

November spotlight 2022



ANECCC
Association of North East
and Cumbria Car Clubs



ANWCC
Association of North Western Car Clubs

ANCC
Association of Northern Car Clubs



Craig Brean / Paul Nagle

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www.sd34msg.org.uk

Volume 13 : Issue 11 : November 2022 : Maurice Ellison

Front Cover :- WRC Rally New Zealand

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Chairman's Chat November 2022



October to me is always the final planning month for the following year's events. All organisations need to plan if they wish to run a successful program of events.

In Motorsport we are very fortunate that many of our Professional Volunteers have been organising events for a long time. These skills are needed in all types of business and running motorsport events is no different.

Often at events as a competitor or marshal, I many see things that make life easier for events and organisers. The best events have always been those run by regular competitors. I still believe that attending other events and pickup on what some may say is 'Best Practice' is a great way to improve your own clubs event, in any discipline of our sport!

Big events do call on the skills of many motor clubs and marshals, often an event may not look after the volunteer, but the following year they then struggle to staff the motorsport event! Working with groups like ANWCC or SD34MSG is a start. You only get out what you put in.... attending meetings does help club organisers to find out what is going on. We are very fortunate in the North West to have two sets of regional championships that cover most areas of motorsport. Many of those running the championships work together for our clubs and competitors. All you have to do is register as a club, or competitor.

Planning 10 events at 2 venues for the 3 motor clubs, that I am involved with, may only be a small task in the grand scheme of things....But without the regular volunteers that help before, on the day and after the events they would not happen!

SD34 MSG will be having an awards night on the 11th February 2023 please put the date into your calendars.... I have been told that we have 3 guest speakers lined up and hopeful awards for the last 3 years championships.

This will be our **SD34 MSG Night of Champions**, please plan to come along and support the event; especially if you are an award winner!

Hopefully more details will be discussed at this month's meeting, 16th November 2022 meeting and will be in 'spotlight' next month.

Thanks Marshal. - Motorsport needs you!

Steve Johnson : SD34 MSG Chairman.

You can Register for all the SD34MSG 2023 Championships by Clicking on the link below

[link to the 2023 registrations](#)

During a visit to my doctors I asked him . . . "How do you determine whether or not an older person should be put in an old age home?"

"Well" he said, "We fill up a bathtub, then we offer a teaspoon, a tea cup and a bucket to the person and ask them to empty the bathtub"

"Oh, I understand" I said "Because a normal person would use the bucket as it's bigger than the spoon or the teacup"

"No" he said "A normal person would pull the plug. Do you want a bed near the window or the door?"

A bloke went to see a wizard and asked him to reverse a curse put on him many years ago by a priest. The wizard says it can be done but he must know the exact words of the curse.

The bloke says.....I now pronounce you man and wife

My uncle who is lion tamer went bankrupt, they took almost everything off him....but at least he still has his pride.



ANWCC

Association of North Western Car Clubs

Some of our championships are going down to the last events with changes happening as the list of award winners gets shuffled about. Note that in some cases some competitors have not started enough events to qualify for the award, this is indicated on the championship charts. Hopefully, if you have not qualified this year then you will be welcome back next to get something!

As championships are finishing, with a couple settled as we go to press, we can now announce that we have settled on a venue and date for our Awards Presentation – it will be held on Saturday 4th February 2023 (not in January as previous declared due to clashes of dates and venues), and full details will be published on our website later this month – we look forward to meeting the award winners at a new venue, for us at a convenient location, and handing over the trophies.

Awards have been ordered – we usually have about 250 items to give away, and the names will be finalised before engraving starts!

Final championship scores will be published as soon as possible after the last event, and following an internal audit. They will be provisional for seven days after publication, contenders will be advised by e-mail and the information will also be on the website.

Any proposals for changes to our championship regulations for 2023 will close on 8th November, ready for submission to our meeting the following night. Once they have been ratified, and permits received, they will be published on our website and we will update the form to register for next year – keep an eye on the website! We have received comments about the scoring on Speed events, and are also changing the system for Targa Rallies bringing that into line with many of our other championships. We have tested the proposed "new" systems on this year's championships and it should give closer competition through the year.

As we await the Registration Permits from Motorsport UK we are compiling our list of championship events for 2023. Many clubs have submitted their details but we would remind all member clubs that we need their officials and events forms, and the championship events list will close at Christmas – we have to submit the final championship lists before 31st December. Links to the online form on left-hand menu of our website home page.

Once we receive the permits then we will publish the regulations and open the online competitor registration and look forward to another successful year. The 2022 series has ended with a total of 317 contenders, up nearly 35% on last year and our best year for many, so let's see if we can beat that in 2023!

It's going to be a busy November!

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)

Kirkby Lonsdale MC

"Le Triangle Vert"

29th September

Cumbria Re-Visited



Barry Allman : Clitheroe & DMC

Thursday 29th of September saw me back with Peter Wilkinson in his Suzuki Swift Sport, travelling up to Cumbria for the Kirkby Lonsdale MC "Le Triangle Vert". The first of the Winter series organised by Phil Griffiths and the KLMC team, always a great challenging event on some classic roads.

On OS Maps 89, 90 and 96 maps, for a 60 mile plus route, wow some great roads on those got me excited.

Pete had changed all the engine and gearbox mountings and bushes, wow the ones that came off were all in pieces. In fact the occasional smell of burning rubber, we knew was the rubber bushes slowly falling apart and dropping onto the exhaust !! Arrhhhh

Rule 1 . Always investigate anything different in your cars.

What should have been an easy run up to Pete's house near Burnley turned out to be very slow, M62, M60, M61, M65. Next time I am leaving Warrington at 3 pm, arrived just in time to set off (I always unpack and repack my navigational bag after every event and recharge my gadgets too).

A spirited drive by Pete got us to the start venue at Haverthwaite with 10 minutes to spare, Boooo no time to chat and so straight onto sorting out my Nav gear for the night.

Rule 2 . Always get to an event with plenty of time to sort out, belts, light switches, and kit (that was rule two broken !!)

The Rally was using the " RallyAppLive" system which we had used a few times and works really well, no marshals required. WE had decided to enter the Expert class, yes we do like a challenge. Nothing was given out until our start time of 19.25, when we got the time cards, black spots and the Plot and Bash route instructions. With a limited time to get plotting and get to the first TC (Time Control), we plotted the Blackspots and NAM's (Not As Map, code board locations) that should give us an idea of the route ??

The first neutral section (no penalties for being late) was TC6 to TC 7 and so we plotted up to there first, with one eye on the clock. We got to TC 10 of the 25 controls and were reasonably happy.

TC 3 to TC 6 was classic (CRO, Coloured Roads Only, well worth a second look at instructions even when time limited)

The first section took us West and South of the start around the maze of roads there, lots of slots and short straights, just missed one slot that looked like a farm entrance, which it was, might have lost a minute there. At least we saw other crews looking for the slot too.

Rule 3 . Read all instructions at least twice, does save time in the long run. (Flashback to being at school !! my last exam was 45 years ago, breathe deeply and read the questions).

We actually did that too . instructions where , cross LETTERS in the road, Uphill and Downhill symbols, ETL (I'll let you work that one out ??) . that got us through TC3, TC4, TC5 to TC6 . All Give Ways are give ways and the APP makes you stop for 5 seconds. At a Code board the screen (on your mobile phone) changes colour and gives you 6 options of the code board, this time just part of the code too. select and away we went.

Just before TC5 was a short "Yellow" XR, 500m XR (XR = Cross Road) we both looked at it and it looked like a "White" deffo the route Pete, are you sure . Oh Yesssss, they were recent tyre marks which is a good indicator. it wasn't smooth !! (comment for Pete after, "That's No Yellow*"). Later found out that it has been wrong since the 1970's lol. After one BIG BASH, we thought we had at least got a flat tyre ??. Lots of horrible noises, Pete reported the steering wheel off centre but car OK. WE pushed on, like you do.

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Kirkby Lonsdale MC 12 Car 'Le Trangle Vert' : Continued from Page 7

At TC's the screen changes colour again and gives you a time option, with there just being a generic time time for all, it's MATHEMATICS time. Time on the time card, plus start time/number (we where car 5) plus any time we had dropped, simple ??

Sounds complicated but not really, practice, practice, practice. E.G. arrive at TC 3 at 20.10 . time for next section is 6 mins, due time is 20.16 ? told you it was simple, even I can do it, whilst read the map, folding the map and looking for slots . he he he.

Rule 4 . The more you practice the better you get

By the way ETL is Electrical Transmission lines, you can't see them but they are on the map.

I do alot of Rule 4 . he he he.

We arrived at TC 6 just dropping two minutes and getting all the code boards, Phew, time to breath and calm down as we had a gentle cruise to TC7 and some more plotting/checking

Rule 5 . if you have time, check and recheck your route and instructions.

TC7 to TC 14 was another long section, sreering wheel off centre but with Pete saying the car was handling better than ever !! we where now heading towards Broughton in Furness at a good lick, getting the NAMS and code boards too. After TC 12 , through TC13 to TC14 was a long White that run parrell to the main road, not too rough and good fun on our Road tyres Michelin Pilot Sport 3's, Pete was grinning, I was worried . lol. Timewise we had only dropped a minute or two and so time was on our side.

TC 14 to TC15 was another netural section, you can lose time but it is penalty free, a missplot from me ment a slight detour, but at least I knew WHERE we where but not WHERE we should have been. As I sorted us out and Pete did a three point turn, a nice guy from a local house came out !! Oh No, he will be angry, He couldn't have been nicer, had a touch and asked if we where doind a navigational event and where we lost . lol. The local white doesn't go lads, thanks mate, I confidently said we are not lost, just in the wrong place. We dropped about 5 minutes (penalty free) and got back on route to TC15.

TC15 to TC25 and MTC2 was the longest section, with still some strange noises coming from the front suspension we pushed on, into the darkest !!

We where now heading due North up towards the TOP of map 96 onto the open Moorland roads. Lots of codeboards and NAM's all got.

PLUS Route Checks, more of those later !!

Dunnerdale Fell , Bibker Fell, turning right onto about 600metres of map 89, then on to map 90 and near to Boot .

WOW some classic Fell Roads next, another flashback to the early 1980's and the Motoring News Round in Cumbria The R L Brown ... Classic, not for the faint hearted !!

At this point Pete decided to have a quick look at the front suspension, Good news, Nothing is broken, Bad news, we have bent a very solid TCA moing the wheel back into the wheel arch !! Looks OK but I will take it easy ??

I am going to DIE was my First thought, Second thought Cheesey Chips at the finish, Third thought was the beer Old Perculiar and many happy times spent around these parts years ago.

Hardknott was pass was first, a gentle start but soon pcked up some speed, straight into Wryenose pass and steep uphill and downhill sections with LOTS of hairpins, wroking our bent TCA hard . he he he. Fourth thought was it is Japanese Suzuki quality and I relaxed. Fifth thought was I am still Too Young to die at 66 . he he he.

With no slots to find and with Pete saying he knew the road well, I just called, keep going unti the bridge in a few miles then "T" left uphill. Lots of Herdwick sheep lying on the warm (ish) tarmac in the way made it even more fun. The Hairpin bends are awesome up there, nothing but Blackness in our Spotlights, brilliant. with not alot to do for a few minutes, I had a good look at the map, reliving great times up here. The Dungeon Ghyll pub and Great Landale campsite, awww memories of 50 years ago. An occasional squeal of delight from Pete ment that we had got around another hairpin, "It's handling so much better" I/We are going to die

Continued on Page 9

Kirkby Lonsdale MC 12 Car 'Le Trangle Vert' : Continued from Page 8

TC 25 came up way too soon as we where having fun, with a short run back to the finish at Elterwater and those Cheesey Chips . yummy.

