dropped his mandatory two scores – and whilst the pressure is on to finish the last two rounds, unlike his rivals he can count both scores.



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Rali Ceredigion

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One of the stars of the 2022 Protyre Asphalt season is Brad Cole. Despite admitting he'd struggled to commit on the night-time stages, that certainly wasn't the case in daylight as flew to fifth-placed overall points in his Hydroline Solutions Escort Mk2. Co-driven by Jamie Vaughan (who is second in the overall co-drivers' standings), Cole has extended his lead in both class B13 and the Ford Escort Challenge after once again coming home as the top two-wheel drive competitor.



Photo Courtesy of Geoff Bengough

William Mains (co-driven by Emily Easton-Page) won class B9 and took home to Llandysul sixth-placed overall points after another giant-killing performance in his WCS/Roy Thomas & Son-sponsored Vauxhall Nova.

There was more than a fair share of misfortune for a number of Protyre Asphalt crews, as the demands of Rali Ceredigion took its toll.

Triple Protyre Asphalt champions Jason Pritchard/Phil Clarke rolled their North Road Garage/Get Jerky/J&S Handling-backed Volkswagen Polo GTI R5 into a field, Roger Moran/Den Golding were forced out with electrical problems in their Škoda Fabia R5+ and David Henderson/Chris Lees hit a bank after a heavy and awkward landing on SS10 and broke the rear suspension on their Michelin-shod Keco/PAR Petroleum-backed Ford Fiesta Rally2.

Defending class champion Adrian Spencer (co-driven on Rali Ceredigion by Ashley Trimble) continues to lead B14 in his RED Industries Subaru Impreza WRX, after none of the class title contenders finished the event.

Richard Clews remains second in class (with Carl Williamson leading the co-drivers' section) despite a very rare off in his ITG Subaru Impreza STi, while Steven Ormond-Smith (navigated by Claire Williams) remains third despite coasting to a halt with low oil and fuel pressure in his new Manx Rally Sport-supported Proton Satria S2000

Lewis Gatt/Callum Young still lead class B10 despite retiring their Gatt Speed Ford Escort Mk2 on SS7 after hitting a fence and breaking a half shaft, while class B12 frontrunners Jonathan Stepney/Aled Davies were forced to withdraw their 1.9-litre engined Griffiths/Gavin Griffiths Group-backed Peugeot 205 GTi after the driver became unwell.

Others to retire included Chris Ford/Matt Daniels (clutch problems with their Citroën C3 Rally2), Olly Hunter/Dan May (HES Electrical Contractors-backed Ford Escort Mk2), Mark Holmes/Mark Perryman (Ford Fiesta S2000), Rob Tout/Terry Martin (punctures aboard their ABC Hire Services Mitsubishi Evo 10), Damian and Charly Cole (Get Connected Škoda Fabia R5+), Huw James/Dafydd Evans (Ford Escort Mk2) and Jay Stanley/Elgan Davies (Tina Pedro Boxers Escort Mk2).

Geoff Glover/Keith Barker suffered transmission problems in their Vauxhall Astra Mk3 but did pick up the Dynamic Fluids best-presented car award for their immaculate self-prepared rear-wheel drive car.

Live streamed action footage from the Rali Ceredigion (which received over 60,000 views during the event) remains available to view on the Special Stage TV Facebook page, with commentary from Mark James and special guest presenter Hugh Hunter.

Round 6 of the 2022 Protyre Motorsport UK Asphalt Rally Championship is the Hills Ford 3 Shires Stages on Sunday 18 September.

Rali Ceredigion – top registered 2022 Protyre Motorsport UK Asphalt Rally Championship finishers:

1.	James Williams/Dai Roberts	(Hyundai i20N Rally2)	1hr 22mins 00.0secs
2.	Ruairi Bell/Max Freeman	(Škoda Fabia R5)	1hr 23mins 53.1secs
3.	Steve Wood/Dale Bowen	(Ford Fiesta RS WRC)	1hr 25mins 37.6secs
4.	Mark Kelly/Neil Colman	(Škoda Fabia R5+)	1hr 27mins 32.2secs
5.	Brad Cole/Jamie Vaughan	(Ford Escort Mk2)	1hr 34mins 13.6secs
6.	William Mains/Emily Easton-Page	(Vauxhall Nova)	1hr 39mins 08.8secs

Highland Car Club

Autumn Navigational Rally

20-21 August 2022

Geoff Bateman West Cumbria MC

Back in April Barry and I did the "Moonless Road Rally" organised by Saltire RC and after scraping a finish decided that we would like to try some more Scottish road rallies later in the year so we entered the Highland Car Club's event, based around Inverness and the Black Isle to see if we could manage to get a finish up there in an area which neither of us has visited before.

Due to the distance we decided to go up on the Friday afternoon and stop overnight near Pitlochry on the way up. I got up there before Barry and spent a pleasant hour sat on a wall in the sunshine whilst I waited for him to arrive. With the arrival of the red Swift we booked ourselves in and went to the cafe next door for something to eat before adjourning to the bar of our hotel for a few beers.

Next morning another trip to the cafe next door for breakfast and then a continuation northwards up the A9 to find the approved spot to park up the trailer before getting onboard the Red Swift for a look around the local area. Our sight-seeing ended up in Nairn where the local Highland Games had just finished but the park was still full of people who still seemed to be competing in the "who can drink the most cans" competition. A nice walk round in the afternoon sunshine with an ice cream followed by a hot dog and a coffee saw us once more back to the Red Swift for the trip back to Inverness to unload the Pug and toddle off to the start venue which was in Cawdor, south of Nairn, home to Cawdor Castle for the Macbeth fans.

A few other crews were already there waiting for scrutineering and we parked up and joined in the crack. We were soon scrutineered and went in to the community centre to receive our documentation and sign on. We had entered in the "novice" category as we qualified for it and had no idea what sort of route instructions we would receive, would it be pre-plot or maybe even a marked map? No, it was going to be plot and bash again and with 200 miles to do with 20 controls in total so we were going to be chasing time all night and needed to be very disciplined over plotting time and be prepared to cut if necessary to avoid OTL.

It got dark and eventually we got in to the car and moved up to the start line to receive our first instructions and get off. We pulled in just up the road and looked at the instructions which were in tulip. Oh good, we're usually OK with that. Unfortunately it didn't seem to work out so we ended up reverse plotting it only to find that the first 2 instructions were drawn "tour" style with the bulb at the bottom in "direction of travel" whereas the rest were drawn in the style we're more used to where the junction is drawn as per map with bulb and arrow orientated as per the map. This confusion saw us drop 5 minutes at the first control which was not the best of starts. Missing a code board wasn't good news either.

Our next instructions were a set of grid references which we thought would not present a problem. However, although the first 4 made sense the fifth seemed well out of where we would expect to go. With the pressures of time we decided to take as much of the route as we thought was OK and get to control to limit out time losses. We found out later that the references had not been in sequence which was what we were used to and that the only way to have plotted the route was to plot all the points out first and then work out the route rather than doing it from plot point to plot point! However we didn't know that at the time and got to control 2 missing a control board but at least only losing a minute.

Control 2 to 3 was a combination of road numbers and spot heights and we sorted it quickly, had a good run and cleaned it. Control 3 to 4 was 4 letter junction instructions and we got that done OK but dropped another 2 minutes as it was only 4 miles and a couple of minutes plotting takes a lot out of the section allowance. Still we were getting more settled by now.

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Autumn Navigational Rally

The next section, 4 to 5 saw us confused once more. Despite having both read the finals we had missed the instruction that underlined points were “avoids”. Again we are used to seeing a list of instructions with a note “avoiding points etc. etc.”, so were confused by the underlining as neither of us could remember what it meant and despite printing off the finals I had left them back in the other car!!! We spent as much time on it as we dared and eventually agreed on a plot to follow. It didn't turn out too bad as we only missed one board and dropped one minute on the 7 mile section.

Section 5 to 6 got us really tied up. Letters on the road and some additional written instructions referring to things we just couldn't find. We got the letters on the roads but missed the other features and had to make the decision to go with what we had. It was an 11 mile section but the route we plotted came up quite a bit less which meant we didn't lose any time but we did miss 2 boards only picking up the last one as we got on the correct route in to the control. We were beginning to get a bit peeved with the clue situation considering it was supposed to be novice level and although we were OK about plot and bash it would have been nice if some of the “clues” had not been so cryptic!

Section 7 to 8 saw us meet our usual nemesis, herringbone. We tried to plot it slowly but still could not get it. We tried to reverse plot it and, as we found out later, got most of it, but in the end I was concerned over the time we had taken and we decided to cut the section. It was a mistake as not only did we miss the code boards we also got WD in to control, however, the upside was that we were still within maximum lateness so were still in the game.

The next section we were back to underlined letters and numbers again which we didn't understand so worked out where control 9 was and took the “best” route we could plot to get there. Our route was somewhat longer than the given 18.5 miles but we still arrived at TC9 with no time loss but missing both code boards from the section. We were both getting a bit despondent by now with the way things were going and all we wanted were some instructions we could actually understand so we could just plot them and go.

Fortunately the next set of instructions came good. There was a 10 letter code word representing numbers 0 to 9 which once you spotted that the sets of four letters made sense and could be converted to grid refs which could be plotted with confidence. All 5 code boards got, dropped just one minute on the 10.5 mile section and we'd found our mojo once more.

The final section of the first leg was straightforward once Barry had counted 47 green dots and found the gradient markers and we actually cleaned it. We queried the underlining with the marshal who told us it meant avoid and that it had been in the finals and suddenly things became a little more obvious!

A short run back to Inverness for some discount all night E5 super for a mere £1.90 per litre and a soggy sub saw us arrive at the regroup in plenty of time to check the car over, discharge excess liquid and ready ourselves to the second leg which we were hoping would see a better performance than the first.

The first short section down to TC12 was easy enough but we dropped a minute as I missed a slot and had to re-trace. TC12 to 13 was road colours at junctions and we plotted it fairly quickly and cleaned the section. The next section was crossing grid lines and again plotted it quickly and cleaned the section. This was better. If only the first leg had been like this!

From TC14 to 15 we had a list of grid squares and instructions for each square. We had trouble with this and again did not realise until later that the instructions were not in sequence and that all grid squares had to be plotted first and the instructions for each square plotted out before the final route could be plotted. (Thought that was a bit stiff for novices). However with one eye on time we decided to drive what we were confident with and despite missing the code boards (which were all on whites which we'd not realised) we got in to control without dropping any time.

We were relieved that the next section's instructions were simple “pass by places” and the route was plotted quickly. Unfortunately there was an error on both the OS map and an extract we'd been given which showed a roundabout as having only 4 exits when in reality there were 5. The plot said take the third exit so we did and ended up a mile down a wrong slot. Once we realised the water was on the wrong side of us we turned round, returned to the roundabout and took the 4th exit which was correct. The messing around cost us 3 minutes despite my best efforts but we got all the code boards.

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Autumn Navigational Rally

The navigation for TC16 to 17 was a 6 x 4 matrix of numbers which we quickly spotted were 4 vertical 6 figure grid refs. Sorted it out and cleaned the section. We were quite pleased with that as it was about 5 am by then and it had been a long night. However our smugness was not to last when we got the instruction for 17 to 18 which included the requirement to pass under ETL 12 times. We spent way too much time on this and couldn't make more than 8 times without going miles further than the 16 miles shown. Once more being concerned over time we made a joint decision to drive what we were confident with and cut the rest. We consequently missed 3 out of 4 code boards but made control with no additional time lost. (We found out later that the instruction was wrong and should have read 8!!) All the novices seemed to struggle with it so I assume it was just our instructions that had the error. We were a bit annoyed about having to cut but with not knowing what the last 2 sections had in store we agreed it was the best thing to have done in the circumstances.

The penultimate section was fairly easy to plot with a list of instructions and the junction number they referred to. At least we knew it would run in sequence!! We cleaned the section and got the final set of instructions which were map tracings for the final 16.5 mile section. We identified the route pretty quickly and what a magnificent route it was. The sun was coming up and we were hacking down miles and miles of good twisty single track lanes through the forests to the northwest of Inverness before eventually reaching TC20 with plenty of time in hand having cleaned the section and knowing we would get a result of some kind.

Things were pretty cheerful by now in the car as we headed back to Inverness and the V8 cafe for a full Scottish breakfast and a wait for the results to be worked out. We enjoyed the food, coffee and good company that you always find at the end of a good rally and waited to see what we had done.

After some time the results were announced and despite our difficulties on the first leg we ended up 9th overall and 3rd novice just 31 penalties (2 code boards + one minute) behind first novice. A better result than we expected for an event which we knew nothing about and had come to it cold.

A big thank you to the Highland Car Club for putting the event on and to all the marshals who were there throughout the night performing their duties at multiple controls and always with a smile and a pleasantry. Thanks to you all. We will, no doubt be back again.



Tesla Showroom in the Grand Arcade in Cambridge

"Didn't know that TESLA did commercial vehicles"



Geoff Bateman West Cumbria MC/Saltire RC
Barry Allman Clitheroe & DMC/Saltire RC



Highland Car Club

Autumn Navigational Rally

20-21 August 2022

Barry Allman : Clitheroe & DMC

A few months ago with Geoff (*Geoff Bateman*) being a member of The Saltire MC in Scotland and with us looking for a road rally, we decided to compete on the clubs, Moonless Road Rally (north of Perth), which went really well.

With points scored on two rounds now of the Scottish Navigational Championship we thought, why not do the next round

Which meant a journey up to Inverness on the 20th and 21st of August for the Highland MC's Autumn Road Rally a 200 plus miler . Oh Yesssssss.

A busy week for both Geoff (car preping) and me on family taxi duties, leads us both to Ballinluig just south of Pitlochry for an overnight stay before heading north again to Inverness. An overnight stay on a Road Rally is another thing I hadn't done in ages, Luckily we got into the local restaurants before last orders, Phew FOOD. Then back down a 100 yards to our Motel ? and The Bar. First time for us to relax over a beer or three and chat about all things including rallying, with a combined age of OVER 136 years we had lots to chat about. The accommodation was excellent too, ask Geoff for the Motels name.

A Big Thank You to the Highland Motor Club for all there help to two strangers from over the border, they found us a place to park our vehicles, very close to the finish. Which was at The V8 Cafe, another great venue and time for a coffee and a snack ready for the challenge ahead.

We both agreed on a Master plan, to get a finish, on maps neither of us knew and also (more importantly) not knowing how the club would give out the route instructions. In the afternoon we went to find the start venue (map27) and had a drive around some of the lanes, they looked in good condition, dry and muck free. A bit of a chill and some more brews lead us late afternoon to Cawdor Community Centre, for a quick Scrutineering check.