We had a good inspection of the bent TCA (don't think the rock we must have hit felt a thing), all looked OK as with-
ut a trailer we had to get back to the Burnley area !!

Ahhhh The Route checks !! first time we had seen route checks used on the APP, they needed to be treated like SGW's (Standing Give Ways), which ment you had to stop for a few seconds. We didn't and most of the experts didn't either, drat. that ment we finished 10th out of the 11 cars entered.

A good results for Steve H and Adam from Clitheroe MC. Blinking great fun and more lessons learnt ready for next time.

A BIG thank you to Phil G and all the team at KLMC.

A nice mix of route instructions, all Plot and Bash, usually similar but not the same ...

- a. Crossing Grid Lines
- b. Departures/Arrivals at controls.
- c. Map information and markings
- d. Herringbones
- e. Letters on the route
- f. Road colours, they can be tough

Nothing too difficult but harder to do with a time limit attached

Barry Allman : Clitheroe & DMC



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Steve Wood clinches the 2022 Protyre MSUK Asphalt Rally Championship title after a battle royal on the Isle of Man

Steve Wood has clinched the 2022 Protyre Motorsport UK Asphalt Rally Championship title after a battle royal on the final round of the series, the Best Cars Chris Kelly Memorial Manx Stages.

Co-driven by Dale Bowen, the Aberystwyth driver was lying third after an extremely wet and stormy start, which had seen rivers of water running down some sections of the famous Isle of Man stages on Friday's opening two legs.

Despite a misfire in his City East Ford Fiesta RS WRC, Wood completed the third and final leg on a much drier Saturday to finish second – which was enough to secure him the UK's premier sealed-surface title, the Protyre Trophy and prestigious BTRDA Gold Star award.

"I started to look at all the permutations in terms of where we needed to finish, and where others needed to finish, for us to become champions and gave up and just went for it – that seemed to be the best thing to do, and it all came good in the end," said Wood.

"The only mistake we've done all season was on the Argyll Rally. There was no need for us to push as hard as we did, and I shouldn't have done off. I'd have been kicking myself now if that had cost us the title – but thankfully it didn't and I'm delighted."

John Stone was in with a shout of the Protyre Asphalt title, but the Blackburn driver was slowed somewhat by an engine revving issue and then a gear linkage problem in his Legend Fires Volkswagen Polo GTI R5.

Along with co-driver Laura Connell, he finished the season with another strong third place points score and sportingly congratulated Wood on becoming a worthy champion.

Mark Kelly had also arrived on the Isle of Man with a chance of taking the title, although little else than victory would have been enough. Together with co-driver Neil Colman, he led after the opening stage, completing SS1 a full five seconds quicker than anyone else. Unfortunately, an accident on the following test put his Roccia Tiles & Bathrooms/Tilemaster Global Škoda Fabia R5+ out of the event and ended his title hopes.

Neil Roskell had been a title challenger all season, but the cancellation of the Hills Ford 3 Shires Stages had meant that he could no longer become champion. It made him even more determined to go out and take maximum Protyre Asphalt points on the Chris Kelly Memorial Manx Stages – which is exactly what he and co-driver Andrew Roughead.

They led the event overall after Friday night's stages, despite it being the most challenging conditions they ever rallied in – with torrential rain, deep puddles of standing water and very little grip. They flew through Saturday's stages to finish 1min 36secs ahead of Wood in a Protyre Asphalt display of what could have been. **Continued on Page 11**



Chris Kelly Memorial Manx Stages **Continued from page 10**

In addition, Dan Hiorns from ATM Sport was presented with the Dynamic Fluids Best Presented Car award, for turning out Roskell's immaculate Fiesta R5+.

Stephen Simpson/Patrick Walsh survived Friday's stages unscathed and despite receiving a few notional times on Saturday, courtesy of a few crews ahead of them falling foul of the demanding roads, they were happy to finish the event having set top five stage times and take fourth place Protyre Asphalt points in their Tudor Glass Ford Fiesta Rally2. The result secured Simpson fourth place in the final drivers' standings too.

Darren Atkinson/Phil Sandham picked up a magnificent fifth place points finish in their Atkinsons Sandblasting/S&W Fabrication-backed Escort Mk2. They were lucky to survive an off on SS2 which saw their car climb a bank and bend the steering, but thereafter they were on superb form.

They finished as the top two-wheel drive crew, with Atkinson an incredible fifth in the overall drivers' standings and Sandham fourth in the overall co-driver's table. It also secured the crew both the class B13 and Ford Escort Challenge titles.

Brad Cole/Jamie Vaughan led both class B13 and Ford Escort Challenge going into the final round, but because of the dropped scores rule they were looking for a win to secure the title. They ended Leg 1 in second place, just nine seconds off the lead, and headed into the Friday night stages confident of regaining the time. They'd done one night stage and booked into SS8 before their Hydrolite Solutions Escort Mk2 refused to start, which was later found to be alternator failure. Retirement meant they finished runner-up in both class B13 and Ford Escort Challenge.

The event didn't pan out as planned as Antony Allery/Jack Corlett had hoped for either. After they restarted after putting their Salter Demolition Ford Escort RS off the road, they retired again after suffering a very bad misfire.

Steven Ormond-Smith had a good run to finish sixth Protyre Asphalt contender. He and co-driver Dafydd Evans flew in their Manx Rally Sport-supported Mitsubishi Evo IX, despite the car only having a standard gearbox, to clinch the class B14 title.

With Jonathan Stepney/Aled Davies (Griffiths/Gavin Griffiths Group Peugeot 205 GTi) already confirmed as class B12 champions, Mike Pugsley/Marc Clatworthy were free to put their foot down in their 1974 Escort Mk1 RS2000 – which they did in some style to score their second class win of the season and secure the runners-up position.

Paul and Julian Doroszczuk are the Protyre Asphalt class B11 champions once again after an excellent run in their normally aspirated Cosworth engined Drockspeed Motorsport Escort Mk2. It might have only been their first class victory of the season, but when added to their other podium results it gives them a clear 10 point title winning advantage at the top of the table.



Continued on Page 12

Chris Kelly Memorial Manx Stages

Continued from page 11

Olly Hunter (co-driven by Dan May) had been hoping to clinch the class B11 title but retiring his ES Electrical Contractors-backed Ford Escort Mk2 saw him drop from first to second in the points table.

Lewis Gatt/Callum Young made sure of the class B10 title after another stylish performance in their Gatt Speed Ford Escort Mk2, coming home safe and sound despite a clutch problem on the final leg.

William Mains made sure of the class B9 title. He'd built up an early lead, only for a throttle position sensor issue on his WCS/Roy Thomas & Son/Speedy Sofas/Mike Scaffolding-sponsored Vauxhall Nova to fail, costing six and a half minutes. Together with Aled Edwards, the Llandysul driver launched an amazing fightback to win the class on the event and secure the Protyre Asphalt title.

Dai Roberts had wrapped up the overall Protyre Asphalt co-driver's championship before the Chris Kelly Memorial Manx Stages, allowing him the opportunity to drive his Peugeot 205 GTi. Navigated by Pete Phennah, his rally came to an end on the Roundtable stage with suspected engine failure.

Chris Ford/Matt Daniels also failed to reach the finish in their Citroën C3 Rally2.

Live streamed action footage from the event remains available to view on the Special Stage TV Facebook page, with commentary from Mark James and special guest presenters Nigel Cannell and Mark Perryman.

Over the course of the 2022 Protyre Motorsport UK Asphalt Rally Championship, the online streaming service has received over 1M hits.



Chris Kelly Memorial Manx Stages

Protyre Motorsport UK Asphalt Rally Championship – top 10 overall finishers

1.	Neil Roskell/Andrew Roughead	(Ford Fiesta R5+)	1hr 55mins 54secs
2.	Steve Wood/Dale Bowen	(Ford Fiesta WRC)	1hr 57mins 30secs
3.	John Stone/Laura Connell	(Volkswagen Polo GTI R5)	1hr 58mins 17secs
4.	Stephen Simpson/Patrick Walsh	(Ford Fiesta Rally2)	2hr 01mins 07secs
5.	Darren Atkinson/Phil Sandham	(Ford Escort Mk2)	2hr 01mins 22secs
6.	Steven Ormond-Smith/Dafydd Evans	(Mitsubishi Evo IX)	2hr 08mins 14secs
7.	Lewis Gatt/Callum Young	(Ford Escort Mk2)	2hr 17mins 32secs
8.	Paul Doroszczuk/Julian Doroszczuk	(Ford Escort Mk2)	2hr 18mins 00secs
9.	William Mains/Aled Edwards	(Vauxhall Nova)	2hr 18mins 00secs
10.	Mike Pugsley/Marc Clatworthy	(Ford Escort Mk1 RS2000)	2hr 27mins 41secs

2022 Protyre Motorsport UK Asphalt Rally Championship

Final overall driver points:

1.	Steve Wood	112pts
2.	Neil Roskell	108pts
3.	John Stone	108pts
4.	Stephen Simpson	100pts
5.	Darren Atkinson	95pts
6.	James Williams	87pts



Final overall co-driver points:

1.	Dai Roberts	117pts
2.	Andrew Roughead	112pts
3.	Dale Bowen	107pts
4.	Phil Sandham	102pts
5.	Dafydd Evans	97pts
6.	Jamie Vaughan	93pts



Manx Autosport

Chris Kelly Memorial MANX STAGES

30th September / 1st October

Callum Young : Clitheroe & DMC

Both Lewis and myself went to The Chris Kelly Memorial Manx Stages over on the Isle of Man to just experience the event, as neither of us had rallied on the island before, and the fact that we both only needed to finish the event to win the class in the Protyre Asphalt Rally Championship. Friday afternoon was the start of the event, and was a very wet affair. The only tyre option available was to stick the wets on and hope for the best. The first stage of the event was the worst conditions I have ever rallied in, the whole 3.8 miles was covered with standing water. We just decided to get to the end of the stage, which would be an achievement considering the weather.

Stage 2 ended up being cancelled due to an accident, so on we went to stage 3, which was a lot drier and we could get into a rhythm a lot more with the stage. This meant that the time was a lot better than the first stage. Stage 4 had lots of standing water on the inside of corners trying to throw you off the road going up to Brandywell Cottage. We had a few aquaplaning moments on this stage, but we decided just to drive through and get it to the finish of the leg back at the TT Grandstand. At the end of this leg, we were sitting 47th overall, and 2nd in class B10.

Leg 2 started in the dark on Friday night, with a mix up in the times, we were starting around 60th on the road, so we were lucky not to lose any stage mileage on this leg due to cancelled stages. The first 2 stages of the leg, the Ramsay street stage, were already cancelled due to a lack of marshals, so we went straight into the lanes, in the dark, and in the wet which Lewis had not done beforehand. The first stage of the leg was a repeat of stage 3, which we had done previously. This meant that we knew there wasn't much standing water around, and since it had stopped raining, we knew that there would be less! Stage 8 was the famous Baldwins stage, which took us up to the cottage, same route as stage 4 from the first leg, but turned right at Brandywell Cottage and up the mountain. This stage was very enjoyable, but still had lots of standing water, so we couldn't really commit to any of the fast corners, just in case there was any standing water on the inside.

Continued on Page 14



Chris Kelly Memorial Manx Stages **Continued from page 13**

Stage 9 was a repeat of stage 1 from the morning. We knew that it was going to have dried up a lot, but we didn't realise that one bit was going to be like an ice rink! Near the end of the stage, there was a downhill short straight into a square right over a bridge, there were two R5's stuck there that had hit the bridge, so we were lucky to get through that stage, even with a moment which almost sent us into some trees! Finally stage 10 was just going to be about survival, as part of this stage was used on the cancelled stage 2, which we knew was also full of standing water. We go to the end of this stage with no moments, but ended the leg in 33rd overall, and 2nd in class, 38 seconds back on the class leader, who was a local.

Saturday morning came, and the weather was very sunny, but we knew that the stages were still going to be damp, so not having any intermediates available would have hampered us so we just went out on full wets, which we realised was the wrong decision! The first stage was very dry, meaning that it would just be a case of nursing the tyres back to service at mid day. The second stage of the loop, stage 12, was a very fast and flowing stage, until you got to the end, where for around half a mile there was a river running down the stage, so it was treacherous to say the least. Stage 13 came and we really enjoyed this one, it was only a short loop, but we managed to take 27 seconds out of the class leader on this short 6 mile stage alone. Stage 14, and the last of the loop of 4 was another stage of just having to nurse the tyres until we got to service, to stick some slicks on. We came into service in 27th overall, 2nd in class, only 21 seconds away from the class lead.

Lewis realised that as we came into service, the clutch fluid was leaking out of the space cylinder from inside the gearbox, and there was no fix for it. The car had no clutch in the queue going into service, so we just had to push it through the control, and get it to our service bay to see what we could do. We quickly realised that the only thing possible was to keep topping up the clutch fluid before every stage until we got to the finish. We then bolted the slicks on the car, and went off again to tackle the same 4 stages.

The second loop went really well, nursing the clutch issue, along with pushing a bit more on the slicks. Coming into the final two stages of the event we realised that we had a slim lead of only 1 second to second in class. So after coming here to just gain experience on the event and go for a finish, we decided to have a big push on the final two stages to see what we could do, against a local. We set two very quick times in class, but unknowing to us, the crew we were battling with had power steering issues, so they struggled on the last two stages.

This all meant that we had managed to finish a very good 21st overall, and 1st in class 1 minute and 30 seconds. Which is the best result for us, together as a crew this year. It also meant that we have finished the Prot tyre Asphalt Rally Championship in 10th place overall, 1st in our class, and 3rd in the Escort Challenge, beating multiple more powerful escorts.



Photos Courtesy of Ben Laurence





13-16 October 2022

A wonderful story told by Peter Johnson (co-driver of car 138):

David (Dave) Calvert, aged 79 competed for the 46th time this year on Mull.

He joked that he came to rallying a bit old in his thirties, or he would have matched the 50th anniversary. Some guy!

I only met him an hour before scrutineering after failing to get a run from 31st reserve. We did no recce, his only drive through the stages prior to the event was with me at the wheel, going over the lochs and down the glen to get back to his camper after the safety briefing. There was no recce in the good old days.

His car is totally home built, including the engine axle and gearbox from parts. We finished 80th in the Group 1 Mk2 Escort (only his third car in the 46 events) He told me he had a run of 25 finishes in a row when he first started coming to Mull.

A great way to hear first-hand the stories of Mull's gone by, to my relatively inexperienced 5 Mull Rally's.

We completed every stage that wasn't cancelled and finished the rally.

I'm happy "2022 Peter Johnson 80th" will be added to the gold text on the side of the car, that lists each year, the result and the co-driver. The list already includes Ian Grindrod and WRC co-driver Daniel Barritt.

I'm sure Dave will be back again next year.

Peter Johnson



Harlech & DMC

Toyota Harlech Stages

16th October

Oliver Waggett : Hartlepool MC

Sunday 16th October saw myself and stand-in Co-driver Karen Phelps competing on the Toyota Harlech Stages for my 5th round of the 2022 British F1000 Junior Rally Championship. Last weekend I welcomed Karen Phelps into the passenger seat as my usual navigator Paul Husdon was unavailable. The aim this weekend was to go out and score points and most importantly get another finish and more experience for next year.

Arriving at the venue early Saturday afternoon we unloaded the car and during unloading I caught my finger in the trailer which led to the end of it hanging on loosely. Nevertheless we met up with Karen and got the car scrutineered. During Scrutineering I did a quick interview with Jade Paveley who was the weekends livestream commentator.

Onto Sunday then and after a night of rain we were expecting it to be slippery however on arrival to the venue it was dry!! Stage 1 was a cautious run through to learn the stage and get a feeling back in the car after almost 2 months out. Stage 2 is where things became interesting as less than a mile into the stage I came up to a tight 90 Left and I pressed the brake pedal and it went straight to the floor, at this point I had reached the boggy grass on the outside of the 90 Left. After quickly

selecting reverse and getting out of the grass I decided to drive the final 9 miles of the stage very cautiously. By the end of the stage we had dropped nearly 3 mins and I thought any hopes of a top 5 finish were over. Back at service and the lads discovered the rear left brake drum cylinder was leaking brake fluid. A quick decision was made to clamp the pipe to stop the fluid leaking and turn the brake bias most of the way to the front, leaving us with front brakes. Onto SS3 and we set the 3rd Fastest time!! Extremely pleased with this as by the end of the day we worked our way back up to 5th to score my 3rd top 5 of the season. Without the brake issues and losing so much time we would have been heading into the final stage in the fight for 3rd, but thats rallying.

With the negatives of the brake failure there was still lots of positives to take away from Harlech. The aim is to bring our pace to Anglesey which is the final round of the year on the 19/20th November



TOYOTA



Oliver Waggett : Hartlepool MC

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ADGESPEED STAGES

**Three Sisters
9th October**



Barry Lindsay : Spadeadam MC

Long day but a good day. Keeping up the tradition of a new/different event every year myself and Caroline ventured down to 3 Sisters for the Adgespeed Stages. Penultimate round of the Proflex ANCC championship which we have a chance of winning.

Single venue tarmac rallying down there the pace was pretty intense and the stage layouts gave no room for error or to relax. 100% attacking all day bouncing the Peugeot 106 off the kerbs and pushing the Pirelli's to their limit but to come away with the class win and 13th Overall was better than expected.

Proud of our little team getting these results. Thanks Caroline fantastic getting as much info of the maps as possible and watching the timing. Jonathan & Michael for coming down to service the car and keep us fed & coffee'd!

Thankyou to the organisers Wigan Motor Club for organising a great event and all the marshals, rescue, recovery and everyone else that made today possible.

Barry Lindsay : Spadeadam MC



North of England Tarmacadam Rally Championship 2022 Archie Swinscoe



- **1st in 1400-1600 Class**
- **1st Newcomer**
- **3rd 2WD**
- **10th Overall**

I'm absolutely over the moon with these results, for my first year in senior rallying I couldn't have hoped for much more. It's been a tricky year but I have learnt from every single rally I have done and I have enjoyed every second of it all. Thank you to my whole team, John Swinscoe, Cam Young and Ben Rawlinson, who have worked brilliantly throughout the Championship doing everything they can to give me the best car possible. Thank you to Barry Young and Jane Nicol for sitting in with me at different stages throughout the year and helping me achieve the great results. Thank you to everyone who has been supporting me this year!

Finally, thank you to all of my sponsors for their continuous support towards me, you really do make it all possible!

Archie Swinscoe : Clitheroe & DMC

Jersey Motor Cycle and Light Car Club

Roberts Garages Jersey Rally

7/8th October

Debut Jersey Rally Victory

Cumbrian driver Frank Bird returned to the driver's seat of his Ford Fiesta Rally2 for the first time in four months where he swept to an impressive victory on the Roberts Garages Jersey Rally.

Making his debut on the annual event in the Channel Islands, Bird has spent the summer contesting the ADAC GT Masters Championship in Germany for MANN-FILTER Team LANDGRAF in a Mercedes AMG-GT3 but following the late decision to enter his first rally since Rally Barbados in early June, he emerged victorious by nearly two and a half minutes.

The narrow country lanes presented a unique challenge for Penrith-born Frank and Lake District-based co-driver Jack Morton in their Dom Buckley Motorsport-prepared and Frank Bird Poultry-backed Ford Fiesta with assistance from Hager, MCE, Dragon Energy and Mac Tools. Starting on Friday evening, the pair set second fastest time on the opening stage of 26 before gradually getting into the swing of things and hitting the front on SS4. A problem on the next stage relegated them to fifth overall before bouncing back and setting fastest times in the dark on stages eight to 12 to hold a 35-second lead at the overnight halt. Saturday saw Bird fly out of the blocks and on the 14 stages during the day, he set fastest time on all of them to cross the finish ramp over two minutes and 28 seconds ahead of his nearest rival to cap a brilliant performance on his debut.

Frank Bird: "We've had a top weekend at the Jersey rally. These were some of the most challenging roads I've ever driven on, so I was just happy to get to the finish and to win on my first time here was the icing on the cake. It was such a demanding two days with 26 stages that were only just wide enough for the car in places. Thanks to Jack for keeping me on my toes and pulling me back when needed and thanks to the team for preparing a fantastic car. Of course, massive thanks to my dad and our sponsors, I hope to be back next year to defend the title."

I was in my local butchers earlier today, he had a special offer on ... 8 legs of venison £100, I told him that's too dear.



Photos courtesy of Paul & Ben Lawrence

I got really emotional at the petrol station earlier, I don't know why but when I eventually got to a pump I just started to fill up.

Jersey Motor Cycle and Light Car Club

Roberts Garages Jersey Rally

7/8th October

Mark Broadbent Airedale & Pennine MCC

Our fifth time in a row travelling to the Channel Islands for the Jersey Rally, probably the highlight of the year for us. Approx. 120 stage miles over two days including six night stages on the Friday night makes for a tough event with over 50% of the crews retiring last year

The event started just getting to Portsmouth however! The entered Evo 9 gearbox was still broken from Epynt four weeks previous so the Fiesta was a last minute change... after we had been seeded 26th based on the Evo - high seeding for the Fiesta. We were told we cannot book a van on the ferry so packing light was essential... for the second tow car choice to ping with an engine management light

So the Audi estate strained all the way to Portsmouth in 4h 30m ready for the over night ferry... but only three of the four of us made it as one of the service team forgot to bring any ID with them! Cue a long walk/train/tube/train/walk/drive back home in 12 hours to repeat the journey via two coaches on the way back to arrive Thursday morning in Jersey... 700 miles travelled!

Recce completed over Tuesday to Thursday with three runs through each of the repeated eight stages, this time mostly on the East of the island. Very tough and tighter than usual stages however these should play into the hands of the little Fiesta. Recce good though and half of the stages we had run previously so amended notes proved useful Rally started with a ceremonial start in St Helier - well organised and great to bring the event to the main town on the island and give the locals an opportunity to understand what the rally is all about and have a snoop around the cars After the first leg of six stages (three cancelled) we were running around 24th... helped by a notional time which flattered our performance, however we were going well and happy with our performance on the stages that ran. Reflecting on the event now - these stages we were quick on and could of used the opportunity to run all six, but with the amount of cars parked up after stage two, we felt fortunate we were still running... we have been parked up in stage two before!