Finally signing on around 8pm then a wait until 23.09 when we left, running car 9. Lots of time to meet friends old and new, with nobody giving too much away. A wide variety of cars too with car one being an Audi road car, em I thinking a quick route then. Back to our car to have another look at the two maps and discuss tactics again. Geoff and I have been going to Eden Valley M C (Plot and Bash) navigational training nights and also competed on a few P&B events too. Time to put all we both had learnt into practice !! It was so good to know Geoff had done the training to as two pairs of eyes on the night worked so well.

To all the folks who say, Plot and Bash, Oh No, I say go on some training nights and have a go, they really are So Good. A real challenge and improve the skill level of both crew members so much and WOW keep you wide awake! We started at 23.09 and finished just before 07.00 am, a FULL all nighter ...

MTC (Main Time Control) 1 was just out of the centre gates and turn right, I went for a look and just a single sheet was given out. We arrived at 23.09 and was given an A4 sheet, with the references of the first 11 controls and a slip of paper, first instruction, turn right, Phew going to be an easy night then. We pulled into the first safe place along with other crews plotted up to Control 5, that way we knew roughly where we where supposed to be heading. First section route was "Tulips" as in most road books, Filled half and half with excitement and nerves I had fun trying to make the tulips fit onto the map, Tip number 1, when struggling work backwards from TC 1 which we did and away we went on some quick roads. We didn't see the first codeboard, which was very early on and arrived at TC 1 dropping 5 minutes and a 15 minute penalty for missing the CB. Not a great start but we both knew it was going to be tough. At TC 1 we where given the next set of route instructions, yes map refernces, quickly plotted with just one query. We set of heading north up towards the airport and the coast, I was still feeling very nervous, we got there dropping just a minute. Grrrrr but missing another code board ? later we found out the MR's where not in order ? that was our MR query ! Two . Nil to the organisers already.

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Autumn Navigational Rally

TC2's instruction sheet was "B" roads and grid squares, off we went, Geoff's driving was quick and smooth as ever, His Peugeot 205 GTI got to stretch it's legs a bit too. The map was reading accurately and slowly our/my confidence came back! (now ask any Rally crew that can be an issue). A blast along the coast road saw us getting all the CB's and arriving on our minute, Phew! With just 29 minutes and 59 seconds of lateness to play with that was a relief. From TC 3 to TC4 was junction instructions "XRTR" which we are used to, all the CB's again but dropped another 2 minutes, Umm better keep one eye on the clock.

Instructions upto TC 5 where spot heights, simple? some where underlined ? We missed a CB and dropped another minute. The first half was 11 TC's, then petrol and a regroup back onto our due time so not too concerned so far. The next 11 mile section was defined using letters on the map, never easy plus places to pass (battlefield with a date) one for the locals, even so we cleaned the section but missed two CB's on our way to TC 6.

P&B is a great way in certain area's to put on a route as the plotting time eats into the section time, as the roads when super.

TC 6 to TC 7 was bridges and plyons, we thought we had done well but missed two CB's again but cleaned that section to. Onto the section upto TC 8 a 12 miler and our "Favourite" NOT herringbone diagram, I really struggled on this section and so we decided to cut to TC 8 missing CB's, cleaning the section but getting a WD penalty of 15 minutes, which I hoped got added to the penalties and not our time (which it did, Phew again).

It was a 18.5 miler to TC 9 instructions where "B" and "A" roads plus these underlined spot heights again? At least we cleaned the section, By The Way, it was full on rallying without a break! but missed more CB's.

We found out a few days later that anything "Underlined" you ignore, I/we will remember for next time.

Geoff and I where having fun, we knew it would be tough and it was, both helping each other and WOW the lanes are awesome, hardly any other traffic.

It was 10.5 miles to TC 10 this time MR's but in code! and at gone 02.00 am in the morning we managed to solve the code, got all the CB's but dropped another minute , even so feeling quite smug with ourselves.

Last section of the first half was 11.5 miles of cycle route and uphill/downhill symbols by now we where in The Zone (at last, I am sure Geoff was thinking) all CB's and arrived on time ...

After a petrol, food and brew halt it was over "The Bridge" North of Inverness to MTC 2 the layby/regroup location and onto The Black Isle. A chat with the other crews and tales of missed code boards and fun in the lanes.

03.34 at MTC3 saw us receiving list of the remaining 9 TC's, those we quickly plotted, then it was spot heights again, Good news was all our lateness had been absorbed at the regroup and so back on 29 minutes and 59 seconds. Doing the extra plotting and working out the spot heights, given as a total of the SH's we dropped 2 minutes. Route to TC 13 was short and denoted by road colours "YYYY" he he, it did feel like we where doing a mobile version of the Krypton Factor at times, the burger and brew must have helped because we got all the CB's and arrived on time.

Onto 11 mile section upto TC 14 which was classic grid square crossings 26 of them! again we got all the two letter CB's but dropped 5 minutes a bit of a worry so early on this second half. Route up to TC15 had us guessing, out of order instructions and with a finish in mind we "Gave it a Go" at least cleaning the section and arriving from the correct direction, minus a few more CB's. My only (that I can remember) on the night was as we left TC 15 on our way to TC 16, going through a housing estate? lost us 3 minutes but we soon got back on the correct route. This was just one MR, then pass on our left various places, a bit different. Back in the countryside and a 10.5 mile section towards TC 17 Vertical MR's this time which Geoff got straight away and off we went, All CB's again and cleaned the section too. With time in hand and enough controls visited to get us a finish we both relaxed (a bit) . Phew again. As it was a long way to go not to get anything out of our efforts.

Route up to TC 18 was a 16 miler! whose instructions included a TYPO! After plotting OUR route we set off into some brilliant lanes again we missed some CB's again but arrived on time at TC 18.

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With the first light of Dawn becoming visible, I had a flashback to the Motoring News Road Rally days, when running car 129! we did alot of daylight driving. Route to TC19 was straight on or turn left or turn right but sequenced 1 to 16, we got that straight away, fuelled now on Adrenaline (youngsters, burnt out on Red Bull) got all the CB's (Hurray) and cleaned the section again.

Was there going to be a sting in the tail of thsi Road Rally? My mind was full of plans A to ZZ . It was another 16.5 miler this time 5 tracings of the route which yet againWE quickly got and off we went, The Peugeot now on Low Fuel load. me on low fuel load too, the tyres nicely bedded in with no sign of "DEG" (what ever that means), Geoff gave it "The Beans" wow . It was, as the sun came up, a brilliant run through the forest tarmac roads, mainly as map, with Geoff on a charge (to Breakfast). All the CB's written down and arrived on time again, a super end to WOW what a rally. We arrived at TC 20 in daylight just before 7 am, definately a Full Nights Rallying

Hats off to the Highland Motor Club and all the folks who made it happen, a credit to you all. One Marshall we saw four times and Congrats to the winning crew how dropped just 6 minutes all night followed by 24 mins and 32 mins.

Lots of crews struggled in the second half, where we took time inthe first half to get up to speed. In the end we where just three code boards off being 1st novice they dropped 259, 2nd novice 267 we dropped 290 (15 mins per CB). What a night, what a weekend. It is a trek but well worth doing ...

Massive Thanks to Geoff Bateman, for a well sorted car (Thanks to Maggy Bateman for the loan of her seat) and Geoff what a super drive, I hope you enjoyed as much as me.

The Scottish Navigational Championship is showing Geoff and me now leading Novices, Happy Nights and days.

Off to Stonehaven next for The Stonehaven MC's HAIRST Road Rally, supposed to be a real brain teaser !!

Can't wait

Barry Allman : Clitheroe & DMC : Geoff Bateman West Cumbria MC/Saltire RC

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Clitheroe & DMC Clitheronian Rally

24/25th September

Barry Allman : Clitheroe & DMC

September meant it was time for Clitheroe and District Motor Clubs "Clitheronian Road Rally" always a cracker and this year's was NO exception,

It was the Dynamic Duo of Paul B and Steve B's 16th and last time ????? rganising the event, Thanks you two. As they said after they wanted to finish on a high and WOW did they.

This time sponsored by Doinic McTear and his company DLM motor services.

My driver/victim for this rally was Stephen Flynn, on our Fourth road rally together, YEP he let me back in his car (the fool). Steve has a really nice MG ZR (yellow , with Blue rims) 1396cc and so super quick on the downhill bits. The rallies area is quite hilly which ment we would have to be on it right from the start. All the fomalities went very smoothly as we took up our usual spot in the car park at Darwen services (near Blackburn) just off the M 65.

Time for a brew and a catch up with all the folks there. Just two maps this time 102 (Preston) and 103 (Burnley) which ment we where not using many of the usual roads.

Stephen had a feeling that we might be using te roads near his home and one's he knew, Oh No time to be afraid ...

Just after 19.00 we got our rally pack, rally plates and list of black-spots, got ehm plotted and gave us a rough idea of where we might be going. Time for another brew and chat with gang, plus a good look at some of the cars, WOW lots of tidy, quick looking Escorts out. They must be 40 years old ??

Drivers briefing after, obey the marshals and don't hit anything,

22.41 was the time we picked up our route instructions with plenty of time to get the route down, lots of Oh Ar's from Steve, sounded like he knew the route? Lots of the lanes around the East side of 103 I'd only been down once on scatters and so a new challenge !! All done and checked a qutimeick comfort break (we are gentlemen of a certain age) strap in and off we went ...



Photos Courtesy of Neil Johnson

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Clitheronian **Continued from page 28**

A short run east on the M 65 took us to some lanes just south of Burnley, Slight panic as we stopped at the first control the engine started boiling up !! switched it off and on start up all was OK again. 1,2,3 at the First Time control we where up and running we even found the first NAM (Not As Map) car park with code-boards in. Yes it felt good as we tramped on, on roads Steve knew well, we tried late braking but after a few little issues decided on eqrly braking instead. It was so helpful to see all the marks on the roads from the Escorts, etc it made slot finding so much easier.

We had been sent almost into the south east corner of the map, some quick roads. Getting to TC4 and Widdop Moor, we pushed hard along there and got all the codeboards and (NAM's) as well, the car temperature guage was back to normal and the car was going great. There was a small issue on the next neutral but didn't lose any time (just lost some time from our 30 minutes of late-ness). We almost had time to pop into his house for a brew.

We soon arrived just south of Trawden and a quiet run throught the town. The it was a run throught the maze of roads right on the eastern edge of 103 up to TC 9, no major problems and the night was going well. The codeboards are so low (think we sit too low) that we both struggle to read the bottom part, he he. Going North and West now yesssssss onto an area I know !! there was a short section that we actually cleaned, very happy. A super section got us up to TC 13 then a few more classic roads and we where on Waddy Fell road and we had another push down to TC15. Passed Waddington Club, CDMC's meeting place every Tuesday .. Plug, Plug , All Welcome ...

Droppoing down to Clitheroe and the Petrol/Half Way halt, Luco-sade for us a bit of water and oil for the car, quick check over and off we went again. This time onto roads I knew, including some of the route of The North West Stages which I had done, I was RE-ALLY looking forward to those roads.

A nice section was The Little Trough up to Dunsop Bridge and then The BIG Trough, we had some fun down the lanes, wow a 1400cc car can be quick downhill . he he. Then the slot left to Scorton (before Abbeystead) got us on the NW Stages route . Oh Yesssssss.

And did we have fun, we where running knobbly tyres, think we are going for a tarmac tyre next time, poor tyres where crying most of the night.

There is a cracking , crest into 90 right, into hairpin left, right over bridge and cattle grid we had fun ...

Map 103 finally got put onto the back seat and onto map 102 crossing the M 6 then heading south down to TC 22 before we



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Clitheronian Continued from page 29

crossed the M 6 again, back into NW stages roads. Some brilliant lanes and we got quite a few slots I remembered, the next hour was a good grin. Wild Boar park and Nicky Nook as well ? Super section hairpin down to the bridge and then away. Then just to the North East of Junction 32 on the M 6 it was all over, shame as we were going faster and faster, maybe better it finished there. All 32 codeboards found and so happy days no wrong slots or lost time.

Off Down the M 6 and M 65 back to the start area and the local hotel for breakfast and results.

After much number crushing by the CDMC team we ended up 27th o/a 5th Semi . 2nd in ANWCC 1400cc class and so lots of points, we were hoping for top 20 but maybe next time. I don't think Stephen could drive his MG ZR much harder, so tarmac tyres next and maybe a few more upgrades ?

A Great night, super route, well organised, lots of Marshall's too

Here's to the next Clitheronian ?????



Barry Allman : Clitheroe & DMC

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NORTH WEST RACERS

With Dave Williams

A CATCH UP WITH THE NORTH WEST RACES

This month we report on the CNC Heads Sports/Saloon races at Croft, Super Classic Formula Ford 1600 action from Anglesey and a thrilling weekend when the ST-XR Challenge had a Triple Header at Cadwell Park.

CNC HEADS SPORTS/SALOON CHAMPIONSHIP: Croft – 6th & 7th August

Jon Woolfitt's Spire was well suited to the sweeping corners at Croft Circuit and was 5 secs faster than anyone else despite a gearbox problem hampering his progress in the closing minutes of the session.

Indeed, the 3 fastest drivers all had their mechanical problems to deal with as the engine on second quickest Andrew Southcott's MG Midget Lenham had a misfire while also struggling to change cogs was Simon Allaway in his mighty Lotus Esprit V8 which would start from third on the grid for race 1.

Richard Rudd was debuting the ex-Piers Grange Mk2 Escort and was fourth fastest despite using old tyres as he was saving new rubber for the race.

When the red lights went out to get the first of the two encounters underway, it was Southcott who made the best start of the 2 drivers on the front row but Woolfitt decided not to brake for the first corner, Clervaux, until his opponent did. This rather risky strategy bore fruit as Woolfitt moved ahead.

The Spire opened out a comfortable advantage over the MG which grew even more after half distance when Southcott lost his brakes and clutch. At the end of the 20 minute + 1 lap contest, Woolfitt took the overall and Class B win over 26 secs ahead of Southcott who took the Class A honours.

The fight for the final place on the overall podium was more closely fought. Rudd dropped a couple of places at the start but quickly regained them at Tower and set his sights on third placed Allaway who he caught and passed at the same corner on lap 4. He pulled away initially but had to slow down in the closing stages when he began to run out of fuel. Allaway closed to within a couple of seconds of him at the finish – he may have been able to pass him had he not lost second gear. Both joined Southcott on the Class A podium.



Jon Woolfitt was Dominant at Croft



Brake Problems Thwarted Andrew Southcott



Simon Allaway couldnt keep Woolfitt behind him

Photos Courtesy of Peter Scherer

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North West Racers **Continued from Page 31**

During qualifying, the engine in the Subaru Impreza of Oliver Thomas had kept cutting out but there were no such problems in this race and he really enjoyed himself as he battled up the order to finish sixth overall, winning Class D in the process while Graeme Smith and his Mazda MX5 took the honours in Class F.

Sadly, Southcott was unable to take part in the second encounter. Despite this, there was still a battle at the front of the field as Woolfitt, on hard tyres for this encounter, was slow away from the line allowing Allaway to take the lead.

Allaway enjoyed being out in front but it only lasted until Hawthorn's were Woolfitt dived down his inside to take the lead. The Lotus driver pondered whether he could have taken a defensive line but concluded that the Spire would have just gone round his outside instead.

Allaway was then pushed down to third by Rudd's Escort at Tower despite having a fully function second gear for this race. Half-way round the first lap and the finishing order of the top 3 overall was already set with Woolfitt taking the flag 53 secs ahead of Rudd – this pair winning Class B and A respectively – with Allaway a further 23 secs behind. No one else was on the same lap.

In the absence of Southcott who was the runner-up in race 1, everyone moved up a place in this encounter so Guy Carter was fourth in his mighty TVR while Class D winner Oliver Thomas was fifth having had slightly more speed than sixth placed Ian Bamber who took Class E in his Ginetta G20.

Further back, Graeme Smith completed the double in Class F and had a ball in the corners his nimble MX5 harrying the Class D Mini JCW of Ric Walker which was faster in a straight-line. Their battle was for twelfth overall.

Avon Tyres Northern & Super Classic Formula Ford 1600 Championship: **Anglesey – 13th & 14th August**

This Double Header was dominated by the weather – it was a scorching weekend on the Welsh coast which caused tyres to melt and pushed cooling systems on engines to the limit.

In qualifying on a sultry Saturday afternoon, it was essential that drivers were on their game as soon as they left the Assembly Area as after a couple of laps of going flat out their tyres had overheated. This is something John Murphy realised during the practice session earlier in the day when he was fourth quickest. He didn't make the same mistake twice as he set the fastest time in qualifying on his second lap. Murphy had fitted his spare engine for this weekend following the oil pump failure during the Moose Trophy in July.

Peter Daly was second in the qualifying classifications in his Van Diemen RF88. He was feeling very fit having climbed Snowdon with his partner, Lorna Vickers, the day before Friday's Test Day when they were matching the times they set when they raced at Anglesey in June.

Daly was second fastest in qualifying by the narrowest of margins as Garath Buckingham was only 0.035 secs slower in another Van Diemen RF88.



Murphy On Pole at a Hot Anglesey



Podium Men - Murphy, Schofield, Daly

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Photos: BRSCC Social Media

North West Racers : Continued from Page 33

All this speed when setting the grid order for race 1 was to no avail for Daly and Buckingham as by the end of the first lap it was Andrew Schofield's Reynard FF89 which had started from fourth on the grid that was the closest challenger to leader, Murphy, at the end of the opening lap.

During the course of the contest, Murphy's tyres began to go off as Schofield remained resolutely in his mirrors until lap 8 when Murphy made a small mistake at The Hairpin and, with more momentum down the following straight, Schofield was able to pass him at the Bus Stop. In the remaining laps, Murphy was unable to get back ahead although it was very close at the finish with Schofield winning by a couple of tenths.

Daly had a lonely run to third while a lack of revs at the start had caused Buckingham to bog down costing him a couple of places but he passed Richard Freye's Reynard FF88 on lap 6 to claim fourth.

One car which was not enjoying the warm weather was Nick Barnes' Swift FB89. In the interests of reducing drag and improving weight distribution its radiator is located behind the driver thus restricting the air passing through it. This meant the engine ran very hot making it difficult for Nick to determine whether the changes he had made to his power unit and gearing had realised any improvement.

Buckingham's slow start caused Barnes to take avoiding action allowing Alaric Gordon (Swift SC97) to move ahead and it took until lap 6 for Barnes to take the position at The Banking. Gordon then became embroiled in a battle with Richard Freye's Reynard FF88. The latter came out on top. Their battling allowed Neil Hunt (Mondiale M92S) to close in and he finished a whisker behind Gordon in eighth ahead of Vickers who, like her other half Daly, had a lonely run to ninth.

Schofield and Murphy won Classes B and A respectively while winning Class C and rounding out the Top Ten was Class C winner, Paul Crosbie, who gained places after a poor qualifying session as he had been unable to test. His Van Diemen was the only finisher in this category after Scott Guthrie spun his Crossle 25F at Seamans on lap 1. Due to Covid, this was the first time Guthrie had raced for a few years and he had never been to Anglesey before – something he regretted he discovered it's a great circuit in an incredible location. He was unable to continue after his gyration because another car clipped his nosecone and knocked it off.

Peter Atkinson (Van Diemen RF02) and Phil Nelson (Hawke DL2B) were the only entries in Classes P and D respectively... and Atkinson failed to finish this race when his engine blew up big-time on the last lap.

Atkinson's failed motor put him out of the second encounter which was initially led by earlier winner Andrew Schofield but he couldn't break away from John Murphy and Peter Daly. On lap 6, Schofield felt the need to take a defensive line into Church which allowed Murphy to carry more momentum down the back straight and execute a successful pass at Rocket.

Schofield then had to keep an eye on his mirrors as Daly was also looking to demote him but the latter had one eye on his temperature gauge.

In the closing stages, Schofield gained on Murphy but couldn't find a way buy. Murphy's tyres were in better condition at the finish than earlier in the day as the weather was cooler.

Although the win eluded Daly, he was satisfied to be third overall and second to Schofield in Class B as Murphy won Class A once more.

With a lap of grip from his tyres, Garath Buckingham couldn't keep pace with leaders and settle for fourth which, given this is his first season of motor racing was a good result. He also received the Driver of the Day accolade.

Again Nick Barnes was baulked at the start by a car ahead of him and was passed by Richard Freye but Barnes got back ahead of him at Peel. He then latched on to the back of Buckingham but couldn't pass him. He was a third of second behind at the chequered flag.



***Scott Guthrie raced this beautiful Crossle
Photo: Scott Guthrie Social Media***

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North West Racers : Continued from Page 33

The racing in the midfield between Freye, Alaric Gordon and Neil Hunt was intense and allowed Scott Guthrie to close in on them. After his race 1 retirement, Guthrie had to start right at the back where the grid curves around the final corner. He picked off a few cars on the opening lap before setting his sights on Hunt.

On the final lap, Freye and Gordon got into a tangle at The Hairpin. Hunt zapped by on one side with Guthrie on the other with Hunt emerging just ahead to claim sixth overall.

Lorna Vickers also took advantage of the chaos at The Hairpin to claim eighth and the sixth fastest lap – her best result of the season – as Gordon recovered faster than Freye to take ninth.

Guthrie won Class C aided by the fact that the other competitor in that category, Paul Crosbie, had 2 spins at Rocket and finished a slightly embarrassed last behind Class D man Phil Nelson.

VINYL DETAIL ST-XR CHALLENGE: CADWELL PARK **20th & 21st AUGUST**

With it being a 20 minute qualifying session instead of the usual 15, Michael Blackburn decided to split it into 2 halves – taking a break after 3 flat out laps in his Class D Fiesta ST150 before going out in the final few minutes to do a couple more. The plan worked with no dramas as he set times that were good enough for pole both times that he ventured out.

However, there were a couple of other drivers who reckoned they could have prevented Blackburn from having things all his own way if the fates had been kinder to them.

Simon Robinson was one of them. The driver who lives close to Cadwell Park was running his Class A Fiesta XR2 and rued losing a little time in the latter part of his final flying lap as he believed he had been on course to claim the outright pole position. Instead, he was second on the time-sheets.

Meanwhile a tyre popping off the bead thwarted Sam Beckett. He only displayed his true potential in the first half of the session. Thus, he would line up a little further down the order than he expected – sixth on the grid for race 1. He was another who thought he could have been on pole had things gone his way.

At the start of race 1 the lightness of Simon Robinson's XR2 allowed him to nose ahead in the first few meters away from the front row but the power of Michael Blackburn's ST150 enabled him to take the lead into Coppice.

Just behind, Matt Pimlott who had started from fourth on the grid drove round the outside of Chris Grimes to take third with Chris Chisnall also moving ahead of Grimes before Charlies was reached.

Pimlott had the most pace in these early stages as he zapped by Robinson down the Park Straight before latching on to the back of the leader Blackburn.

On lap 2, as Blackburn bounced his way over the kerbs at Hall Bends, his foot got caught under the brake pedal.



Debut win for Matt Pimlott



Simon Robinson passes ChrisGrimes



Matt Pimlott & Michael Blackburn get interviewed by Richard John Neil

Photos: BRSCC Social Media

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It then became jammed between that and the throttle so that he couldn't slow down for the Hairpin. Once he got free, he braked as hard as he could while keeping the car in a straight line so that he didn't lose control. He managed to scrub off enough speed to make the turn just before he reached the grass which surely would have taken him into the tyre wall.

While Blackburn untangling his foot, Pimlott was through and into the lead in a flash. Then as he got back up to speed, Robinson closed in rapidly but couldn't quite take second place at Barn Corner.

The scare when Blackburn got his foot caught under the brake pedal made him cautious approaching The Hairpin for a few laps and Robinson was able to move ahead and annex second just before half distance. The XR2 was now the fastest car on the track and Robinson quickly closed in on the leader, Pimlott.

Exiting Barn, Robinson drew alongside Pimlott but didn't have the horses under his bonnet to make the move stick down the start/finish straight. This wheel to wheel action allowed Blackburn to regain the few lengths he had lost and he was able to pass Robinson down Park Straight... but he wasn't there for long as a good exit from Mansfield allowed Robinson to regain the position at The Mountain.

On the last lap, Blackburn was back up to second and made a do-or-die effort to take the lead from Pimlott at Mansfield. He dived down his inside but ran wide on the exit allowing Pimlott back through to take his maiden win on his debut at Cadwell Park. The overall podium places were covered by little more than the 3 tenths of a second. Robinson set the fastest lap in what he said was the best race he has ever had!

When race 2 got underway Michael Blackburn had a great start to lead Matt Pimlott into Coppice where Chris Grimes was trying to take third from Simon Robinson in his XR2. They rounded the first corner side by side and were still battling door handle to door handle at Charlies but here Grimes got hung out to dry on the outside. Not only did Robinson move ahead but Mark Blunt pushed him down to fifth.

Robinson spent much of the first lap defending third from Blunt which allowed Blackburn and Pimlott to break away with Blackburn pulling out a few lengths over the second placed car in the first 5 minutes.

In the closing stages, Pimlott gained on Blackburn who was taking care not to overheat his tyres and so was trying to win the race as slowly as possible. Exiting The Hairpin at the end of the penultimate lap he drew alongside the leader, but had to yield when Blackburn took the racing line. All through the final lap, Pimlott was looking for a way by forcing Blackburn to take a defensive line which allowed Robinson to close in but there were no changes of order as Blackburn managed his pace perfectly to take the win.

Race 3 was debated long after it ended...!

When the red lights went out, the second row of Matt Pimlott and Chris Grimes got amazing starts. Pimlott darted around Simon Robinson to establish a healthy lead well before Coppice but Grimes couldn't find a way around Michael Blackburn who missed the change into second gear. Grimes had two wheels on the grass at one point while Sam Beckett followed in Pimlott's wheel-tracks to take second from sixth on the grid with poleman, Blackburn, filling his mirrors in third.

Just behind, things got very congested. Chris Chisnall was another making a good getaway but, as Mark Blunt moved right trying to find space, Chisnall was edged onto the green stuff. Meanwhile, Alec Townley was rotated left and sent into the barriers.

Everyone continued but when Townley had a slide at the Gooseneck, he decided it was unwise to carry on when he was unsure how badly damaged his car was and retired. Fortunately, on closer inspection, his Fiesta was in better shape than he feared.

The defining moment of the encounter occurred at Park Corner on lap 4. Sam Beckett dived down the inside of Pimlott into the lead. With Pimlott on a wide line and both drivers travelling more slowly than if they hadn't impeded each other, Blackburn dived into the gap at the apex but then tagged Beckett on the exit of the corner. Both ended up on the grass with Blackburn breaking his nearside front suspension.

North West Racers
Continued from page 35

Robinson seized the moment. On the short run to Chris Curve he put 2 wheels off the track to pass the delayed Pimlott and take the lead while Blunt moved into third as Becket was getting back up to speed.

As the 15 minutes clicked down to zero, Pimlott gained on Robinson and on the last lap the extra power of the newer ST150 enabled him to close rapidly down the Park Straight at the end of which Robinson took a defensive line. Despite their best intentions, contact between the pair occurred and Robinson was sent flying off to the right where he had a high speed trip across the infield. He kept his foot down and re-joined at the entrance of Chris Curve just in front of Blunt who had to brake in avoidance allowing Beckett to pass him for what was now second behind Pimlott.

There was much debate between drivers and officials with regards to the Pimlott/Robinson incident. At 7:07 pm on the evening of the race a set of results were issued which showed Matt Pimlott taking the win from Sam Beckett who was delighted to finish on the podium with a car carrying significant damage following the contact with Blackburn. Robinson completed the podium in third having dived down the inside of Blunt at The Hairpin. Blunt therefore finished fourth in all 3 races!

Blackburn was also disqualified but was re-instated a few weeks later when he had the opportunity to make an appeal.

Dave Williams

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

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Parts are located in East Yorkshire close to JN37 M62

Phone Simon on 07785 308165 or Mick on 07748 347202

Northern Phoenix Trials Car Club

<https://nptcc.org.uk/>

Sporting Car Trials

S.C.T. or Sporting Car Trials is a very simple form of motor sport. It consists of a driving test with no constraints on time or speed, all that is required is to score as few penalty points as possible. The course is laid out into different "sections" which are demarcated by 12 gates which in turn are numbered from 12 to 1. The driver attempts each section and has to try and drive through the section and neither stop nor hit any of the gates, to do so would incur the score of that particular gate.

The cars are controlled by a conventional steering wheel generally with a knob on the wheel as steering is a one handed affair, and two "fiddle brakes" which are independent brakes attached to the rear driving wheels, these allow the driver to control wheel spin and to allow the car to turn almost within its own length. The driver is assisted by a passenger who uses his body weight to stabilize the car.

The car's construction is governed by the rules in the MSA blue book and mainly consist of engine size and placement and seating position and wheelbase and track. Also all cars must carry a functioning spare wheel.

All cars use standard 165x80x15 R type radials intended for road use and have a differential which is "free and uninterrupted".

SCT is possibly one of the cheapest form of "specialist" motor sport and allows home built cars and professionally constructed cars to compete at the same level. One of the joys of this sport is that it is possible to compete in a car built 30 years ago and win against brand new machinery. The rules have had no changes in that time which would give the newer car any major advantage.