Leg two and darkness fell. We haven't run in the dark since 2018, in a new car, with the steering wheel on the wrong side and on stages we have not driven before. Car was great but we rode our luck. Scraping a rock face on stage two, scraping the other side later in the same stage on a wall and having a close call landing after a jump. We had found our limit and didn't want to push any further. Ready for the final pair of stages and rain fell - the MRF dry tyres were not up for the job and as a result we just drove through taking zero risks, happy to of completed the day

The next day we felt good... running 29th overall and 7th in class were could now see in the daylight and back on stages we had driven before. Expecting more cars to drop out we were hoping for a top 25 finish. However running down a road to a Achpr, we hit a rock on the offside and punctured both tyres. We drove to the end of the stage (just!) and lost over a minute on stage, dropping to 29th overall. Cue a tyre change with the only spare we had in a minute, it was a tyre change M Sport would of been proud of... certainly considering we hadn't changed a tyre before The final leg we drove through ensuring a finish. With a minute in front and 30s behind we did just enough to secure 27th overall and 7th in class. Happy with the car, result and the route with excellent organisation as usual

I am next out with Steve Waugh on the Visit Conway Cambrian Rally in three weeks time in his Honda Civic before planning for the 2023 calendar - certainly with the Jersey Rally firmly on the calendar



David Longfellow & Mark Broadbent Airedale & Pennine MCC

Matlock MC

Dansport Classic Rally

22/23rd October

John Thornley : Kirkby Lonsdale MC



Saturday morning and a leisurely drive down to the start in Buxton. Went and checked in at the somewhat ironically named Grand Palace Hotel then headed down to meet up with Mick and admire the Escort, resplendent in its fresh new paint. Made a mental note best not to bend the new front valance!

Signed on, car scrutineered then hard at work to get the Saturday night leg plotted. As last year the navigation was fairly intricate but it all worked and after a bit of socialising off we went, waved away by some local dignitary who I have to say probably looked grander than the hotel, truth be told.

Short run out then off on the first of three night time regularities. Lots to keep both sides of the car busy with some challenging lanes and some tricky slots to find whilst keeping on track with the average speeds. No major errors but dropped a bit of time having to shunt round an impossible hairpin without the handbrake, which of course was just before a time check, then got held up on the last three sections when we caught a slower car, dropping a bit where we felt we'd probably have been more or less clean without anyone in front. Such is life!

Well earned pie and (smoky?) peas to follow, then somewhat crestfallen to discover at the hotel bar "sorry we don't sell any ales". Watery lager it is then! Anyway, results showed less than a minute covering the top 15 with us lying 16th, so we were reasonably happy we were still in touch and could salvage a decent result with a good run on Sunday. Rear brakes a bit of a worry and a noisy and smelly distraction, with newly fitted linings dragging every time they got warm.

Early checkout Sunday morning with a long day of rallying ahead and miserable weather, exactly as forecast after the lovely dry evening we'd enjoyed the night before. Sheltered from the rain in the handy underground car park to dismantle the brakes, revealing one trashed brake lining but also a bent handbrake rod identified as the likely source of the problem.

A good run through the first regularity pulled us up to 14th by the morning coffee halt., then onto the tests and an opportunity for Mick to test how late he could brake for the manned passage checks. The answer "perhaps not that late" was promptly arrived at! The slippery farm lanes were ideal for a spirited attack in the Escort, and though again frustrated by being baulked a bit, still by Test 4 we had managed to pull back to 10th overall and things were looking good.

But now the windscreen wipers died, which was a bit of a blow given the amount of rain falling! After a frantic and ultimately fruitless attempt at fixing them we eventually decided to press on and trust in the Rain-X to see how far we could get, and hope for the rain to ease. As it turned out this was a good call. The next test was cancelled - lucky for us, then the rain got better over the next couple of hours, so "never give up" was a good call.

Unfortunately more problems were on the way, this time on the left side of the car, when I somehow managed to change the calibration of the Brantz causing the mileage to rack up too slowly and us to run correspondingly early. Amazing that nearly 30 years into my rallying career I can still find new things to go wrong! Took a complete (and expensive) regularity section to figure out what had gone wrong, then estimate how much to change it by to get back on track on the next one.

Eventually the final regularity section. This was a somewhat tricky plot and bash section, with another plot and bash nested within it, cunning stuff! We were eager to see what we could make of it with everything now working correctly, but alas the next issue was just around the corner with us catching both our minute man and in turn a horse box that held us up by nearly 3 minutes before he cleared off. Despite my reminder that there was a (very sensible) 1 minute limit on regularity penalty, the next bit was fairly open and the challenge of trying to get back under 60 seconds lateness was too much to resist, so the afterburner was lit and off we went. By the next IRTC we'd pulled back to 33 seconds and that felt like a very big win!

Anyway, that was the regularity done and dusted. Not our finest hour but at least I could relax now and enjoy the ride round the last few tests. Especially intriguing was the final one around a kart circuit just south of Buxton. From the test diagram it looked for all the world like we were going to be shrunk and dropped onto a Scalextric track, so I was half expecting to see a giant hand hovering above our heads to put us back on track in the event of mishap! But instead there was just lots and lots of tyre walls and tarmac so grippy the corners gave you a headache. Very entertaining for both crews and spectators, and a fun way to finish the event.

And so back to Buxton for a chicken dinner (but alas for us, no "winner winner"). Overall just not our weekend with lots of fairly minor issues frustrating our assault on the leader board, but in view of all of this we were happy to still scrape into the top 20, and arrive intact at the end of what was a fantastically organised event with great roads and tests. Overall two days of superb motor sport, massive thanks to Mick for great company and great driving in a great car, and fingers crossed we can come back and enjoy it all again next year.

John Thornley : Kirkby Lonsdale MC

Matlock MC Dansport Classic Rally 22/23rd October

Lynsey Procter : Hexham & DMC

This was my second attempt at the Dansport organised by Matlock motor club and based around the Derbyshire lanes. This sounds really daft, but trailer parking, noise and the measured mile were all located nicely near each other allowing for a seamless visit to the 3. It's the little things that make me happy!

We then gathered on Buxton pavilion for scruteneering and catching up with friends. The entry list was full of notable names in the HRCR world and it was a pleasantly warm and dry evening for standing around chatting. Members of the public were walking around enjoying seeing the cars, reminiscing about when they owned 'one of those' and wishing everyone good luck. The three evening regs were pre plotted and as promised, held few speed changes. I'd really enjoyed last years night section on the Saturday and had done the Clitheronian with Graeme last month to prepare us for working together in the dark.

The organisers gave a handy hint at the briefing to 'go the right way and pick up all the right slots' With that advice ringing in my ears, we departed via the ceremonial start with additional commentary. The evening personally went well for us as we went the right way at roughly the right speed. It was unfortunate to come across a car blocking the hairpin left just before a control thus leading to 2 IRTCs being cancelled. As well as PCA being scrubbed due to the high water levels in the ford and then an irate farmer blocking a road. Despite these issues which must have caused COC Martin Phaff a slight headache, we had an enjoyable Saturday section. After a delicious pie and chips (and smoky peas) we retired to the bar at the Palace hotel for a few more beverages and catching up with how we'd all done. There were some smiles and some grumpy faces, but there was still 6 regularities and 9 tests to enjoy the next day and the event could still be won or lost.

We had 2 min of penalties that needed reviewing and so whilst we started Sunday placed 30th I was confident we'd done better than that and were slightly higher up the list. After a quick trip to Tesco for some supreme unleaded and a croissant, we returned to the Pavillion gardens to get the handout to plot reg 4, a herringbone, and try to stay dry! Thankfully the multi-storey car park was open and we took shelter there, allowing us to still chat to each other whilst plotting.

The poor marshals on Sunday really were amazing for braving some really wet weather and still being cheerful! So thank you to everyone for giving up their time to allow us to enjoy our hobby.

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Dansport Classic Continued from Page 21

It's especially nice when a control pops into view and you realise you know the marshal, so sorry if I squeaked a little loudly at seeing some familiar faces, but it made my day to see you all. The event ran well on Sunday without the issues faced the previous night and after the first reg of the day, we enjoyed (??) 5 tests.

Despite definitely not being 'mini' tests, we managed to get round them without too much time loss. Reg 5 was our best reg and we managed to only lose 2 seconds over the 5 timing points with 3 speed changes. Rallying really is great when it's all going well! But as we know, consistency is the key to success and there were still 3 more regs to go, including 2 plot and bash, and 3 more tests. But first, coffee at Harrington Youth Hostel. Which was a great venue with lovely cakes and treats to enjoy. It was such a lovely setting, it made me want to return with my rucksack and boots to do a spot of Peak District exploring on foot. However, I had a bit more exploring to do by 'mini' first and we headed off to reg 6 for a plot and bash section. Handed out by the Dansports youngest marshal, on waterproof paper, we had to enter and depart two grid squares following arrows, avoiding a blackspot and changing speed once along the way.

This was fairly straightforward and took us in a relatively short loop but involved a tricky double triangle that needed the nav to be paying attention to ensure the right slot was picked up. Reg 7 had been plotted the previous evening and included considerable use of a white at Ballidonmoor. 4 timing points stood between competitors and lunch at Bentley Brook. There was ample time here to have lunch, chat and commiserate as well as plot the next regularity which was handed out as we came in. Most crews seemed upbeat and to be enjoying the event with only a few mechanical gremlins surfacing and not many errors de nav being reported.

After reg 8, swiftly came reg 9. This was to be a two part plot and bash finale! The first part was a string of numbers which needed breaking down into grid lines that then needed crossing. Add into this the notion of going at a certain speed and then changing speed whilst still plotting, it was pretty tense in the mini with a few uses of the rubber. The route crossed from map 119 onto 118 briefly and I had flashbacks to the clitheronian where I lost my place on the map and tried to navigate the wrong roads. I was focused on not repeating my mistake as well as keeping time and I had just caught up with myself when we came across PCK where the second part of the route was handed out. This time it was tulips.

Thanks to Eddie Grahams regular Hexham 12 cars, I am confident in using a tulip and this next section plotted quickly. A huge sigh of relief was heard from both sides of the car as we ended the final regularity of the day. We both felt it had been suitably challenging but that we'd done ok.

Continued on Page 23




DANSPORT Historic Rally
22/23rd October 2022

handout:
at RS 6

Regularity 6 **Arbor Low**

Start 1335/61575
EOR 17175/608

CRO

Square 13/63 Square 19/64

enter and depart the grid squares following the arrows in order

Black Spot: 182/631 - 200 metre radius

Speed:

Start at 25mph
1.25miles - after RS6 increase to 30 to EOR

Dansport Classic Continued from Page 22

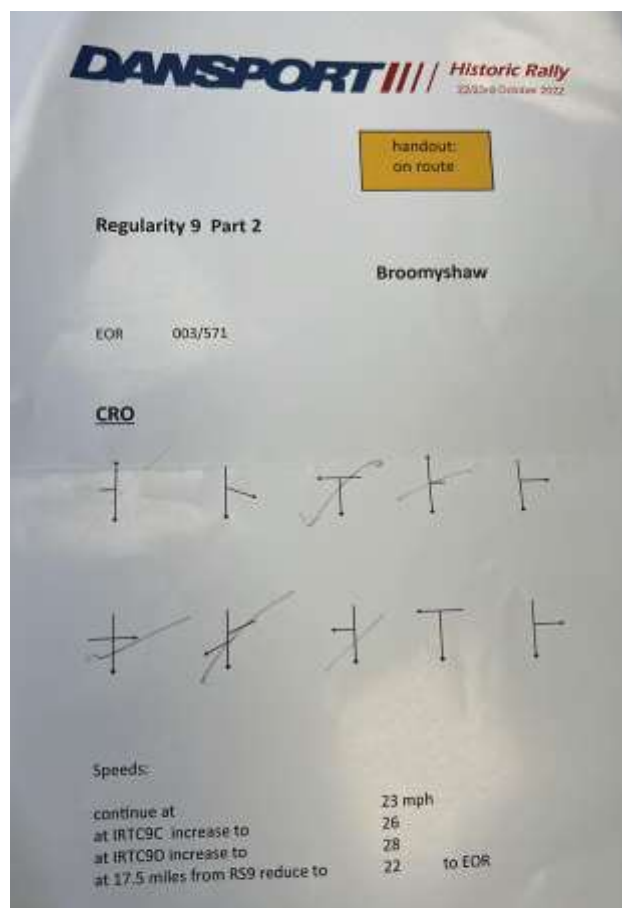
The ideal times at the end of each reg were reassuring and we were hopeful that we might have improved on our seeding.