If you wish to attend any of our competitions we would be very pleased to see you there, simply use the maps to find the venue, most competitions start around 10:30 hrs

Bill Wilmer



Photos Courtesy of Brian Bolt
Email :

Radio Mutterings September

Ian Davies : Gemini 23

Rali Ceredigion

Saturday 3rd and Sunday 4th September '22

Saturday marks the start of a busy couple of weekends for me with two rallies and a charity bike ride. First comes the mighty closed Welsh roads of the Rali Ceredigion, so I head down to Aberystwyth the base for the event and first check into the University accommodation arranged by the organisers. Once I find my room, the memories of university more years than I would care to remember come flooding back, although the four star accommodation is a far cry from what I remember!. A short drive across town and I find the rather splendid modern Welsh Government offices, home to Rally HQ and the huge service park needed for an event of this size and status.

I arrive in Rally Control about 16:00 and set about familiarising myself with the layout and check in with Dom, Bill, Chris and Heidi the radio control team, alongside the Clerk, his Deputies, competitor tracking, Police liaison etc, all necessary for a closed public roads event of this magnitude. I'm allocated my duties for the evening ahead and find myself looking after the two Aberystwyth spectator stages, with the stage safety and management running on the single protected management frequency due I believe to the Woodpecker stages running on Saturday elsewhere in the principality. By 17:30 the channel comes alive as the numerous safety cars begin initial multiple checks and runs through the short town centre stage alongside the waterfront promenade.

The event has some rather unique features not least of which is when I get a call from "Sparky 1 & 2", who it turns out are the electrical safety team following the electric rally car entered around the stages. After completing the MSUK electrical safety online session I can't but wonder that whilst electric cars may have some future role in the sport, knowing that you need 12,000 litres of water to put out a battery car fire doesn't fill me with confidence that we won't burn down the next forest when we have a battery powered car that has a problem!. Anyway back to the here and now and just after 18:00 the safety car runs for real begin and the radio channel certainly keeps me busy as I juggle the in stage radios and crews, with the wider management channel traffic, something the Gemini radio team does well.



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I should mention that in addition to primarily managing all of the radio channels via repeaters and the net, we have Gemini controllers out in the field, literally staffing the repeaters as a backup, ready to take over control should the net signals drop out for any reason, but more of that in the morning.

For now I have to concentrate on SS1 & 2, with a small group of protestors (probably wanting to save some rare squirrel, Welsh orchid or maybe the planet) around the start line. To be fair their protest is peaceful, although my Police liaison colleague picks up the issue and a local response vehicle is discretely dispatched to keep a watchful eye on the protest. Of more immediate concern are spectators reported as climbing the seafront tower and the Stage Safety Officer and MSUK Delegate investigate and satisfactorily resolve the issue before 00 and then 0 enters the stage at 18:58. As the rest of the team concentrate on the later stages, SS1 for me goes live with Car 1 at 19:03 and the action is fast and furious along this short spectator stage. After half a dozen cars, there is a 'safety' shout up from Buccaneer 3, as a bale has been knocked into the middle of the stage. Unfortunately, we have to stop the stage to allow marshals to safely and quickly relocate the bale before the action can resume. Through the evening this becomes a regular event and after checking each time with the Clerk, I briefly pause the stage, the bale is moved back and the stage restarts, often in as little as three minutes, thanks to the radio crew and super efficient marshals.

By 19:21 Car 1 is back around for SS2 and we have the two stages running simultaneously, a challenge for the timing crews and certainly me as I have to think is that radio message about cars on their first or second run ?. After some more bale 'stoppages' Car 24 is the first to hit real trouble as they pull off close to Maverick Recovery, although after a pause they manage to restart and complete the stage. Car 42 is then reported as stopped after the Stop Line, so may not make it through to SS3 later in the night. An unusual 'safety' shout then comes in from Quinton 5, as group of cold and poorly dressed young people emerge from the beach area behind their junction. Quite rightly the radio crew have welfare concerns as it's quite cold out there and we arrange with their help for the group to exit the location safely and head away from the closed road area and live rally stage. As SS1 comes towards an end after a fine entry of 105 cars, Car 90 stops in stage with a possible "driveshaft" issue with Buccaneer 15.

After the electric powered car is clear of SS2 we have to pause the stage very briefly to allow the Sparky teams to cross the stage and exit, following their ward to SS3. By 20:57 SS1 is complete and I concentrate on the remaining cars into and through on their second run of the stage. In the event the second run passes without too much drama, despite the bales still being shifted into the narrow stage. A total of 104 cars enter and finish SS2 at 21:19 and all that remains is to thank all of the marshals and officials and monitor the close down of the stage. As this is a closed public road event, the final act for SS1 & 2 is for the Road Opening Car, complete with red beacons to traverse the stage to signal to all that the roads are now open. My evening is done and whilst colleagues continue with SS3 Glanrafon and SS4 the mighty near 12 miles of Devil's Bridge, I head back to the accommodation to get some sleep before an early start the next day.

Sunday dawns cold and very wet and by 06:15 I'm back in Rally Control, this time allocated to the management frequency Channel 1 for stage 6 & 10 Nant Y Moch at just under ten miles and then stages 8 & 12 Pendam at six miles long. Almost from the very off the very wet weather begins to cause problems with comms, as the repeater locations experience the worst of the downpours, playing havoc with the radio equipment. Masts fill with water and generators struggle, let alone the valiant Gemini teams Stuart and Ian out in the very worst of the weather, struggling to keep things going. We also have Dom in Control trying all of his 'wizardry' to keep the 81 and management channels open. At times we have Channel 3 with Heidi Ok, but not Channel 1 and 81 comes in and out of hearing, with Bill in particular making use of the repeater back up Controllers at times to ensure comms can be managed.

By 08:53 we have Stuart with assistance trying to lower and empty masts of water in the extreme weather that seems to come and go through at least the first part of the morning. For SS6 Nant Y Moch I soon have a regular if broken flow of radio calls as the stage gets ready and the safety convoys head through the stage. Between Heidi and I and crews switching radio channels to maintain comms we ensure that the stages are adequately and safely covered. With all of the checks completed in my stages, SS6 goes live with Car 3 at 10:28.

Hardly have we patted ourselves on the back in getting things going than over with Bill there is a 'safety' shout from Teifi 6 that a car has rolled and the stage is blocked. The car shows up clearly on the tracking system and the Clerk halts the stage. Although the crew are reported as out and apparently OK, the stage is blocked and Maverick Recovery are mobilised from the start to the incident, accompanied by Rescue. The car is eventually pulled clear of the stage and Maverick return to the start, with the cars crew checked over by the Rescue Unit Paramedic and cleared. The stage is then resumed, whilst I co-ordinate the comms to get SS10 Pendam operational.

The drama continues in SS6 as Car 31 hits the bales hard with Summit 5 at Junction 12, Car 42 stops just before the Flying Finish and then Car 32 pulls off with engine issues around Junction 2+. All of this sits across with Bill and the 81 radio crews as I continue to look after the management channels with Heidi. By 11:24 SS8 Pendam is up and running with Car 3 and I get a little respite as the radio traffic switches mainly across onto 81, although the weather and technical gremlins continue to make Bill's life difficult. As I monitor management channel 1, I liaise with the Clerk's team to problem solve various challenges including trials bikes close to stages, residents looking for access and an unusual request to evacuate a resident with a suspected broken ankle between runs. By 13:40 I have both of my initial stages completed, with a total of 71 cars only out of SS8 and plenty of work for the recovery teams.

With incidents and stoppages across various of the morning stages, by lunchtime the decision is made to add 30 minutes at least to the start times for the safety vehicles into the afternoon stages. To be honest the delay doesn't really make much difference to our workload in Control as we shuffle safety cars around the stages, direct interim cars as required and keep the Clerk and his team up to speed with events as they emerge.

The action in Nant Y Moch SS10 resumes with the 0 car stopping with a puncture and with the time pressures mounting the decision is made to leave them in a safe off stage location so we can get Car 3 into the stage at 14:50. Although the weather has improved the comms or at least the reliability of the comms hasn't and over on 81 Bill and Chris continue to fade in and out, with the repeater Controllers making sure the event's safety isn't compromised and the action can continue. Car 12 is the first to hit trouble in SS10 and is reported by Mewla 7 as off around Junction 19a. Meanwhile I have SS12 becoming operational and by 15:49 the stage is live with Car 3.

Back in SS10 Car 77 decides to pull off at Junction 10, although it appears they have a mechanical issue and the crew are reported as out and OK. In the end a total of 64 cars are into SS10 and 62 make it more or less in one or several pieces in some cases to the Stop Line. Back in Pendam SS12 and the final stage of the rally, the action continues and I eventually see a total of 62 cars in and 62 out, the first of my stages with no minor or major offs or issues to me relief at the end of a long day. With the last car clear at 17:29 we then have the supervision of the various recoveries via Bill and Chris on 81, whilst Heidi and I look after the management frequencies as stages are cleared and the safety and organisational vehicles return to Rally HQ.

Personally, I have thoroughly enjoyed the challenges of this large high profile and unique closed roads event, despite the very challenging comms. The resilience that the Gemini team brought to the event, alongside the network from Dom was I believe unique and certainly rose to the weather and technical challenges thrown at us over the two days. At all times we managed to maintain essential and above all safety communications, that meant that the event could continue and all incidents that arose were responded to. That's not to say that lessons weren't learnt and the weather resilience along with some of the technical issues will certainly form part of our post event debrief.

The Cataclean Promenade Stages

Friday 9th and Saturday 10th September '22.

Wallasey MC CATACLEAN Promenade Stages

One week on from the Rali Ceredigion and I have the rather

shorter distance to cross the River Mersey over to New Brighton for the 40th and very sadly possibly the last running of this innovative closed roads single venue stage rally run by Wallasey Motor Club.

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Radio Mutterings : Promenade Stages **Continued from Page 40**

Looking back as either a timekeeper or laterally radio crew I've certainly been on more than half of the events run and for me the event is therefore somewhat special, not least as it is on my Liverpool doorstep.

I arrive at an already busy promenade about 17:00 and sign on in the sailing club, allocated to the merge mandatory radio point, that moves with the changing stage layouts over the two days. As this is last Wallasey MC event, we are all presented with an anniversary coffee mug that is appreciated and carries the Cataclean event sponsors logo. I must admit that I thought it rather odd that a 'cat' cleaning business, more perhaps associated with maybe a vet was sponsoring a stage rally, duh... it's a world leading product to clean your fuel and exhaust system !!.

As usual the event boasts an accessible service area and rally village with cars and stands to wet the appetite of any motorsport or car fan.

For the two night-time stages I'm allocated to the merge on the far side of the venue, for those who know it on the run down the spectator side towards the Clown Roundabout. I get in position early and ready for Kay Control's radio check and the start of what is usually a very challenging pair of stages run in the failing light into darkness. Before the first stage is ready an apparent local resident, complete with large towed caravan seeks access through the stage. Arrangements are dutifully made to allow the resident access only for the driver to head out across the stage and into the 'dips' area, hotly followed by the lights and siren of the 0 Safety Car. This bizarre incident seems to result in somewhat of a standoff and the organisers have no choice but to call for the Police to attend. Whilst waiting for the Police the car and caravan suddenly head off again and perhaps sensibly and mindful of the issues they have created cross the dips and are shown the exit back through the road closure at the Clown Roundabout, a really rather odd start to the event.

The evening pair of stages are run in reverse order, so Car 94 has the honour of starting the 40th running of the event at 19:38. The prom roads, with their high unforgiving kerbs and fast tarmac are a real challenge and the action is fast and furious from the very start. Almost immediately Summit 5 has a 'safety shout' as Car 92 stops with Alan with a dropped driveshaft, the first rather oddly of many more during the event. The first car doesn't fair too much better as Car 94 are pushed off the Stop Line and back into the Paddock area. To begin with at least the light isn't too bad and aided by the lighting towers put by the organisers on the roundabouts I manage to see most of the car numbers clearly, although one or two disappear into the car sponsorships and I resort to checking cars on the entry list. One small gripe is that the entry list didn't include the colour of the car, a great help when checking multiple cars, often seconds apart and you may not always read the number clearly, but experience tells you that was a MkII or a MkI etc.



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Radio Mutterings : Promenade Stages **Continued from Page 37**

Alan at the chicane is having a busy night and is soon joined by Car 64, another broken driveshaft. More dramatically is the demise of the Escort MkII Car 29, with their flashing wheel lights. Just as he exits the roundabout before my merge they clout the nearside kerb hard. Moments later there is an explosion of sparks and metal in front of me as their rear nearside wheel is ripped off and the car literally grinds to a halt in a shower of metallic sparks. Marshals from my location are quickly with the car, the crew out and OK and the OK board, triangle and hazard lights deployed to warn subsequent cars. In the end a very creditable 90 cars enter SS1 and 87 make it as least if not out of the Stop Line.

With the layout staying the same for the second run now in complete darkness, after a quick check by Phil Mostyn on Radio Control, SS2 starts with Car 93 at 20:41. After the drama of the first run things seem to be much calmer for this second stage perhaps as crews look forward to the planned twelve Saturday stages. By some miracle it's 84 cars in and through the stage so we all stand down and plan to return early the following morning.

Saturday breaks clear and fresh as I head back across the Mersey and head over to the merge by the start and the RNLI lifeguard lookout, at the far end of the promenade. I settle down about 07:15 and once the roads are legally closed the marshals and set up crew finalise the stage layout before the all important checks including the MSUK Safety Delegate. Reversing the reverse order of the previous night, Car 1 fires off the start line into SS3 at 08:02 and what proves to be a very tight and close days action begins. The New Brighton stages are rather special and the crews really look forward to the events challenges as do the large and knowledgeable crowds filling the car parks and spectator areas.

First to hit trouble is Car 41 who are reported as stopped with an electrical issue between the chicane and roundabout 1, pulling off against the seawall. Car 63 then slowly grinds to a halt in front of me and is pushed off the stage clear by marshals, also with an apparent electrical issue. A more dramatic end is reported by Oak 8 who have Car 76 off with them, with a snapped driveshaft leaking oil. Overnight we lose a few cars, presumably with unfixable mechanical issues or damage, so 85 cars start SS3 and 82 make it to the Stop Line.

SS4 starts at 08:53 and the action certainly goes up a notch or two, with cars stopping and some restarting across the stages. Car 1, one of the potential event winners hits some sort of temporary mechanical trouble at the first chicane opposite Summit 5. The car stops or stalls and pulls off, restarting after a loss of maybe 15 seconds or so, an absolute disaster in such a tightly fought event. Car 60 is next to report problems and stops on the approach to the Flying Finish, followed by Car 78 off with Gemini 16 at Roundabout 1 with a driveshaft gone. The final loss in stage four is Car 82, reported as stopped with Gemini 9 and another driveshaft, meaning 84 in and only 81 out of the second Saturday morning stage. Gemini Recovery, supported by two A1 commercial flatbed recovery trucks begin what will prove to be a very busy day of recoveries.

Once the recoveries and stage changes are completed we are soon ready to start SS5 at 10:09 with Car 1. This third stage of the day is full of incident from the start as competitors temperatures seem to rise with the clearing weather. I should comment that a dry and warm Promenade Stages is somewhat unusual and certainly something the organisers might perhaps have hoped for in this 40th anniversary year.



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Radio Mutterings : Promenade Stages **Continued from Page 42**

Personally I always pack the heavy rain gear as previous years have resulted in a thorough soaking. Anyway back to the action today and Car 17 is the first to stop out on the stage with Quinton 5, although whatever the problem was they soon restart. Cars 56 and 33 experience similar temporary gremlins but both restart. Less fortunate is Car 76 who lose power in front of me at the merge and are pushed clear and out of the stage to await recovery after the next run. Car 92 then stops with Arrowe after hitting one of the notorious New Brighton kerbs, another one for Phil's recovery sheet. This time around its 85 cars into SS5 and 83 clear of the stage.

SS6 is quickly underway at 11:02, with a strange warming orange disc hovering over the Mersey. Car 16 flies past the merge, but there are the tell tale wisps of smoke beginning to show. As expected there is a 'safety' call from Quinton 5 as the car stops with them in clouds of oily smoke. Oil is unfortunately liberally spread on the circuit and the start line offer a verbal warning to crews. Car 79 passes me making the most awful 'clunking' sound and sure enough they stop with who else but Quinton 5 with a driveshaft gone. After losing a couple of cars between stages, 80 cars enter the stage and with two stopped it makes for 78 out.

The stage set up crews and the 'orange army' do their thing and after the safety cars are clear SS7 is ready for Car 1 at 12:11. Unfortunately Car 18 hits problems approaching the start with no clutch cable and is pushed out of the line and off stage to be collected later. Car 55 provides some excitement as the rear engine cover works loose and flaps open as the car passes on lap 1, by lap 2 it's hanging on by a thread to the nearside but by some miracle stays on through to the Stop Line. Car 47 then obligingly stops opposite Radio Control on the seawall, so Phill can report the car off to himself !. Car 86 stops with a mechanical issue, another job for Gemini Recovery after the next run. For SS7 a total of 76 cars make it to the Stop Line. SS8 starts once the last car is clear at 12:57 and to begin with at least the crews seem to behave themselves, maybe looking forwards to the lunchbreak ?. Car 61 obviously hasn't seen this memo and comes past me at the merge sounding like a bag of nails. Unsurprisingly Gemini 16 at the first roundabout calls them in as stopped and needing recovery, making for 74 cars out (losing another car between stages).

Before the stage layout is changed or recoveries completed, we pause the event for a demonstration parade of past winners cars from across the decades and what a show or cars. Everything from cars from the late John Price, record eleven times prom winner to perhaps my favourite the Kim Mather twin engine VW Sirocco. I particularly first perhaps remember seeing this car on the Jeans Gold Cup Rally at Aintree run by Liverpool MC, what a machine and what a technical achievement. On this 40th anniversary event, Kim and Yvonne are back in an historic Sunbeam Lotus, running as Car 34 today.

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Radio Mutterings : Promenade Stages ***Continued from Page 43***

Once the parade lap of previous winners is complete and sadly the Renault 5 in the picture is recovered by Gemini Recovery the big change of direction stage turnaround can begin. I relocate back out to the far side of the stage and the new merge just after roundabout 5. After what seems a long wait, SS9 finally gets underway at 14:53. Maybe it was the long break from the last stage, but either that or the red mist has descended, with many close battles from the top of the shop and through the classes, but madness follows. Car 69 stops with a mechanical issue around roundabout 5, then spectacularly at roundabout 5 to my immediate left Car 28 clouts the nearside kerb hard. Immediately the alloy wheel shatters and the outer wheel rim or what is left of it plus the tyre roll about 25m in my direction, whilst the car completes the roundabout and pulls up to me right, in obvious distress. The crew are out and OK and Gemini Recovery cuts across the dips off stage and assesses their position. Miraculously the crew eventually change the wheel and complete the stage. Not so lucky are Car 51 who stop minus a working gearbox with Quinton 5 and then Car 59 stops in the narrow central reservation between the two live running lanes of the stage. Summit 5 calls a 'safety' and the Clerk does visit the scene and assess that the stage should continue running. Next Car 62 starts but then immediately halts after the start and is pushed off the stage and Car 78 stops in front of me and is pushed clear by the hard working marshalling team. Finally there is one more drama as Car 88 blows their engine, between roundabouts 3 & 4, stopping with Maverick 31, leaking fluid. So after the break and red mist, of the 73 starters, six are left in stage to await recovery.

SS10 proves equally hectic, with the first car in at 15:53. Another blown engine is the first major incident, as Car 39 'lubricates' the stage around roundabout 3 & 4, stopping with Maverick 31 (our official blown engine radio). Next Car 60 stops at roundabout 4, but promises a slow self-recovery at the end of the stage. Summit 5 reports a scary moment as one of the competitors crosses the central reservation dividing the competing cars, but manages to recover back into the correct lane without hitting anyone or anything. Finally Car 83 stops for some unknown mechanical reason at roundabout 2, making for 67 in and 64 out of this tenth stage.

After some further minor stage changes I relocate to the other side of roundabout 5 and the final merge of the day. Unfortunately I am immediately opposite one of the commentary teams and bank of speakers, when I transmit Phil can hear the commentary and or music better than my messages !! Just after five o'clock the penultimate stage of the event and Wallasey's tenure begins with who else but Car 1. At this stage of the day Car 3, John Stone in his spectacular VW Polo is the rally leader by three seconds from the Darian Car 4. Sadly, as we all would have liked to see the event go down to the very last stage, Car 4 hits mechanical problems and pulls out of the stage early, earning a stage maximum. This proves to be the only drama of the stage and 60 cars get through the Stop Line.

The final stage, SS12 begins promptly at 17:40 essential if the road closure terms are to be met and rather surprisingly ends with no drama whatsoever and 60 finishers all out of the stage by 18:14 and a well deserved win for Car 3 John Stone.

I sincerely hope that the North West motor clubs can in some way co-operate or support one another to ensure that this is not the last ever Promenade Stages Rally. I absolutely understand why the current Wallasey team are calling it a day, the sheer effort in organising, running and financing such a huge event cannot be underestimated, but we need rally venues.

Manchester 100 & 50 Mile Charity Bike Ride **Sunday 11th September**

To complete a very busy couple of weekends I head out once more early to cross the Mersey into Cheshire and head to the Anderton Boat Lift and my marshalling point at the rest halt for this annual Manchester 100 ride. The challenge to begin with is to actually get to my post due to a landslip at Soot Hill the normal road access is closed and the diversion badly and / or inconsistently signed. Anyway after several circuits of a nearby housing estate I finally find a legal way to my post and park up about 07:30 to await the first cyclists. For a rally enthusiast this might seem an odd choice, but the Gemini team led by Bill have supported this event and several other bike rides for many years. The organisational and practical marshalling skills are in fact transferable from four wheels to two wheels and pedals.

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Radio Mutterings : Charity Bike Ride **Continued from Page 44**

The first riders get to my post at twenty miles at about 08:00 and I set about directing riders to either carry on the route or stop at the rest halt, supported by the attraction of the Moorings Restaurant 'offer' and bike mechanic. Bike Marshals and first aid teams along the route enhance and extend the safety coverage for riders.

I have radio comms with Gemini 50 at the next junction a short distance away, close to the road closure to vehicles ahead on the route, although with care cyclists can just about get through, at least that was the theory. Gemini 50 puts my complementary skills assessment to the test, patching up several cyclists who fall off negotiating the tight road closure with minor bumps and scrapes.

After several pleasant hours in the sun, Chris Woodcock the course closer arrives about 11:50 and I am stood down from my duties, After all of the hassle getting here I try another route to bypass the road closure, only to find that blocked by the Police due to a motorbike RTC !.

Ian Davies : Gemini 23
Motorsport UK Radio Controller



Gemini Communications



Gemini Communications 2022 Events Calendar



North Wales CC

Sat 29th October

Cambrian

BRC & BTRDA

Clocaenog etc

Bolton-le-Moors CC

Sat 5th November

Neil Howard

Oulton Park

**Malton MC &
Clitheroe & DMC**

Sun 6th November

MEM
Malton Forest Rally
(GCE)

Dalby

North Humberside MC

20th November

Cadwell Stages
(GCE)

Cadwell Park

C&A MC

19/20th November

Glyn Memorial Stages

Ty Croes, Anglesey

**Gemini Team Awards &
Social Afternoon**

December

Dressers Arms

O/A	Call Sign	Operator	Score
1	G 1	Bill Wilmer	90 points
2	G 23	Ian Davies	86 Point
3	G 64	Brian Wragg	77 points
= 4	G 25	Chris Woodcock	76 points
..	G 59	Maurice Ellison	76 points
6	G 55	Steve Broadbent	65 points
7	G 56	Tony Jones	58 points
=8	G 33	John Ellis	56 points
..	G 13	Stuart Dickenson	56 points
=10	G 62	Colin Evans	50 points
..	G 70	David Mainprice	50 points
..	G 4	Ian Winterburn	50 points
13	G 38	Sean Robertson	47 points
14	G 9	Keith Lamb	46 points
15	G 37	Jermaine Jackson	40 points
16	G 11	Mark Wilkinson	33 points
=17	G 52	Steve Lewis	30 points
..	G 50	David Peaker	30 points
19	G 16	Bill & Robbie O'Brien	28 points
20	G 58	Geoff Ingram	23 points
=21	G 41	Jerry Lucas	20 points
..	G 12	Richard Wm. Jones	20 points
=23	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 26	Mark Dickenson	10 points
..	G 17	Robin Mortiboys	10 points
30	G 69	David Brough	9 points
=31	G 65	Brian Eaton	8 points
..	G 7	Tony & Avril Lee	8 points
33	G 24	Paul Henry	5 points

Everyone Else - Still to score

Gemini Communications *Motor Sport Team*

First event in September was the Rali Ceredigion. Well, it would have been if only I managed to get there! About 14:30 on the Friday afternoon somewhere along the A495 the engine on my Focus decided to call it a day and once again I had to call the AA out. This time the trip wasn't as far and didn't take as long but it was still 04:30am before I got home. The Focus is now off to the scrapyard. If anyone is in need of a diamond encrusted diesel fuel pump give me a call.

Friday the 9th and I am at the Prom Stages. This is the 40th running of the event and the current team are stepping down from organizing it again so this was the last running of this Rally unless someone within Wallasey or another club fancies taking it on. The costs of running this event are fairly high which might prove to be a stumbling point for another club. There seemed to be more spectators for the Friday night stages than those on the Saturday but that could just be my perception.

Following the Prom Stages I was supposed to be heading over the border to the dark side (Yarkshire) to Marshal on the Ilkley Jubilee but that got cancelled because of the passing of HM the Queen.

Monday the 12th and I, like most of the nation, was busy watching the Funeral of the Queen on TV. I did nip out to get a loaf (everything was shut other than our local Spar Fuel station) and the roads were empty. Then in the evening we had a Clitheronian Organising Team meeting. From then onwards it all seemed to be about the Clitheronian with a lot of emails coming in at the last moment from people wanting to Marshal.

On the night of the Clitheronian I was tucked away in the little side room that we use for handing out control points and lots of Goodies (thanks to Ben Briant for the extras). 5 Marshals out of the 55 who had booked controls didn't turn up which threw me into panic mode for a little while and I felt the stress levels rising. The ones who didn't arrive were all doing Time Controls. Bugger!! Marshals who were originally doing PCs were switched to Time Controls. Not long after the switch had taken place up sauntered 4 of the missing marshals - they were now going to be doing PCs. Then someone asked 'Are you OK for Marshals?' and the last missing marshal was replaced. All points covered I could relax and decide where I was going to go and watch. Now I have only got to do it all over again for the Primrose Trophy on the 12/13th of November. Thanks to ALL those that turned out to marshal - what are you doing on the 12th of November?

Thursday the 29th and I am off to the Isle of Man for the Chris Kelly. Terrific weather for the crossing
The two Ramsey Stages on Friday afternoon were cancelled because of a lack of marshals.

The normal IoM weather (All 4 Seasons in one afternoon) were milder than previous years that I have been marshalling on this event and whilst it did rain, it wasn't as hard or as long as usual. I really enjoyed the new format of Stages - Starting earlier on Friday and no Shake Down Stage

Grumpy Old Git

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

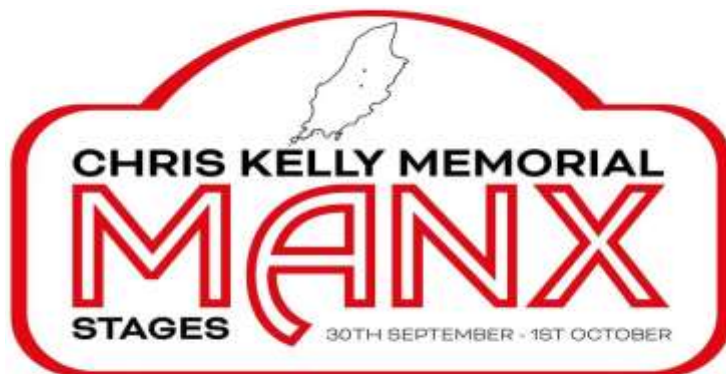


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RALI 3-4 Sept
CEREDIGION 2022

Wallasey MC

CATACLEAN

Promenade Stages



Inside the Industry

September 2022

with Paul Gilligan

Are People Waking Up To Hydrogen?

It seems they just might be. In the UK the Advanced Propulsion Centre is funded by the Government to help the industry move to a zero emissions future. This week it has warned that shortage of Lithium which is vital for electric battery production means that car makers “must” look at different powertrain sources, which means hydrogen powered fuel cells.

The APC now expects that smaller cars will still be electric but that larger cars and vans will probably have to be hydrogen. This means maybe 10% of cars sold in the UK being hydrogen powered by 2030 and a higher proportion of medium and large vans. Jaguar Land Rover say that future Ranger Rovers could well run on hydrogen and have received a grant from the APC to research the possibilities. Vauxhall have committed to their Vivaro vans being available as hydrogen and electric and Ford have received a grant to investigate hydrogen powered Transit vans.

Meanwhile BMW have announced they are starting production of hydrogen powertrains at their Munich factory and they will build up to mass production of these. BMW are initially building a small number of XF SUVs with hydrogen power for testing and demonstration purposes and their Chairman has publicly stated that they see hydrogen power as “ideally placed technologically to fit alongside battery-electric vehicles and complete the electric mobility picture”. For the moment BMW will source their fuel cells from Toyota with whom they have been collaborating on this technology for almost ten years.

Whilst Electric Cars Become More Expensive To Run

The cost of electricity is very much in the news just now. As I write this the Government hasn't announced their policy on energy price caps but it seems that we can all look forward to paying at least 20% more for our electricity pretty soon unless you're on a long term fixed price deal. That of course is for domestic customers. Those who don't have a home charging point and rely on public chargers may well face much steeper increases.