The sun had now come out, the rain had dried off and only the matter of a quick detour due to the A53 closure was required to see us get to the final test of the day, test 9 at a bike circuit. Finally, a mini test!! Graeme very much enjoyed the smooth tarmac surface and even managed to get a little air over the bridge. This test saw us in the top 5 times and led nicely back to Buxton and the palace hotel for the finish.

We sadly couldn't stay long for results and awards as we had to head back north to relive the babysitter. But I was pleased to see online on the way home that Graeme and I had achieved our best result yet on an HRCR event, finishing 8th overall and 1st in class. I know we all have good and bad days and I won't gloat for too long but I was really chuffed to have come out on top over some well known navigators. It holds some promise that I may finally be beginning to understand this whole classic rallying game! It's not easy and it takes practice. I'm hopeful this experience will set us in good stead for the upcoming Ilkley, another tough event and see us repeat another good performance.

Thanks once again to the organising team, host venues and the army of marshals who make this all possible.

Lynsey Procter : Hexham & DMC



A Yorkshireman's wife dies and the widower decides that her headstone should have the words "She were thine" engraved on it. He calls the stone mason, who assures him that the headstone will be ready a few days after the funeral. True to his word the stone mason calls the widower to say that the headstone is ready and would he like to come and have a look.

When the widower gets there he takes one look at the stone to see that it's been engraved "She were thin". He explodes: "ells bells man, you've left the bloody "e" out, you've left the bloody "e" out!"

The stone mason apologises profusely and assures the poor widower that it will be rectified the following morning. Next day comes and the widower returns to the stone mason: "There you go sir, I've put the "e" on the stone for you".

The widower looks at the stone and then reads out aloud: "E, she were thin".

My wife says I only have two faults. I don't listen and something else that she was rattling on about



Ralph Lockey Hosts RETRO RALLY REUNION

Ed Graham : Hexham & DMC

The great and the good of yester years North East rallying fraternity gathered at Northside Farm, the wedding and events venue run by former Triple C Rally Champion Ralph Lockey for an afternoon of reminiscence and nostalgia with a large attendance excitedly sharing the tales and stories from the glory days of North East motorsport when the area hosted events such as the Lombard RAC Rally and British Championship rounds including the Centurion, Lindisfarne and Pirelli International Rallies.

The area was also a hotbed of road rallying and there were many tales told of nocturnal escapades which, looking back, were exceptionally anti social and would never be tolerated in today's "Woke" atmosphere, they were, however, immensely popular and regularly attracted entries of 100 plus competitors.

The day also featured a fantastic display of retro rally machinery with a line up of beautifully turned out cars that would have done credit to any display or show with pride of place going to the Datsun Sunny GTX which Ralph has recently restored, a replica of the car he used to win the 1977 Triple C Championship, it was displayed alongside the 1968 International 634 diesel tractor that Ralph has also lovingly restored, the two very contrasting machines attracting considerable attention.

The retro reunion took place on the same day as the 2022 Mull Rally was being held so it was fitting that one of the prominent guests should be Alan Conley who turned up to the reunion exactly 50 years to the day since he shocked the rallying establishment by winning the 1972 event in the diminutive 1 litre Clan Crusader, Alan no longer has that car but he was reunited with the Clan marquee thanks to Gordon Currie who arrived with his ex Andy Dawson example.

The array of cars was wide ranging and included the well known 1934 Chevrolet of Robert Cook which is often seen out on long distance classic events, former Hexham & DMC Club champion, Tom Davison, brought a very nice Cortina MK1, ex ANECCC Stage champion, Bob Dennis brought along several cars including a Subaru, Opel Manta, Mitsubishi and, just for variety, a beautifully restored Ford Anglia. Pete Ellerby, currently campaigning in the HRCR Mini Sport Cup, brought along his well turned out Mini, curiously, for such a popular and well used model, his was the only Mini on display.

The Ford Escort MK2 BDG of Jeff Ledger attracted a considerable amount of attention, this car, a replica of the Mikkola/ Hertz works car and in Rally Portugal livery, is a real stunner and turns heads wherever it turns up. Parked next to it was another very nice MK2 Escort in Rothmans livery and a Chevette in the well known Andrews Heat For Hire livery. One car that also drew the crowd, and the photographers, was the World Cup Rally Marina, a replica of the car used by John Hemsley/ John Skinner complete with a very substantial "Elephant Shifting" front bumper.



Alan Conley and Clan



Gordon Curries ex Dawson Clan



Jeff Ledger's Mikkola Replica Escort



Bob Dennis' Manta

Continued on Page 25

Retro Reunion **Continued from Page 24**

The reunion organiser, George Tindall, had assembled an amazing cross section of former rally competitors, several of whom took to the microphone to share their memories and stories of days gone by. These included Fred Henderson, a multiple former ANECCC Champion who recalled tales of local events plus several Lombard RAC Rallies and also gave the background to the well known Colway Tyres company which he started and ran for several very successful years. He was followed by Dave Nicholson who apart from many local events, also competed in the FIA Middle East Championship with the Rothmans Rally Team, something that produced some surreal experiences.

One man who is never short of a tale or two is Ivor Clark and the well known ex Rootes driver was a fund of tales and quips from his long experience with Avengers and Sunbeams. Also making the trip over from Cumbria was former TV Times Challenge and well known Sierra pilot Dougie Watson Clark, along with former co driver Ian Connolly they had many tales of campaigning the various CG Ford backed Sierras and Escorts.

The day proved to be an outstanding success, in fact, it turned out to be more than a day as the chat and conversation lasted well into the evening as rallies were recalled, exploits exchanged and mishaps mulled over, it really was a most brilliant occasion which was so thoroughly enjoyed by all who were fortunate enough to be present.

Ed Graham : Hexham & DMC

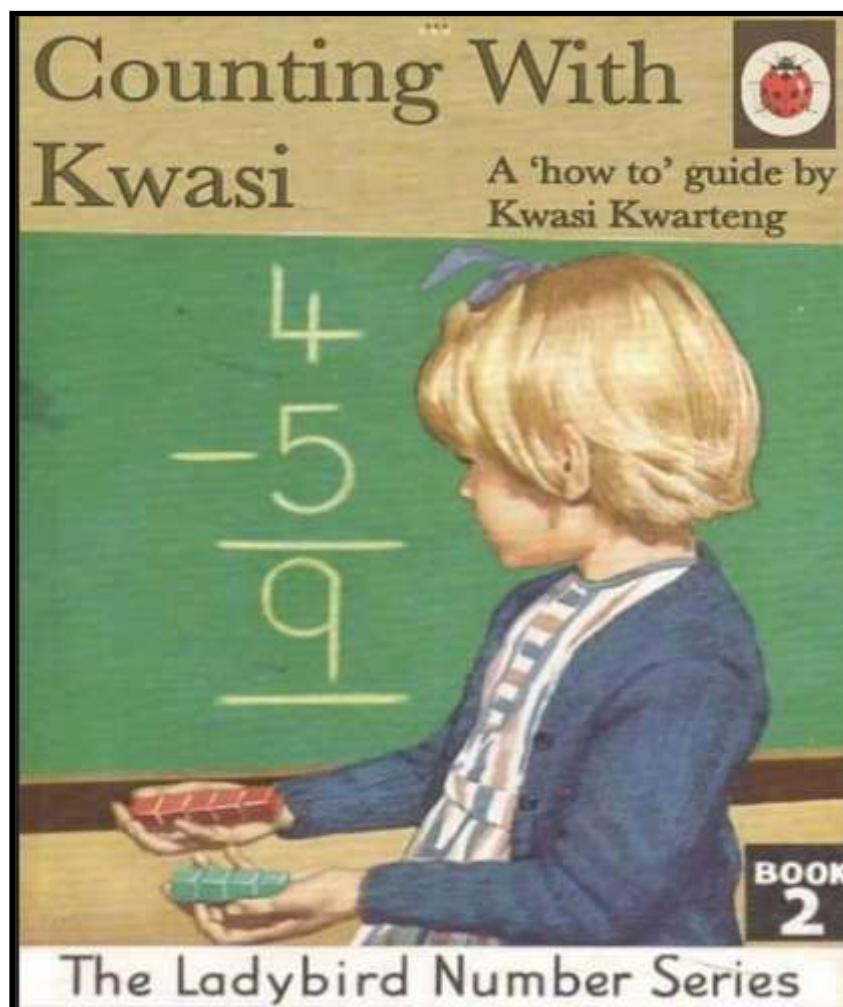


Chevrolet, Cortina, Porsche 924



Hemsley replica Marina

Citroen Picasso



Wigton MC

Solway Targa & Classic Rally

21st October 2022

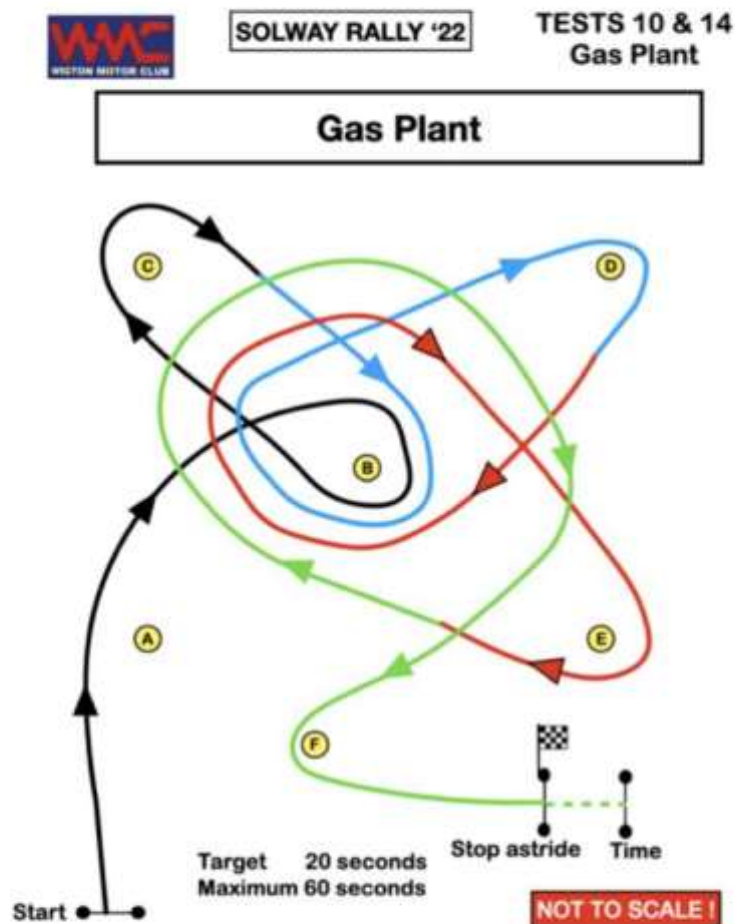
Neil Raven : Ilkley & DMC

After chauffeuring Mr Dickenson around on the Carlisle stages last Saturday the following day I was chauffeuring Ann Forster around the tests on the Solway targa in Beryl, my MX5. So a quick blast down the M6 to Cumbria to Forster towers to get my head down for some kip to be fresh to do some actual competing on Sunday. Ann was also making her way back up the A1 to Cumbria after a great 1st in class on the Twyford stages. We were both going to be keeping each other awake!

We arrived at scrutineering topless hoping the rain would keep off all day but the forecast wasn't looking good. The first test was at a very very slippery Rowrah kart track which we managed with the roof down! The rain had brought all the two stroke oil to the surface resulting in some tail out action for all competitors. The MX5 tried to swap ends a couple of times but we managed a clean run and set off to the next test which was on the old Kangol site in Cleator Moor. This was only a short test but suited the rear wheel drive as it could mostly be driven using the back end to steer! We had to put the roof up on the start line and it stayed there until we returned to lunch. We recorded a top 3 fastest time on the Kangol test which boosted our confidence as we tootled off to the next site.

Wigton had made the navigation a little more involved by sending the route in OS co ordinates with way marks and arrive and depart information. We had both plotted the route before hand and got to know where we were going but Ann was very nervous about getting us round as navigating on the off OS maps is not her strong point. We found the next test without a problem and set off up a concrete farm track to a mud-covered farmyard where I managed to stall it leaving us a few seconds adrift of the top times. The rain was bouncing down at this point and we felt for the marshals on that test!

The next test took us up onto a rough track which had a stop astride, reverse, stop astride then set off back the way you came. On the start line we were told we could do a free turn at this point as it was so muddy cars could get stuck. Now I had a decision to make and wouldn't know what to do until we arrived there but getting there would be a challenge in itself! It wasn't very MX5 friendly, I could have done with some bigger wheel to keep Beryl's belly off the rocks and lumps hidden in the mud.



Continued on Page 27

Solway Targa & Classic Rally ***Continued from Page 29***

It felt like a stage of the Safari rally and when I got to the turny around bit I just did a three-point turn and wasted loads of time! Not my best decision of the day but we got through and made our way back through the Landrover track to the finish. As we left the test site a decidedly metallic scraping noise was coming from under the car; I had an idea what it might be but had to stop before we got to the road to check it out. As there is only four inches of clearance under the car I needed to find a kerb to mount to give me a bit of room and although I found one I still couldn't get under the car to release the poorly Mazda fitted under belly tray thing. I pushed it up a bit and the noise was reduced but it need sorting and a bigger kerb finding.

The village of Halle provided just the thing, a lovely steep grass verge which I aimed Beryl at to give me room to rip the flailing tray from its final two mountings. I stuck it in the boot to provide a bit more weight over the back wheels and we continued our journey through Halle to the next test. This one had a watersplash which had deepened after the heavy rain and was also pink in colour! This was another rough test and I nearly cocked up here but Ann's shouting made me realise I was heading the wrong side of a cone! We left the site with a artistic splash of pink across the bonnet and heading in the wrong direction! Although I had nearly got the cone wrong I made it a 100% cock up and got the exit direction out of the site wrong. We tootled up a very nice lane but when we got to the T junction Ann said she couldn't see it on our route! Oops! I turned around and whizzed back the way we'd come and we got back on route. A repeat of the Kangol and drying out Rowrah kart track saw us parked up for lunch. As we queued for the kart track test we got the top off again and it stayed that way for the rest of the day!

The two rough tests in the morning had not really been MX5 friendly and we'd lost a bit of time on them, hopefully the afternoon would suit the low-slung sports car a bit better, and they did! The kart track first then, off to the first of two visits to a test around and along the access track to some wind turbines. This was my second-best test of the day as it was basically a short rally stage but was smooth enough to allow a belly scrubbing free passage of Beryl. Grin-tastic fun and the next two tests would also generate some big smiles with plenty of MX5 rear wheel steering action. Both of these tests would be visited again so we had plenty to look forward to. The first of the two looked like a flower on the diagram with a 360 around a central cone then off to three external cones and back to the central cone. It was brilliant fun and ideally suited to the Japanese convertible. This was followed by a complicated tight test with plenty of opportunities to go wrong and a large stack of plastic clad products to hit if you got a bit too tail happy!

From here we had a drive up to Maryport to a site I had visited on the Devils Own targa where the rear brake calliper had seized on the blue MX5 I used to have. This site really suited the MX5 as it was an old factory which had been flattened but the surface was flat and level with lots of wide open spaces to drift! I watched a few other competitors go round, especially the four cones which you had to do a 360 turn round.



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Solway Targa & Classic Rally **Continued from Page 27**

The front wheel drive cars were making good progress round this but I knew it would be perfect for a full on drift! And it was, what a laugh! We blasted around this with the back end well and truly out and then sped off to a short slalom which led us to a gap between two cones followed by a right hand 180 and back out the way you came. Another mini drift around two cones followed then a stretched chicane to the finish. We were flying, so much so I need the help of the finish cone to slow us down! Arse! We set the fastest time on that test, right up to the point the car hit the cone. Chris Hunter was on hand to take the p out of me!! Disappointing I'd hit the cone but the rest of the test was excellent, my favourite of the day, which sadly we only visited once but I could have played there all day.

Back to the wind turbine test next but via a route which had code boards along it to make sure you had the correct route and if you missed any it was a 10 second penalty! It was a cracking route which took us through some very picturesque roads and lanes with some amazing views. The top was down, the sun shining (behind the clouds) and we were collecting code boards as we tootled through the small hamlets along the route. We managed to get them all and arrived at the turbines ready for another excellent blast, and it didn't disappoint. Having driven it once I knew how long I could be brave for before hitting the brakes and turning in. Lots of drifting on the loose surface around the cones and the ch9canes had a bit more grip so we made good progress on this one. The flower test and obstacle missing one were just as good as the first run through and the route out took us through some tall buildings which amplified the MX5's throaty exhaust note so a bit of revving was in order through there!

We rolled up to the start line of the kart track for our last run of the day and although it was our fourth time round it could still all go wrong! I'd managed to hit one cone all day, which is quite good for me, so I made sure the last run was clean although there was room for a nice drift out of the last corner to the finish line! Great fun. Pie and peas for tea and as we ate the results appeared on the results door. We had managed 5th overall in the targa, 4th in class and second MX5 home, Philip and Lewis Hodgson took the MX5 honours. The 10 seconds for the cone didn't make too much difference although Craig Stamper and Fiona Tyson were only 6 seconds behind us in 6th, so it was tight. We'd had a great day and Ann had managed to get us round and faced her fear of the dreaded OS map!!

A big thank you to the organisers, scrutineers, results team and the merry band of marshals who braved the rain in the morning and dried out slowly in the afternoon as the rain cleared off. And to Ann and Stephen for heading straight up the A1 back home after the Twyford stages to navigate me around the lanes and tests. Some great test sites which challenged all your skills and bolt tightness on the car! Looking forward to next year's event already!

Neil Raven : Ilkley & DMC

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Wigton MC

Solway Targa & Classic Rally

21st October 2022

Ed Graham : Hexham & DMC

A fine win on the Solway Targa Rally made for a great weekend for Barry Lindsay who, having scored a fine class win on the previous day's Carlisle Stages Rally, demonstrated his versatility by swapping cars, swapping navigators and still finishing top of the results list. It was no easy victory and Barry had to be on top form a top class field with Bob Hargreaves/ in his BMW showing strongly while Simon Jennings/ Colin Fish set a string of fastest times during the morning before a test maximum ruined their day.

The Solway Targa Rally was the penultimate round of the NES-CRO Challenge series and featured a new look with Clerk of the Course David Agnew finding no fewer than 5 new test venues, all located in the Workington area and within close proximity to the rally's base at the Rowrah Kart Circuit which was also the venue for 4 of the days tests. The Wigton Motor Club were rewarded with a strong entry of over 40 cars and, although there were one or two non starters on the day, it was good to see the event getting good support so late in the season.

The opening test round the kart circuit saw Hargreaves/Mount tie with Jennings/ Fish, Jennings was again quickest on the following test, one of the new ones at the former Kangol factory at Cleator. There followed another new venue at Watson Hill which was greasy, slippery and therefore tremendous fun, this one saw Dan Place/ Ryan Parker (Peugeot 309) share quickest time with the Toyota MR2 of Kevin Stones/ Chris Holden. Next up was yet another new venue, where on earth did David Agnew find them all !, Yeaton Hall was a nice long test that gave the drivers the opportunity to have a real blast, Stones/ Holden and Lindsay/Petry shared quickest on this one then it was on to Hall Moor, another muddy affair that saw Place/ Parker just ahead of Hargreaves/ Mount. This test was a disaster for Jennings / Fish who collected a maximum penalty thus spoiling what had promised to be a very strong performance although they started their fight back with a quickest time on the following test, a repeat run at Kangol.

The morning's proceedings terminated with another blast round the Rowrah circuit, there were fewer spins this time as the track had dried out somewhat after the early morning rain, the Fiesta of Connor Stephenson/ Adam Taylor was marginally quickest on this one but it was Hargreaves / Mount who headed for lunch with a narrow lead from Place/ Parker while tied for third were Lindsay/ Petry and the Citroen C2 of Craig Stamper/ Fiona Tyson.



Continued on Page 30

Solway Targa & Classic Rally ***Continued from Page 29***

Suitably refreshed, the crews recommenced battle with another lap round Rowrah which saw Jennings/ Fish quickest although the competition was fierce and just a few seconds covered the entire field. Next up was another new test venue, a road winding through a wind farm that closely resembled a rally stage, Lindsay/ Petrie scorched through this one, intent on improving on their morning's position. Just up the road were two very different tests, situated within the environs of a disused factory . on the Lilyhall Industrial Estate, these were short test with lots of cones to negotiate and were just the type to induce drivers into going in the wrong direction. Jennings/ Fish tied with Stamper/ Tyson on the first one and Lindsay/ Petry shared top billing with Place/ Parker on the second.

A run up to Maryport brought crews to the only venue, along with Rowrah, that the event had previously used, it saw a repeat of the previous test with the same two crews again tied on this loose, cobbly test. It was back to the wind farm, a test the crews seemed to really enjoy, not least Linsay/ Petry who were joint quickest, this time sharing fastest time with the Mazda MX5 of Philip and Lewis Hodgson. Then there were repeat runs in the factory complex, more pirouetting round cones and more crews going astray although, on these short tests, a maximum score didn't inflict too much damage.

The final test of the day was back once again at Rowrah where the whole field were very tightly bunched, "Fastest Lap" being shared by Jennings/ Fish, Stephenson/ Taylor (Fiesta ST) and Hodgson/ Hodgson. This brought the day to a finale and the unanimous view of the competitors was that it had been a really superb days sport with some equally superb new test venues. All that remained was a tense wait for the results to appear which the very promptly did showing a close win for Lindsay/ Petry who were 12 seconds ahead of Place Parker with Hargreaves/ Mount just another 7 seconds in arrears in third place, it was as close as that after 16 hard fought tests with more close run battles amongst the lower placings, all conducted in a great atmosphere of friendly rivalry.

It would be hard to fault the Solway Targa Rally and great credit must go to Wigton Motor Club and their hard working and enthusiastic band of marshals who turned out in huge numbers to ensure that the event ran smoothly. The sea of happy faces at the event finish told their own story, a great day, thoroughly enjoyed and everyone departed for home having enjoyed a great day out on a really cracking event..

Continued on Page 31



RESULTS :-

1.	Barry Lindsay/ Martyn Petry	Peugeot 106	1168
2.	Daniel Place/ Ryan Parker	Peugeot 309	1180
3.	Bob Hargreaves / Mount	BMW	1187
4.	Philip Hodgson / Lewis Hodgson	Mazda MX5	1189
5.	Neil Raven / Ann Foster	Mazda MX5	1221
6.	Craig Stamper / Fiona Tyson	Citroen C2	1227
7.	Kevin Stones/ Chris Holden	Toyota MR2	1230
8.	Simon Jennings / Colin Fish	Peugeot 106	1236
9.	Coonor Stephenson/ Adam Taylor	Fiesta ST	1243
10.	Dan Grierson/ Paul Grierson	Citroen C2 VTS	1256

Ed Graham : Hexham & DMC

Photos Courtesy of
Tony North



Escort Mk1 & Mk2 New Parts

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Carlisle Stages Rally



20th October 2022

Barry Lindsay : Spadeadam MC

The Photo by Phil Taylor captures what a run myself and Caroline had through Kielder on the Carlisle stages. Started quick (fastest of the front wheel drives) and got quicker! Felt we really were 100% on Patterson's notes today and there is very little left from this little car. Not saying we didn't have a few moments mind!