What Car magazine recently published a report that showed if you used motorway charging points it is in some cases already cheaper to use a petrol car. For a journey from London to Leeds a Peugeot 208 Puretech 130ps GT Premium Petrol will cost you £31.90 in fuel, the Peugeot e-208 GT Electric £40.97. And that is before electricity prices rise further which is regarded as almost inevitable. And of course buying the electric version in the first place is more expensive. For these two Peugeots the petrol car has a retail price of £25500, the electric is £33000!

A recent survey showed 20% of UK motorists still think electric cars are too expensive for them to consider and 21% thought higher charging costs would significantly slow the move away from petrol and diesel. Fleet buyers are more willing to switch with most saying they will be “largely” buying electric cars by 2025 but private buyers are much less keen. Only 16% of them think we are prepared enough to meet the 2030 deadline and 43% say we will ever be ready for all new cars to be electric or hybrid. 18% think we will be ready by 2040 and 23% say 2050.

Meanwhile Tesla's boss Elon Musk (richest man in the World) has stopped work on their new gigafactory in Berlin. The plant opened in March at reduced capacity and is largely funded by a billion euros of German state aid. When (shall we say IF?) completed this would be the World's largest gigafactory. However Musk may now be looking at moving production to the US. Customers buying an EV in the States can now get a \$7500 tax credit if the car has at least 50% of its battery components “made or assembled” in North America. Tesla has also had difficulties with the powerful German trade unions.

Continued on Page 49

MG Targets 90,000 New Cars A Year & “Reshapes” Dealer Network To Get There

It only seems a few short years since Chinese owned MG launched in the UK. Like any new entrant to the market one of their biggest challenges in early days was to establish an effective dealer network. Dealers are understandably nervous about making large investments in buildings and so on when the manufacturer is an unknown quantity. So like others before them MG made dealers offers they couldn't refuse. They provided contributions to premises refurbishment, financial support for advertising and marketing, free training etc etc. And it worked. They quickly attracted a good selection of dealers many of whom had been “let go” by one of the bigger manufacturers. Most were smaller dealers in rural locations but nevertheless so far this year MG have sold over 29000 new cars to take 3% share of the market. That's a volume of new cars almost 70% up on this time last year. They are outselling Mini and Land Rover/Range Rover and are close behind Nissan & Peugeot.

But MG have higher ambitions. Whilst they may end this year at around 45000 sales they want double that and soon. This they know their network of small rural dealers aren't capable of achieving. So the smaller dealers are being “let go” with around 15 contracts already said to be terminated with more to follow. It's very cruel but the harsh reality is they have done their job. They have proved that an MG dealership is a profitable investment and the bigger boys are therefore now interested. MG have a raft of new models coming and are now demanding dealers must provide an 8 car showroom etc.

It's believed 15 large dealers in urban locations have already been recruited and more are to follow soon. Whereas in past years MG had to go knocking on dealers' doors the reverse is the case now. Most of the big dealer groups now have at least one MG franchise in their portfolio and more will join soon. Will they get to 90,000 new cars a year? That will be almost 5% of the likely 2023 market, close to what Vauxhall are achieving now, but I wouldn't bet against it. And the fact that the purists will say they aren't “real” MGs doesn't seem to matter a jot to those who are selling them or those who are buying them.

Jaguar Land Rover Upsetting Dealers Too

Last month a job advert appeared on LinkedIn. It was from a car manufacturer looking for a “Head of Global Retail Operations”. The manufacturer was JLR.

The successful candidate would be “responsible for enabling and supporting the rollout, operation, and consistently high performance of a global network of owned stores as part of an omni-channel, luxury client experience that aims to completely change perception of the Jaguar brand and the automotive buying/ownership experience”.

Quite a mouthful. Let me point out “store” in the US means “dealership”. So JLR are to open a number of dealerships around the World which they, not independent franchisees, will own and operate. JLR haven't said how many of these dealerships there will be, or where they will be located. In fact JLR haven't discussed this change with any of their dealers anywhere in the World as far as I can ascertain. The only statement they have made confirms that with the launch of the new all electric, all brand new, all much more expensive cars in 2025 they are “reimagining every aspect of our Jaguar business and how and where we interact with our customers”.

Jaguar dealers are predictably incensed. They have all made massive investments in new facilities in recent years to meet JLR's requirements. All were already nervous about Jaguar's move a long way upmarket which as I discussed recently will probably mean much fewer Jaguar dealers. All are facing losing money over the next three years as Jaguar limps along with no new models and customers knowing the new car they are looking at now will be obsolete very soon. Now they are looking at the manufacturer cherry picking the major conurbations like London for their own dealerships.

Ford US Are At It Too

The relationship between manufacturers and their dealers has always been one of “balance” or balance of power to be more accurate. Given what MG and JLR are doing, and the whole question of the Agency Model, it seems this balance may be shifting in favour of the manufacturer, and recent actions from Ford in the USA supports this.

Last week Ford told their US dealers that new rules would be introduced regarding the sale of new Ford electric cars. There will be two tiers of electric car dealers. “Elite” dealers will need to spend between \$500,000 and £1.2M to comply. Most of this money will be spent on recharging units with two high powered DC fast chargers required (more for bigger dealers), plus a Level 2 charging station and at least one DC fast charger for public use.

The second tier called E Certified will need at least one DC fast charger which must be available for public use. All dealers whether Elite or Certified will only have a limited number of electric cars to sell each year. Ford haven’t stated the number yet but has said it will be “small”. Elite dealers will get a larger allocation and will have demonstrators, Certified dealers will only be supplied new cars against customer orders which Ford will audit, and will not have demonstrators.

These new rules become effective on January 1st 2024. Dealers who don’t sign up to either category won’t be able to sell electric cars from that point on. If they change their minds they can re-apply and if they meet the requirements can sell electrics from January 2017. Until January 2024 all US Ford dealers can sell electric cars. Dealers have until the end of October this year to decide which category they wish to apply for.

More News From Cazoo, Guess What It’s Bad

Only six months ago Cazoo started to expand into Europe and now has operations in four countries with Italy going live only two months ago. So it was a surprise when they announced two weeks ago that they were pulling out of Europe to concentrate on the UK. As ever with Cazoo Italian operations were launched with a massive marketing budget including a two year contract to sponsor a top football team. So all that money will need to be written off, plus of course large amounts in France, Spain etc.

It is just seven months since Cazoo raised a further \$630M from unfortunate shareholders to fund expansion into Europe. Now they say withdrawal will contribute to reducing costs so it is now targeting being cash flow breakeven by the end of 2023, which means even if it meets target it will be burning cash until then. Cazoo says that if that target is met it will have £100M in cash left at the end of 2023. So if it misses target by £100M.....? In the first half of 2022 Cazoo lost £243M and now they have all the European costs to write off.

Toyota Reviewing UK Operations

Toyota have long pinned their colours to hybrids rather than pure electric cars. And of course they are long term enthusiasts of hydrogen power. Therefore ever since our Government announced the ban on internal combustion new cars from 2030 with only electric and hybrid allowed, but hybrid “able to travel a significant distance on electric power”. This seems to rule out Toyota’s self charging hybrids which can’t be plugged in. It now seems very likely that if the Government doesn’t change its stance Toyota will no longer produce cars or engines in the UK.

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How Not To Get Started In Motorsport

David Goodlad

ANWCC and SD34 MSG - Championship Driver

My first introduction to motorsport was going to Belle Vue stock cars and then in 1966 I went to Oulton Park to the Gold Cup meeting where I saw an advertisement for an autocross meeting so I went along to watch. I realised that I had found something that I could probably afford to do in my road car once I had finished my apprenticeship.

I joined Mid Cheshire motor club and started marshalling at the race meetings and autocross events for a couple of years and would have started autocross but events changed that. In 1968 a rally driver called Jim Bullough bought the pub that I used to go to and in a corner of the pub he put his rally photos. These were road rallies which I knew nothing about and the words Motoring News were on the pictures, so I bought the paper and couldn't believe what I was reading. Cars racing round the countryside in the middle of the night and it was supposedly legal, so I decided that I'd better have a go before they made it illegal.

I bought a Cortina GT as I could afford it now that I was not an apprentice anymore, I did a few events in the Cortina before I turned it over and then bought a rally prepared Mini

I could write a book about my rallying days but this is supposed to be a brief account!

My rallying ended in 1972 when I did a Motoring News event and it was very fast and furious and eventful, the gearbox started playing up the gear lever jumping out of third. Driving with one hand on the gear lever in twisting North Wales lanes can be very eventful.

I didn't do anymore events other than club events for a few years until in 1978 I decided that I had to do something and autotesting seemed to be an affordable sport. My first 2 proper events were done in my Mum's Mini and I won the novice trophy on the first one and so I entered the second one as an expert and got third in class.

At this point I noticed that some people break things in autotests, and wanting to stay friends with my mum, decided to buy a Mini 1000 This was a good year for me

as I got my first FTD on the last event of the year and won the club championship. After the last event I was talking to the previous club champion Keith Wilson and we thought about doing autocross together. I knew of a Mini going for £5 so we got it and Keith got his mate to deliver it to my garage, and that's the last time that I ever saw Keith, he never appeared at motor club nights and did no more events.

Grass Roots Motor Sport



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How not to Start

Continued from Page 51

I now had a Mini project car which proved to be a nice little earner over time.

However for 1979 I did the Yorkshire Bank Autotest championship and got first in class and third overall and won the club championship again.

For 1980 I was offered a Cooper S which was in the middle of being renovated by a mate, it was mine for £300 and needed £200 to get it on the road. This enabled me to sell the Mini 1000 and be able to put a deposit on a house. My last 2 events with the Mini 1000 were successful as I got FTD in both of them. I then got 2 further FTDs in the S and won the club championship again.

I was working a 3 day week for half of this year and with all the time on my hands I built a Cooper engine with an engine I had bought for the project car. I sold the registration number off this car and then sold the rolling shell having already sold the engine and gearbox. I bought a Mini Cooper 998 with a damaged block for £25 and used the good bits with the good block I had then used an 850 engine and gearbox I had been given years ago to fit in the Cooper which I sold for £85.

For 1981 I had a good year, getting 4 FTDs with the 1275 unit in the car. Building the Cooper engine was very timely because the 1275 unit in the S had started making an ominous noise so I put the Cooper engine in. I then got 2 more FTDs with the 998 and once again won the club championship

I continued 1982 with the Cooper 998 unit and also used a standard 998 which I had bought in a job lot of Mini parts; I had to change the engine because as usual with Minis it's the gearbox area that gives the most trouble. I got 4 FTDs with this unit.

At the end of the year I gave up motorsport for a while and got married.

For 1985 I made my return to the sport and used my normal road car which was a 1098 Mini Clubman I had a good year coming 2nd overall in the ANWCC championship.

For 1986 I got the same result and I also got 2 FTDs 1987 was not a good year, it started well with 4 class wins then things started to break and with the car being my every day transport I realised that I had to make some changes. I bought a Mini 1000 which was an MOT failure and fitted the engine to the Clubman to finish the season.



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How not to Start

Continued from Page 52

For 1988 I used the Mini with the repaired 1098 unit and ran it looking like I bought it with some red oxide applied here and there, having a reasonable year.

For 1989 the Mini looked much better painted white and blue (photo 8) and once again had a good season. I then took a couple of years away from the sport to sort out the other things that happen in life.

When I made my return I continued as before, and it was about this time that Steve Johnson said that I would do well in the Allrounders Championship if I did some sprints and hillclimbs in my road car. I told Steve not to be silly as my car was a Cortina 1600 automatic and not likely to be zooming round the tracks. However I remembered what Steve had said when the time came to sell the Cortina and I bought a Sierra GLS

For 1996 I was given a Mini to use by one of my High Moor club mates this was fitted with a 1275 unit that I had used in the previous car which was starting to fall apart due to it failing its MOT all those years ago. I had a good season with this car even getting FTD towards the end of the year.

It was this year that I made my speed event debut and I had even borrowed the helmet and overalls just in case I didn't like it. However the hillclimb at Scammonden went well with a third in class so I went out and bought the helmet and overalls.

This was the year that I was given another Mini (photo 10) by the same High Moor club mate, Derek Heslop. He had rally prepared the car for tarmac stages and the customer had run out of money and the car was in the way so I took it away and finished the job

I used this car for a couple of years along with using the Sierra in many sprints and hillclimbs and also some Production Car Trials as I had started doing BTRDA events by now.

At the end of 1998 I had agreed to buy some disc brakes for the Mini off Graham Bray's Mini which he said he was breaking. He came along to the last event of the year without them and said it would be easier if I bought the entire car. So I found a buyer for my car in the shape of Steve Johnson and I was now the proud owner of another Mini (UP U 2).

For 1999 I had a season that was going okay until in August my Sierra was hit at a junction by another car and that was the season over. I bought a Sierra Sapphire GLS to replace it and it was a faster car due to the lighter body.

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Retiring and new LDMC Chairmen in the hot seat



The make-up of our senior club officials and indeed our club committee does not change too much, but from the AGM in July, 2022 we have a change to one of our senior posts. Graham Malcolm has been Chairman of LDMC for an amazing 50 years and has decided the time is right to step down from the Chairman's role though he will still remain on committee and will act as deputy to incoming Chairman,

Chris Winstanley. We recently caught up with Graham and Chris to find out a little more about each of them.

Editor: You have both been involved in motor sport for many years. Can you tell us a little about how you became involved in motor sport?

Graham M: My first experience of motorsport was at the age of sixteen when an uncle took me to a Grand Prix at Aintree. It was 1955 when Stirling Moss beat Fangio to take the win. I had no further interest or involvement in the sport until after my RAF service, and my marriage to my late wife Margaret.

As Christmas 1962 approached, Margaret's boss, Tony Bostock, invited both of us to a meeting that had been arranged by a few residents from the village of Longton a few miles south of Preston. They had formed a motor club in response to a leaflet campaign around the area. We joined in January 1963. Gavin Frew and Ted Gardiner were at our first meeting, and they became the first Chairman and Treasurer respectively of Longton & District Motor Club. I accepted an invitation to join the committee.

Regular meetings took place weekly at the Black Horse pub on the A59 Liverpool Road a mile or so south of the village and we took the pub sign horse into the design of the club badge.

The pub is now an Italian restaurant. I am proud of the fact that I have only ever been a member of LDMC and on its committee for sixty years. Fifty of which I have been honoured to be its Chairman.

Chris W: As with many teenage boys I had a fascination with cars but didn't have any knowledge about how the sport was run or the different disciplines involved. In my early twenties I was introduced to a chap who was very well known in north west motor sport circles, Frank Hall. He was and had been for many years, involved with Lancashire and Cheshire Car Club and nurtured my interest in the sport. I joined the L&CCC in the mid 70's and started to attend a variety of events which the club hosted.

By the mid 80's I had become a committee member of L&CCC and became part of the organising team for some of the events, ranging from clerking autotests and hill climbs, event secretary on sporting trials along with marshalling on a large number of events.