16th OA in the Carlisle Interclub event, 1st in class and 1st Front wheel drive couldn't have hoped for any better.

Big thank you to the organisers who picked a fantastic set of stages and pulled together a great event. The marshals are hero's what weather to stand out in, thankyou. The radio, rescue, recovery etc thanks. Service crew Jonathan, Michael & Martyn all go for 30min again in horrible weather.

Thanks Phil Taylor, for this picture which summed up my day.

I haven't any events planned for the rest of the year but something will happen!



Photo Courtesy of Peter Taylor

Barry Lindsay : Spadeadam MC

Wigton MC

Solway Targa & Classic Rally

21st October 2022

Barry Lindsay : Spadeadam MC

Event two of the weekend.

The Solway Targa & Classic organised by Wigton MC.

After an overnight change of car and navigator from the Carlisle Stages today Martyn Petry was on the maps and we were out in 'Old NXX'

Great mixture of tests today 16 of them 4 on the smooth Rowrah kart track, then a array of area's of smooth concrete and tarmac and to make the 206 at home a few fast flowing gravel tracks and a muddy track.

Got off to a bad start by hitting Cone A on the first test but clawed it back to finish 1st Overall, 1st Targa.

Well done Martyn on the maps

Massive thankyou to the Organisers of Wigton MC who put on a great event. The marshals who stood out in poor weather this morning thankfully it got a little better this afternoon.

I have three cars with long check lists and to do jobs.



Photos Courtesy of Graham Petry

Barry Lindsay : Spadeadam MC

NORTH WEST RACERS

With Dave Williams

LATEST NORTH WEST RACERS UPDATE

The latest update from the North West racing championships sees the CNC Heads Sports/Saloons head to Donington Park and Anglesey while the Avon Tyres Northern & Super Classic Formula Ford 1600s also visited Donington.

CNC HEADS SPORTS/SALOON CHAMPIONSHIP: Donington Park – 21st August (2 races)

An unpredictable gearchange actuator on his Spire hampered Jon Woolfitt in qualifying but he still set the fastest time although he was only a couple of tenths ahead of Andrew Southcott in his MG Midget Lenham. The latter must have had an exciting time as his engine was giving him plenty of power however he had a brake problem!

Woolfitt converted pole into the race lead but Southcott kept him on his toes during the course of the opening lap and before long he was making a pass at Redgate.

But then Southcott's braking issues began to return and Woolfitt was back ahead at Coppice on lap 5. Southcott did his best to keep up with the Spire but eventually retired in the pits leaving Woolfitt unchallenged to take the overall win. He also took the honours in Class B.

Class A went to Ric Wood in his Holden Commodore who finished runner-up to Woolfitt. He had a fairly uneventful race except when a car he was lapping nearly put him in the gravel exiting the chicane.

Simon Allaway had started from third on the grid in his Lotus Esprit which has a mighty Chevrolet 5-litre engine behind the driver. He lost a place to Richard Rudd's Mk 1 Escort at the start but gained it back with a spectacular move when he went side by side with the classic Ford down the Craner Curves. Rudd later lost out on fourth position when he had to cruise to save fuel in the closing stages and was passed by Stephen Riley's Caterham.

In Class D, Oliver Thomas' Subaru Impreza was a non-starter when a problem developed just before the race was due to begin thus the honours went to Ric Walker – his Mini was the only other entrant in the category.

If Class D was a "Walker Walkover" then Class E was anything but as the 2 Ginettas of Jamie Cryer and Ian Bamber battled it out. The former was struggling with a lack of rear end grip in the fast corners and eventually this decided the contest in Bamber's favour as Cryer spun off at the Old Hairpin where he was collected by Robert Wakelin's Peugeot after which he limped back to the pits to retire.

Graeme Smith (Mazda MX5) added to his tally of Class E wins.

With Andrew Southcott having to withdraw from the second encounter, Jon Woolfitt had things pretty much his own way. He had a 2 secs lead at the end of the first lap and this had increased to 18 secs when the chequered flag came out. His only issue was having to use the clutch to select sixth gear on his sequential 'box.

Continued on Page 34



***Ric Wood and his mighty Holden Commodore
Photo: Peter Scherer***



***Jamie Cryer beat many more powerful cars
in his little Ginetta: Photo: Peter Scherer***

North West Racers

Continued from Page 33

Simon Allaway annexed second place when the red lights went out but then spun and stalled at the chicane on lap 4. He re-joined in fifth behind Richard Rudd, Stephen Riley and Darren Owen (Escort). Allaway managed to overtake Owen but then his car's handling got "abit squirmy" forcing him to back off and preventing any further progress being made.

This meant Class A went to Rudd on this occasion. He thought he was in a safe second place and eased off only to see Riley rapidly gaining on him in his mirrors forcing him to speed up again.

With Oliver Thomas and Jamie Cryer withdrawing from this contest Classes D, E and F all went to Richard Walker, Ian Bamber and Graeme Smith once again.

CNC HEADS SPORTS/SALOON CHAMPIONSHIP:

Anglesey – 3rd & 4th September (3 races)

Jon Woolfitt was fastest in qualifying once again in his Spire even though the clutch problem he experienced at Donington Park was still present. No high-powered Class A cars were entered at this meeting.

Remarkably, the second quickest competitor was taking part in his first ever race meeting. Arron Armiger was behind the wheel of a Vauxhall Tigra usually piloted by his brother, Luke. He had only taken his ARDS Test 4 weeks previously and drove his racing car for the first time during Friday's Test Day.

Armiger's first racing start didn't go too well. He bogged down as he left the line while Woolfitt blasted off into the distance.

It was Jamie Cryer in his little Class E Ginetta who was second through Target although before long the Honda-powered Peugeot 205 of Robert Wakelin was piling on the pressure. He was relentless and finally moved into the runner-up position at The Banking on lap 7 only for Cryer to grab it back a couple of corners later at Rocket.

On the next lap, Wakelin was back ahead at Target at which point Armiger joined the battle having worked his way up the order after the dramas at the start. He was soon ahead of both and up into second.

To make life interesting, it now started to drizzle! This was the leader's only concern as Woolfitt was miles ahead. He needn't have worried as grip levels remained OK. The same couldn't be said for Armiger who spun at Rocket and dropped behind Cryer.

Wakelin then pulled off at the complex when his steering column sheared. The time allotted to the race was nearly up and so rather than send out a Safety Car while the Peugeot was moved away, the contest was halted early by the officials.

Woolfitt took the honours overall and in Class B while Class E winner, Cryer, was second with Armiger taking third.



***Richard Rudd nearly ran out of fuel:
Photo: Peter Scherer***



***Arron Armiger had an impressive
debut at Anglesey: Photo: Peter Scherer***



***Stephen Riley (92) dices with Darren Owen(8)
Photo: Peter Scherer***

North West Racers

Continued from Page 34

A brace of Caterhams driven by Connor Harvey and Bod Buckby had a great battle for Class C down at the bottom of the overall Top Ten. Harvey was on semi-slick tyres and was able to pull away when the drizzle started.

Having bogged down at the start of race 1, Arron Armiger over-compensated and the amount of throttle he used when the red lights went out for the second time gave too much wheelspin... but he didn't lose quite so many places this time.

Up front, Jon Woolfitt blasted away once more chased by the Ginetta of Jamie Cryer... but not for long as Armiger was already fighting back and was up to second after a couple of circuits.

Cryer was caught by Richard Wakelin and they had an epic battle for third with the latter eventually coming out on top.

Woolfitt managed to lap the entire field in this race despite only pressing on at the start of the contest before easing off to save his tyres for the final encounter. New tyres allowed Armiger to build his confidence en route to finishing a solid second. Wakelin could hear a clonking noise coming from underneath his car, he feared the CV joint had gone but persevered to take third. All 3 cars on the podium were running in Class B.

Jamie Cryer didn't have the pace to keep Wakelin at bay but was the first Class E runner to take the flag in fourth overall.

This time around, Connor Harvey took a comfortable victory in Class C, eighth overall, as his sparring partner from race 1, Bod Buckby became embroiled in a fight with the Class B Honda Civic of David Green which he lost when he briefly went off on to the grass at The Banking.

When the red lights went out for the final time this weekend, Jon Woolfitt blasted away in the lead as Jamie Cryer and Arron Armiger battled over second until the debutant moved ahead at School with Richard Wakelin soon pushing the leading Class E driver down to fourth.

Armiger's best lap was a couple of seconds faster than in race 2 as he rapidly climbed the learning curve of being a competition driver. His extra speed prevented the 3-time winner in Wales, Woolfitt, from lapping the entire field as he, Armiger and Wakelin made it an all Class B overall podium with Class E winner, Cryer, fourth once more.

It was all smiles in Class C back in the paddock as Connor Harvey came out on top after swapping places numerous times with Bod Buckby – the latter described it as the best race he has ever had. Class B man David Green joined in their dice for seventh overall to make it even more exciting.

Richard Walker's Mini was the only entrant in Class D this weekend while Graeme Smith emulated Woolfitt by taking a hat-trick of victories in Class F with his Mazda MX5.

AVON TYRES NORTHERN & SUPER CLASSIC

FORMULA FORD 1600:

Donington Park – 24th & 25th September (2 races)

Formula Ford 1600 cars are so evenly matched that the ability of the drivers is paramount and, during qualifying, Calum Grant displayed his amazing abilities by setting a time 1.2 secs faster than anyone else could manage in his Class A Van Diemen RF91.

We are accustomed to seeing Grant behind the wheel of a venerable Merlyn Mk20A but for this meeting, he decided to give that car a rest and was driving the Van Diemen which was built-up a few years ago specifically for Grant to drive. It is owned by Roger Arnold.

The drivers in the Northern & Super Classic series were sharing the grid with their National Championship counterparts and, despite them being separated by a couple of rows, Grant was already several lengths clear of his rivals and snapping at the heels of the slowest National runners as the field headed down the Craner Curves for the first time.



Richard Wakelin got on to the overall podium at Anglesey: Photo: Peter Scherer

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North West Racers

Continued from Page 35

Ten minutes later, when the contest ended early because the red flags appeared, Grant was 11 secs ahead of the closest Northern & Super Classic competitor who was Class B winner Andrew Schofield in his Reynard FF89.

Garath Buckingham had been delighted to qualify his Van Diemen RF88 ahead of the RF90 model of Class A points leader, John Murphy, however when the red lights went out he lost a couple of places to Murphy and Paul Tucker (Swift SC92). Buckingham was soon on the move, getting good drive out of the Melbourne Hairpin to demote Tucker who was starting to realise that his car was undergeared.

Buckingham was gaining on Murphy – particularly when Murphy suffered damage to his rear suspension in a clash with one of the National Championship runners at the Melbourne Hairpin. The race was halted just in time for Murphy to retain third.

Tucker slipped down the order behind Richard Freye (Reynard FF88), Nick Barnes (Swift FB89) and Neil Hunt (Mondiale M92S) although he gained a place back when Freye ended his race facing the wrong way on the exit of The Esses.