Editor: Which disciplines have been your favourite and did you compete yourself?

Graham M: My early events were autotests and 'plot and bash' overnight rallies. PCTs and autocross events followed. When the Longridge Circuit opened to cars as well as karts the club went into sprints and rallycross.



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I was competing in a variety of road cars in autotests successfully but used Margaret's Cortina estate on one occasion and managed to roll it attempting a reverse spin!

My successes in road rallies were more as a result of having a superb navigator – Trevor Atherton never made a mistake.

I was helped in the autocross events by Peter Nicholson who gave me second drives in his Sunbeam Stiletto and we both did well in it. I competed in my MG Midget at occasional sprints but never entered a rallycross.

In those days members helped in sizable numbers to marshal and take on official posts. Along with others I became more involved in organising events and realised I was better at that than behind the wheel!

Organising successful motorsport events are the result of putting together a team of good senior officials and trained marshals, all of whom take pride in what they do. We have had that in abundance at Longton for decades. Sprints and hillclimbs are my favourite disciplines as they offer everything to beginners and experts alike with classes for any type of car. There is no big money to win so competitors enter for the fun and social aspects at whatever level they can afford. I enjoyed competing but I get more satisfaction from running events where competitors thank the officials and marshals for providing them with excellent competition and value for money.

Chris W: My first competition events were 12-car rallies which soon led to road rallies in an Escort Mk1 1300 which was also used for hill climbs at Baitings Dam, (a venue which is no longer used.) Before too long I began autotesting with an RS2000 and spent many happy days competing in local events.

In fact I think they are still an excellent entry point for young drivers where they can learn car control and have great fun at a reasonable cost. A number of chums and myself would travel miles to marshal or just spectate on the bigger stage rallies of the day with the highlights being a week's holiday following the RAC Rally of Great Britain and an annual visit to the Isle of Man in September for the Manx International Rally in the days when the Manx was a round of the British Championship and also a counting event in the European rally series

Editor: You are both licenced officials for Motor Sport UK. What roles do you each have and how did you get into them?

Graham M: At present I am licensed as a Motorsport UK Steward. A National Clerk of Course for Speed events which covers Sprints, Hillclimbs and Drag Racing, and an Environmental Inspector.

Over the years I have also been, under the old MSA, Chairman of the Speed events Committee, then Chairman of the Kart Committee and on the Motor Sport Council for nearly two decades. Along the way I was asked to be Chief Judge for the British Grand Prix which I did for fifteen years. The 50th anniversary of the RAC Rally in 1982 gave me the opportunity to be a Travelling Clerk of Course checking on five different venues around the country.

When official licensing came in the Directors and Motorsport Council members were issued with theirs first and my number was 0024. Now due to sheer numbers and IT systems it is 140024.

Chris W: During my time with L&CCC we were short of clerks for the hillclimbs and sprints. One of the clerks, Jim Quick, persuaded me to be his understudy and apply for a clerk of course licence. I acted as clerk of course for the Baitings Dam events for a number of years.

In the late 80's, along with a friend, we would volunteer to run the timing for flying finish and stop line on stage rallies. This led to being invited to be a part of the timekeeping team at Harewood hillclimb. Originally it was just Harewood but as time passed, we, as a team were asked to do more and more events at a wide range of venues. The number of events over the years has grown and grown. The last few seasons have seen us carrying out timekeeping and the results service for around 40 events per season. It brings a whole new meaning to "weekends away."



Editor: A question to Graham. What significant changes have you seen within Longton DMC during your years as chairman?

Graham M: The biggest changes have been linked to the increased costs to casual, social supporters. People directly involved benefit from competing, officiating, and marshalling but the numbers of support members has declined. I believe those supporting members are where some of the future organisers will come from. The camaraderie at our three weekend events plus the Isle of Man, where we all stay away together, is proof of strength coming from socialising. We have always been an adventurous club, running the Blackpool promenade Sprint, chartering ferries to take up to 2500 competitors and followers to the Isle of Man for a long

weekend, running the first rallycross events at Longridge, Oulton Park, Aintree, and Croft. We currently support the Manx Motor Racing Club who acknowledge that the three hillclimbs in three days on closed public highways would not run without our support. There are of course, many other highlights in our sixty years.

I am sure that this will continue and along with the push by Motorsport UK to bring in new interest from the public, Chris and the Committee will continue to organise first class events and championships.

Thank you all, past and present, for your support. You have been a major part of my life for sixty years.

Editor: A final question to Chris. What are your hopes and aspirations for LDMC in the coming years?

Chris W: Without doubt Graham has left an indelible mark on our club and his legacy will be with us for many, many years. It is my hope and aspiration to continue on the path to seeing LDMC as the leading club in the north of England promoting first class events and having an enviable reputation as the club to be a part of, whether competitor, marshal, official or member. I am in the fortunate position of having a first class, dedicated and professional committee on board to ensure we, as a club, reach our goals.

Editors Note: At the Annual General and committee meetings held on July 4th it was proposed that Graham should become Club President. A position and a role which he fully deserves.

After the meeting, Graham told us he was honoured to accept the position and incredibly appreciative. We would all agree becoming President is a well deserved accolade after his many years of service to the club.



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 **motorsportdiagrams@outlook.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.

Liverpool Motor Club 1902 - 2022

Liverpool Motor Club is 120 years old this year and we shall be celebrating this milestone at our Annual Dinner and Championship awards presentation and all members are invited!

Full details will be announced shortly but for now, get the date in your diary.

**Saturday evening, 26th November,
Woolton Golf Club, Liverpool.**

Liverpool Motor Club 1902 - 2022

120 years of motorsport excellence

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

REGULATION CHANGES FOR CONSULTATION

Committee:	Rallies Committee
Date of Meeting:	25 August 2022
Closing date for consultation:	09 October 2022
Email for comments:	ralliesconsultation@motorsportuk.org

Proposed Regulation

26.6. Competitors must not be started from any stage start at intervals of less than one minute, unless in accordance with the following procedures:

26.6.1. ~~Deleted~~ Starts of between 30 seconds and one minute interval are Permitted provided that the criteria below are met and that no undue difficulties are foreseen:

- (a) ~~The stage does not exceed a total length of four miles if on an unsealed or mixed surface, or eight miles if completely on a sealed surface.~~
- (b) ~~The stage has no split route and is neither a currently nor previously a licensed Race, Speed or Kart venue or airfield (disused or otherwise).~~
- (c) ~~No part of any stage traverses the same section of route during the running of that stage, or as part of another stage running concurrently.~~
- (d) ~~If the stage constitutes a continuous circuit, it must be less than one lap.~~
- (e) ~~Competitors have been seeded by the Organisers by performance in accordance with 24.1.4, without dispensation.~~
- (f) ~~Suitable timing arrangements have been made at the Finish line.~~

26.6.2. Authorisation for ~~stages not covered~~ **stage starts of between 30 seconds and one minute interval** ~~above~~ must be obtained in writing from Motorsport UK and will only be considered when the following information has been submitted:

- (a) The individual stage name, number and location.
- (b) The length of the stage.
- (c) The type of surface (forest, tarmac, etc).
- (d) The average width of the road.
- (e) Diagram(s) of the venue showing stage routes and safety provisions.
- (f) The number of times Competitors are attempting the stage.
- (g) If the Competitors are attempting the stage more than once, the time interval between their first and second run, and the possibility of catching previous Competitors.
- (h) Whether Competitors attempting their second run will be interposed with those still attempting their first.
- (i) Whether the stage has a split route, and if so how far this is into the stage. On unsealed surfaces the stage must not consist of more than 2 1/2 miles of common route.
- (j) Whether extreme weather (eg heavy rain, dust, etc) will adversely affect a fair Competition.
- (k) Competitors have been seeded by performance in accordance with 24.1.4, without dispensation.
- (l) Suitable timing arrangements have been made at the Finish Line.

Date of Implementation: 1 January 2023

Reason: Reason: It is considered that the 'automatic' permission afforded by R26.6.1 is no longer appropriate and that all stage rallies wishing to run start intervals of less than one minute must apply for authorisation.

September 2022

Renewals

2023 renewals are due to open very shortly, and you will be sent an email when the online system goes live.

You will see your grade name has changed slightly for 2023, in accordance with the new Marshals' Development Pathway; however, this does not affect the role(s) that you volunteer for at an Event.

If you are intending to complete an upgrade before 31st December 2022, please do not renew until your upgrade has been completed and approved.

If you are not intending to upgrade this year, then please renew online as normal.

Examining Grade Marshals

If you are currently an Examining Grade Marshal, you should have received an email inviting you to undertake an online refresher course via the Learning Hub.

Completion of this short module, and accompanying assessment, will enable you to receive the Marshal Assessor grade upon renewal. It will also help us to provide a consistent process to make sure that assessments are delivered in a fair and developmental way.

If you wish to continue performing assessments, please do not renew until you have completed the refresher. If you no longer wish to perform assessments, you will be provided with a Grade 3 registration upon renewal.

Event Officials

Those that hold the Event Official registration (within the Rally and Cross-Country disciplines) have been emailed with details on what we need them to do prior to carrying out their renewal.

If you have any questions on this, or if you have not received the email, please contact marshals@motorsportuk.org

Upgrades

The Marshals' Development Pathway replaces the current Marshals' Grading Scheme in 2023.

If you need more attendance days or are missing training modules which cannot be achieved this year, you have until 30th June 2023 to submit your completed upgrade using the current upgrade requirements.

As a reminder: for 2022 upgrades, event attendance signatures are valid from 2018 onwards. Training module signatures are valid from 2019 onwards and both in person training and online Zoom/Teams training delivered by Motorsport UK Trainers counts.

We do accept Personal Record Cards (PRCs) and other paperwork electronically, however, please include the inside of the PRC showing personal information and photograph, where applicable. If posting original paperwork, please take copies for your records.

Club nominations for upgrades... can be from a marshalling or motorsport club whom you have a history of marshalling with and that you are known to – you do not need to be a “paid-up” member.

Continued on Page 61

What happens to your upgrade paperwork? When your upgrade arrives at Motorsport UK, although it has already been through several checks (including those by the Examining Grade Marshal doing your upgrade), it is still checked by us against the criteria required for each grade. Some upgrades are also required to be distributed to a panel (via email) prior to approval, which makes the upgrade process time longer.

Acquired Rights Process 2023

As part of the new Marshals' Development Pathway, Motorsport UK has set up an Acquired Rights Process to enable those marshals who have either never registered, or who have chosen not to upgrade, to have their knowledge, skills and experience recognised by a more suitable grade of registration.

Further details on the scheme can be found in the Resource Centre of the Motorsport UK website, or by clicking <https://www.motorsportuk.org/wp-content/uploads/2022/09/2022-09-07-Acquired-Rights-Scheme-Guidance.pdf>

All applications under the Acquired Rights Scheme must be submitted to Motorsport UK by 31st December 2023.

Training

From January 2023, Motorsport UK Trainers will present the new Marshals' Pathway training modules.

If you are working towards an upgrade under the previous Grading Scheme, there will be a mapping document available which allows you to match the content of the previous module with those listed in the new pathway. If you require extra space to record training attendance, you can use a continuation sheet found on the Motorsport UK Resource Centre.

If you are unsure about which modules you need to undertake for your upgrade, please contact training@motorsportuk.org

Personal Record Cards

For 2023 we will have a new Personal Record Booklet. This will be A5 in size and be used for all disciplines. It will have more space for attendance upgrade signatures and is designed for bigger handwriting!

On completing an upgrade, you will be given a new Personal Record Booklet for future use. We are also continuing to assess our options in regard to an electronic training and event attendance record.

If you are not currently intending to upgrade, please download and print a continuation sheet from the Motorsport UK Resource Centre to record attendance. This can then be attached into your booklet if you decide that you wish to upgrade at a later date.

Club, Volunteer, Organising Team and Sustainable Club of the Year Award Nominations

Nominations are now open for Motorsport UK's annual Club, Volunteer, and Organising Team of the Year awards. New for this year is the Sustainable Club of the Year Award which aims to highlight clubs that have taken a proactive and impactful approach to sustainability over the year.

This is your chance to recognise the efforts made by Clubs, Organisers and Volunteers who go that extra mile to keep the motorsport community thriving.

Find out more information, and the nomination forms, <https://www.motorsportuk.org/the-sport/awards/>

Here to help

The Officials' Pathway Team at Motorsport UK has nearly 100 years of active volunteering experience in motorsport – so if you have any questions, queries or concerns, please don't hesitate to contact us and we will be happy to help.

You can contact us in the following ways:

training@motorsportuk.org – for any training related queries

marshals@motorsportuk.org – for any queries relating to marshalling (such as upgrades or marshalling abroad declarations) or 01753 765000 – if you would rather speak to someone over the telephone.



Another busy month of volunteering for me - days at Oulton Park, weekends at Anglesey and Donington and even some days at our local vaccination centre - preparing for a ramp up of attendees in the coming months! My first truck racing event in August too - which was "eventful"! The support races kept us busy but the trucks were the star of the show for the crowds and kept the circuit staff busy with numerous tyre wall rebuilds and stack re-locations!

Motorsport UK registrations for 2023 will open online shortly - please read all information and documentation BEFORE clicking the automatic update.....!

Particularly if you fall in to one of these categories:

- I only need a few more signatures and training days to upgrade under the current scheme [extension allowances will be notified]
- I am an Examining Grade and wish to become an Assessor [details of refresher course to enable this migration to be advised]
- I have never been registered with Motorsport UK but have bucket fulls of experience and training that should be considered (details of acquired rights to follow)
- It is important that you do register before end of December 2022 regardless of your circumstances so please ensure you have completed everything in advance of this date where possible to enable your correct grade to migrate across to the new Pathway.



There are still a few open questions which will be covered in updated FAQs but if you are still not sure please contact your local grading officer for guidance and support.

Alongside the changes to the Pathway we also need to ensure our systems are aligned. Therefore it's really important to make sure your correct grade is showing on the system - you can check this via the volunteering portal to your own details. If they are not correct please send a copy / photo of your Motorsport UK registration card to your grading officer so that the system can be corrected.

It should also be noted that the infrastructure to our members and volunteering databases will need some updates which Sean (IT Officer) is working on. Therefore please do not enter these areas on the website - which are clearly marked. Thanks for your cooperation.

I am looking forward to another busy month - including further discussions about the Lights panel trials. I will provide updates accordingly and continue to welcome any new feedback encountered in recent weeks (I have my own dossier too!)



motorsport UK

TRAINING

We are pleased to announce that workshop sessions will be taking place for Event Secretaries and Event Stewards later this year and in early 2023.

The first series of workshops will be held in October and November at venues across the UK, including Scotland and Northern Ireland. We encourage all individuals who are interested in, or actively perform these roles, to take part; however, attendance is not mandatory. These workshops will be as hands-on as possible and will provide an opportunity to learn more about the duties involved, help you to develop existing skills and allow you to share your experience with others. All are welcome to attend, however attendance is particularly encouraged from those within the grassroots disciplines of the sport.

IMPORTANT: Due to the limited space available on these workshops, preference will be given to those who primarily carry out Event Secretary or Event Steward duties and are not already licensed Motorsport UK Stewards or Clerks of the Course.

Licensed Motorsport UK Stewards and Clerks of the Course will have their own seminar series taking place in early 2023 and invites will be sent out for these in the coming months.

Workshop calendar 2022:

30th October - Holiday Inn Newport, Monmouthshire

13th November - The Dunadry Hotel, County Antrim

19th November - Dunblane Hydro Hotel, Perthshire

20th November - Holiday Inn Gatwick, Worth, West Sussex

26th November – East Midlands Area (Location TBC)

To register for a workshop, please complete the registration form at

<https://docs.google.com/forms/d/e/1FAIpQLSecXuuihcfL6FWQO4Mq7zlugcKMm5kBWj3IYWP4qpcy8Je8JA/viewform>.

Attendees will be able to claim their mileage at the rate of 45p per mile for up to 100 miles each way, and lunch and other refreshments will also be provided.

If you cannot attend any of the above dates, there will be a second series of workshops taking place in January and February 2023.

Provisional locations for the 2023 workshops are Northallerton, Haydock, Cambridge and Exeter. You can register your interest for these workshops on the form above. Following the second series of workshops, Regional Associations and Clubs will be provided with the content so that training may be ongoing.

We look forward to seeing you at a workshop, however if you have any queries, please don't hesitate to contact us.



MOTOR SPORT GROUP

AWARDS NIGHT

2020
2021
2022

**11th February
2023**

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

**More Details
To Follow - soon**



Liverpool MC Aintree Circuit 15th August



Sporting Bears Motor Club
Classic and Sports Cars Driving for Charity



We had another excellent event at Aintree Circuit with the Sporting Bears Motor Club Dream Rides day for kids with health issues. 26 cars taking part, everything from a 1930's Austin 7 to an extremely noisy Audi R8 and a McLaren. Plus two Police traffic cars and a fire tender. What a fantastic time the kids had (kids of all ages), as did their families and carers. Miles of smiles all round!

Keep an eye open for an upcoming Dream Rides day at Albert Dock on 24/25th September when the public get to ride in the cars. <https://sportingbears.co.uk/north-west/> Once again a big thank you to the marshals who came along to help. Thankfully, despite the forecast showers, it stayed dry - or at least it right up to the moment that we were closing the doors to our store at which point it absolutely threw it down. We were so lucky.



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





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

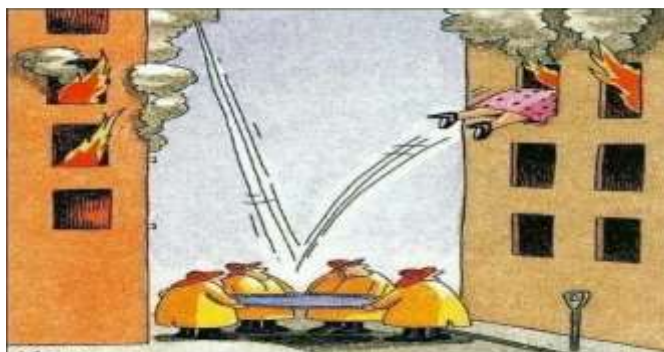
Pos	Driver	pts
1	Colin Fish	359.9
2	Pete Gibson	294.2
3	Phil Savage	286.6
4	Pete McInnes	211.2
5	Kat Sutton	179.7
6	Clifford Auld	179.5
7	Hannah Davidson	178.5
8	Kirsty Thompson	177.2
9	Sue Hynd	175.3
10	James Greenhough	166.7



NO UNSOLICITED CALLERS

- We are too broke to buy anything
- Our Utilities work fine with our current suppliers
- We have already found God
- We know who we are voting for
- So - Unless you are bringing FREE BEER

GO AWAY



FIA: Prevent cervical injuries with simulations

The report focuses on rally safety, in particular the Cross Country type, seeks to protect competitors from spinal injuries.

International Automobile the federation has made advances in safety by using computer simulation to study accidents that caused competitors' spinal injuries, commonly seen in the US Rall and Raid type races, like the Dakar.

The strong impact on a "landing" after an excessive jump caused, in most cases, damage. That's why the FIA Department of Safety conducted a survey to identify the most important factors contributing to the risk of this type of injury.

Using a virtual model of the cabin environment and a total human model for safety (in English, known as THUMS) to represent the pilot and co-pilot, research engineers have been able to simulate hundreds of cases. We looked at how the position and fixation of the competitors to the seats resulted in the load on the spine.

Japanese firm Toyota is working in partnership with the FIA to offer a virtual representation of the human body. THUMS is composed of nearly two million elements that accurately reproduce the human form, from rigid bone structures to soft tissues and organs. To validate the results of the simulation, the investigation based on correlation with real-world cases that documented injuries.

Results provided by the THUMS model pointed out that turning the competitor's seat to a straighter position was equivalent to a 22% reduction in forces resulting from a fracture of the spine during a landing So sudden.

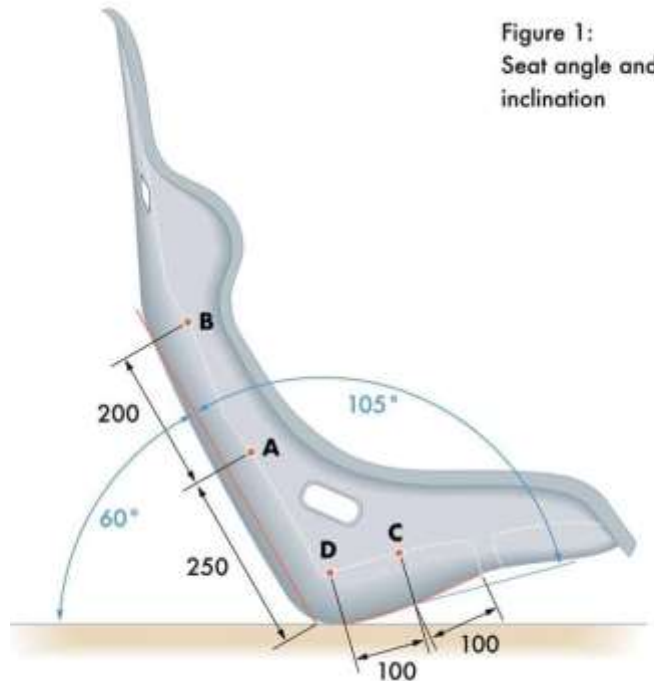
The FIA investigation has concluded that the installation of the safety harness is a key factor in this regard. Changing the angle of the seat belt strap between the anchor point behind the seat and the buckle resulted in an 8% reduction in the possibility of spinal fracture. It was also found that a heavy landing with a tight belt reduced the load on the spine by about 6%.

Adam Baker, FIA Director of Security:

"The simulation using the THUMS model allowed us to study a wide range of Cross Country accident cases in detail, improving our understanding of the key factors that contribute to spinal fractures in competition." Cross Country tion. We would like all competitors and teams to benefit from the results of this survey, as minor changes in the cabin can prevent injuries. "



Figure 1:
Seat angle and inclination



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 Tarmac 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 & DISTRICT 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 and other vehicles.

ADGE SPEED STAGES 2022

REGULATIONS & ENTRY

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

Lancashire Automobile Club : 120 years old

Starting out in 1902 as the East Lancashire Automobile Club the club was to become the second oldest motor Club in the UK. Other clubs may claim earlier roots but the LAC (the 'East' was dropped after a few years) has a continuous history

The Club has organised events from it's inception with 'reliability trials' being the initial offering to members. These events were quickly followed by Sprints and hillclimbs before the first world war. After the war rallies became the main focus. Following the second world war the Club continued with rallies organising some of the biggest events in the UK including the Morecambe Rally. LAC members earned a reputation in international rallies in Europe. In the 1960's hill-climbs and sprints became the main focus with events like the Tholt-y-Will Hillclimb on the Isle of Man and sprints at Woodvale and later Oulton Park. The Club also played a major role in both organising the Rally of Great Britain and running stages on the event usually at Whinnlatter in the Lake District. A 'new' event, The Manchester to Blackpool Veteran Vintage Car Run (a true rally in the sense it had road timing and a special test) became an annual event. The 1970's saw a new venture into motor racing with races at the short lived Longridge Racing Circuit near Preston. Sprints and Hillclimbs continued with events at Scammonden Dam, Baitings Dam, Woodvale, Oulton Park and Longridge. Rallies such as the New Year Rally, Demdike and the Manchester Blackpool evolved with changes to national regulations for road rallies. The association with the RAC Rally of Great Britain continued and over the decade the Club ran stages at Holker Hall in the Lake district and North Wales.

The 1980's saw a continuation in the Club's Sprinting and Hillclimbing activities with events at Baitings Scammonden, Woodvale and towards the end of the decade 3 Sisters near Wigan. The Manchester to Blackpool lost its competitive element due to further changes in regulations and other road runs including the Coast to Coast were developed. Moving to the 1990's the Club changed direction to concentrate on the road runs but sprints at 3 Sisters continued in association with Chester Motor Club. Events we know today such as the St Georges Day Run, Manchester to Blackpool, Coast to Coast Fellsman and Highland either continued or were developed.

The 2000's kicked off with organising the Sir William Lyons Centenary event for Jaguar comprising of 5 days of runs with visits to various venues during the week and finishing at Jaguars Browns Lane Factory. Entrants came from around the globe and the Club was proud to show off the attractions of the north west of England.

We have continued to offer members some great social events including the annual Dinner Dance and Prize Presentation with a Sportsmans Luncheon every three years with the highest quality speakers.

Today the Club continues to thrive with an increasing membership both in terms of members and participants. The road events continue to prove popular although this year the last Manchester to Blackpool was held due to the increased urban sprawl making an attractive route harder to organise. The Club wanted to go out on a high and we believe all who took part had a great event to remember.

The Highland has been superseded by the Border Rievers event and plans are afoot to replace the Manchester to Blackpool. A new concept has been to jointly organise events with other Club's to widen the number of entrants and organisational team.

The Club is proud to have been part of the organisation and running of the second 'closed road stage rally' in England so perhaps a return to the Club's roots may be an idea for the future.

In the meantime the Club had a get together at The Cafe Lazio in Samlesbury to celebrate 120 years and members brought along their cars for others to appreciate. Sad news during the day with the passing of the Queen was recognised with a minutes silence lead by the Club's President, Eileen Dyson. The event proved a great success

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

Clitheroe & District Motor Club



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



The Trevor Roberts Primrose Trophy Rally Sponsored by QBEX Exhibitions 12th / 13th November 2022

The Primrose Trophy is one of the club's oldest events, which was resurrected back in 2014. Building on the success of previous years, we hope we can provide a good night's sport once again.

This year's route uses maps 97, 98, 102 and 103, featuring 100% top quality tarmac in a compact 85 mile route in a "no nonsense" format with no petrol halt and no breakfast. This will provide a great nights sport for all competitors alike.

I would also like to make it clear that this is *not* a spectator event; those interested in seeing and being part of the action should contact the chief marshal and get involved that way.

As with previous years, the club has chosen to support a charity through the running of this event: North West Air Ambulance Charity. £5 from every entry will be donated directly to the charity, with an opportunity to add to this amount on the entry form. There will also be a collection at signing-on; please give generously either way. I'm sure you'll all agree that this is a cause worth giving to, and one that we all hope we will never have to use.

We are always striving to make the event better, and I would be happy to hear your feedback, both good and bad after the event. Also, in cases where you may have queries that arise before the event, please also feel free to get in touch..

I look forward to receiving your entries.

See you on the night!

Matthew Hewlett – Clerk of the Course

Regs : www.clitheroedmc.co.uk

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 in-**

creased 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](https://www.2300club.org) [#theandymorttour](https://www.theandymorttour.com) [#touringassembly](https://www.touringassembly.co.uk) [#road-rally](https://www.road-rally.co.uk) [#classiccars](https://www.classiccars.co.uk)

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Motorsports Photographer & Journalist

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Championship Registration

2022 Championship Tables

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Wern Ddu PCAs



4th September

2nd October

13th November

www.warringtondmc.co.uk

‘Dear Abby’

AGONY AUNT FAILS

Dear Abby,

A couple of women moved in across the hall from me. One is a middle-aged gym teacher and the other is a social worker in her mid-twenties. These two women go everywhere together, and I've never seen a man go into or leave their apartment. Do you think they could be Lebanese?

Dear Abby,

What can I do about all the Sex, Nudity, Foul Language and Violence on my VCR?

Dear Abby,

I am a twenty-three year old liberated woman who has been on the pill for two years. It's getting expensive and I think my boyfriend should share half the cost, but I don't know him well enough to discuss money with him.

Dear Abby,

I've suspected that my husband has been fooling around, and when confronted with the evidence, he denied everything and said it would never happen again.

Dear Abby,

Our son writes that he is taking Judo. Why would a boy who was raised in a good Christian home turn against his own?

Dear Abby,

I joined the Navy to see the world. I've seen it. Now how do I get out?

Dear Abby,

My forty year old son has been paying a psychiatrist £50.00 an hour every week for two and a half years. He must be crazy.

Dear Abby,

My mother is mean and short tempered. I think she is going through mental pause.

Dear Abby,

You told some woman whose husband had lost all interest in sex to send him to a doctor. Well, my husband lost all interest in sex and he is a doctor. Now what do I do?

Dear Abby,

I have a man I can't trust. He cheats so much, I'm not even sure the baby I'm carrying is his.

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

Malton MC + Clitheroe & DMC

MELLORS ELLIOT MOTORSPORT

MALTON FOREST RALLY

Sunday November 6th

Regulations available
Friday 2nd September 2022

Entries open Sunday 4th
September 2022 at 7pm



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



MARSHALS

Hello Everyone we need lots of marshals on the day
can you help ?

Email chiefmarshal.knutsfordtarga@gmail.com to
offer your services

ANCC

proflex
SHOCK ABSORBERS

Proflex Shock Absorbers Stage Rally Championship

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

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.

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.



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

Me, behave? Seriously?

- As a child I saw Tarzan almost naked,
- Cinderella arrive home after midnight,
- Pinocchio told lies,
- Aladdin was a thief,
- Batman drove over 200 miles an hour,
- Snow White lived in a house with 7 men,
- Popeye smoked a pipe and had tattoos,
- Pac Man ran around to digital music while eating pills that enhanced his performance,
- Shaggy and Scooby were mystery solving hippies that always had the munchies.

The fault is not mine!

Wow, I think you went too far with the plastic surgery!



Lancashire AC

Sportsman's Lunch

Stirk House.

Sunday 20th November

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

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 AGM



Wed. 16th November
8:00pm
By Zoom ?

ANCC



Monday 5th December
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