Class C was won by Paul Crosbie in eleventh overall who reported that the power unit he fitted after the Croft meeting was a little down on power. There were so many cars on the grid, those at the back struggled to see the starting gantry. The Class D runners were particularly affected by this. In this category, Phil Nelson qualified his Hawke DL2B ahead of Roger Arnold's Merlyn Mk20 however, having to avoid a stranded National car at the end of the opening lap delayed Nelson and allowed Arnold to get ahead. He was still leading the class when the race was halted.

In race 2, Callum Grant was an even more dominant winner. At the end of the 15 minutes he was 27 secs ahead after Andrew Schofield's race ended in the gravel at McLeans without his left rear wheel. Schofield's demise meant the battle between John Murphy and Garath Buckingham was for the runner-up position.

Grant's fastest lap was a 1 min 40.4 which he was "over the moon" with as his target was to get under 1 min 41 – this was an incredible lap time for a 31 year old Formula Ford 1600.

Buckingham moved up to second when Murphy spun at the Melbourne Hairpin. Once through, Buckingham had to drive with care as a bent selector fork was making it difficult for him to change into second gear.

Since race 1, Paul Tucker had changed third and fourth gear ratios. He guessed which ones they should be... and his guess was spot on. He lapped 3 secs faster than the previous day on his way to taking fourth.

It was a frustrating start for Nick Barnes. With the Northern & Super Classic runners starting so far back due to the large National entry, they were lining up around the Goddards Hairpin which meant few of them could see the starting lights. Furthermore, Barnes' car began to roll forwards and he had to jump on the brakes just as the contest got under-way – the worst possible timing! This combined with a down on power engine meant fifth was the best he could manage. Nonetheless, he picked up valuable points as he closed in on the Class B title with one more meeting remaining at Oulton Park.

On lap 7, Phil Nelson successfully made a move on Roger Arnold to take the lead of Class D going into the Old Hairpin. The manoeuvre was so good that he also passed the sole Class C entrant, Paul Crosbie. However, he then noticed that the yellow flags were out because moments before Neil Hunt had spun off into the gravel trap on the outside of the corner. Nelson knew he had to give the places back and never had the opportunity to regain them



**Callum Grant was in a class of his own:
Photo: BRSCC/Facebook**



**Ready for action - John Murphy's Van Diemen
RF90: Photo: BRSCC/Facebook**

Dave Williams

Motor Racing Legends

Silverstone

October 2022

Paul Commons

The Motor Racing Legends Silverstone GP event had a bit of an end of season feel to it, but definitely not in a bad way! More that it was run in a very relaxed manner and had attracted a fair share of current and ex professional drivers to grids. Indeed the entry list for the main event, The Pall Mall Trophy race for Pre-66 GT and Pre-61 Sports Cars, contained the likes of Phil Keen, Oliver Webb, Matt Neal, Andrew Jordan, George Gamble and Rory Butcher to name but a few.

And it was British GT legend, Keen, who would play a starring roll in the 3 hour Pall Mall Trophy race, setting fastest lap on the very last tour aboard the James Thorpe E-Type, to claim a dominant victory of over 1 lap. That's not to undersell the performance of Thorpe and Phil Quaife however who handed the car over to Keen with an already mammoth lead; in part due to a clever early first mandatory stop under safety car conditions and a relatively early retirement for the pole sitting Michael Birch / Gareth Burnett / Richard Bradley Lotus 15.

Whilst the entry was a little light of contenders for overall victory, this was more than made up for by the battles behind. The tussle for the final steps of the podium being one example as Mark Farmer and Andrew Jordan (aboard the JRT built Elan) somehow managed to claim the runner up spot despite clutch issues throughout the second half of the race. Possibly aided by a late safety car, the pairing just managed to hold off the chasing Harry Barton / Oliver Reuben TVR Griffith who themselves put in an excellent drive to take the final podium position.

The highlight of the race in many respects though was the epic Porsche 911 fight for positions in the midfield. Usually found in their own Peter Auto organised standalone event, several more examples (most of them Tuthill prepared) than usual had found their way onto the Silverstone Pall Mall Trophy grid.

Witnessing the likes of Rory Butcher, Oliver Webb, Seb Perez and George Gamble man-handle the classic German machines around the famous Northamptonshire Circuit was highly entertaining, and as expected the racing remained pretty close with the fortunes of the individual crews fluctuating throughout the 3 hour duration of race, often dependent on how the "AM" drivers were utilised.

In the latter stages, class victory looked to be heading the way of the William Paul / Rory Butcher machine, however a 3 minute penalty for a refuelling infringement put pay to that!



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Motor Racing Legends : Silverstone **Continued from Page 37**

This left Guy Ziser, Oliver Webb and Richard Tuthill himself to take class 3c victory with 9th overall in the #777 machine, just 2 seconds ahead of the Christian Coll / Bonamy Grimes car! More of these machines to be run in the UK please!!

Earlier in the day, courtesy of heavy overnight rain, the combined grid of Historic / Sixties Touring Car Challenge cars faced the age old dilemma of Slicks or Wets for their 1 hour race (where regulations allow). And whilst wets were probably the tyre of choice over the early laps, it was the slick shod Skyline of Ric Wood which held the advantage as the race progressed; the Cheshire man eventually finishing 50 seconds ahead of the similar machine of Jonathan Bailey / Andy Middlehurst.

There was no such tyre choice for the Lotus Cortina runners making up the Sixties Touring Car runners and they were as spectacular as ever over the early laps. There wasn't much to choose between the field, but the experience of Mike Gardiner combined with current BTCC ace Josh Cook paid dividends in the end as the #37 crew came out on top with an excellent 10th overall.

Much like last year, spectator attendance were ridiculously low, which I struggle to get my head around given tickets were only £16 and people seem more than happy to spend a small fortune on Goodwood or the Silverstone Classic each year! But this is only good news from my perspective due to lack of heavy handed security Silverstone love to employ and the full availability of the various catch fencing holes!

The grids may not have been quite as strong as 2021 but you can't really grumble at 30 cars in each of the 2 historic races on offer, especially during current economic crisis. Overall a great way to end my Circuit racing schedule for the year with just the Malton Forest and Cadwell Park Stages rallies remaining.

Paul Commons



Preston fans, This Sunday from 10am - 6pm there's a Covid vaccination event taking place at Deepdale for people aged 18 and over. So get yourselves down there, and you'll finally see some shots going in...



Paul Commons **Motorsport Photography**

Paul Commons is an accredited motorsport photographer covered by public liability insurance to the value of £5m. His weapon of choice is a Canon 5d MKiii, backed up by a Canon 7d, and combined with a range of L Series' lenses.

Product

- JPEGs, prints, press releases and reports.
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Stonehaven MC : The Hairst Road Rally : October 1st

Barry Allman : Clitheroe & DMC

Here I go again over the Border, this time back to Scotland for another round of the Scottish Navigational Championship. The Hairst Road Rally run by Stonehaven Motor Club, another event with Geoff Bateman and his well prepared Peugeot 205 GTI. This time with a rebuilt engine fitted (Geoff can let you know what is inside it) the engine that came out had done 204,000 miles, not too bad as the poor thing had had a tough life. We had got a reasonable result on the Autumn Rally and where racking up lots of points, well worth another long trip.

Geoff and Maggy Bateman went up on Friday in his new towing vehicle through all the foul weather, which meant they could have a look around the area. I drove up on the Saturday a nice easy journey, meeting up with the Bateman's for a brew and chill before setting off to the start venue.

This event was going to use the RallyAppLive system using Smartphones and GPS tweaked by Gerry Potter for this event. I had used the App on a few rallies with it being Geoff's first go using it, it is quite a straight forward to use. The biggest issue we had was how to mount our phone so we could get to it with our belts on. It was a 100 mile route mainly on OS Map 38 with a little bit of the second half on OS Map 37. The start was just west of Aberdeen near East Woodside, both the start and finish venue. With nothing given out before the start time of 19.37, it was OK as it was already dark Up North. We joined the queue for the start (MTC1) at the exit to the car park, just 9 crews made it to the start, a shame I think after all the hard work that had gone into putting the rally on.

3, 2, 1, and we got an envelope with the route instructions in and a time card! CRO (Coloured Roads Only) and four Tulips got us to TC1 with only 2.5 miles to do we just missed out on our minute but only just. Herringbones came next (our Favourite!) it actually plotted quite easily and we managed to clean that section. Such an early start time had us extra vigilant but even at 20.00 there was NO traffic about in the lanes. Next section (5.5 miles) was Grid Lines (but coded) Geoff was straight on it (we had done something like this before) and another cleaned section. We did meet the local bus on route but he was really nice and pulled over for us, as the passengers looked on in wonder as we cruised past. Next section was (YYY) x 4 luckily we had the plot for TC4 and so did one of our tricks and plotted the route backwards. We were going well with all the code boards and just 1 minute dropped up to TC4, Happy Evening. Route to TC5 was tulips again after a slight detour we found TC5 but dropped 8 minutes !! slight panic in the car.

The route to TC6 had two options where we had to find a word (Goose) in a grid square, quickly found it was another P&B "XSO" "TR" style dropped another minute then a further minute up to TC7 (crossing grid lines).

At last a 12.5 miler a missplot got us a WD (15 minute penalty) but got all the codeboards at least. Another 9 miler got us to TC9 a real mix of instructions even pushing on we dropped another 2 minutes (bad but not that bad). Back on it we cleaned the next three sections, "XSO" then Compass Points then "ETL" Electrical Transmission Lines arriving at TC12 feeling quite smug again. THEN horror Herringbones again but in a broken line !! The plotting of it even with two pairs of eyes meant we dropped another 7 minutes but got all the codeboards again, Phew.

Another 6 miler with the instructions being a Box with numbered departures of grid lines along its edges a good push after plotting we got in just over the minute again. Just two sections to go TC15 cross letters in the road and avoid other letters stopping just into the next minute again (we were OK on time). The last section up to TC 16 was crossing map legends, our favourite ETL's x 6 cleaning the section and getting the last few code boards. A great rally, well organised and well driven by Geoff with hardly any moments ? I don't look up and so go off what Geoff says.

Back to the start venue The Cullerlie Farm Park for refreshments just after 23.00, the Hot Chicken Broth went down very well "Two Bowls Geoff" and some yummy tuna sandwiches too. Using the Rally App the results were ready as soon as everybody had finished, very smooth.

We ended up 2nd o/a and 1st in class very happy and giving the 205 its first rally with its new engine fitted, which never missed a beat.

Plus scoring some more points in The Scottish Navigational Rally Championship, putting us both leading Driver and Navigator.

Barry Allman : Clitheroe & DMC

Bugatti Owners Club Prescott Finale Speed Hillclimb

October 2nd



Keith Thomas

The Prescott Finale speed hillclimb meeting on 1st October had a great great diversity of cars competing, my class was full of powerful cars including next to my 1172cc sidevalve Buckler Rupert Marks with his road registered McLaren M1, its got a 5.7 litre engine and its stack of ram pipes capable of sucking in a small child ! Rupert lives in Essex and although he does go down to the local supermarket in it he brought it to Prescott in his trailer, there was also a Chapparral, a V8 TVR Griffith, Lotus Elise and a myriad of other potent machinery.

It was more than the Season Finale for Jan Nycz as at 84 years old he decided he was hanging up his racing boots forever so the 500 owners Association had a photos taken to remind him of the great comradeship and wonderful times spent together, Jan is in the middle sitting with a mug in his hands.

Another contestant in the 500cc owners Association class although driving a twin cylinder 1000cc Cooper MK7 was Charles Reynolds car 202 who was for many years one of the most important guys at Boreham in the Ford Works rally team, he was greatly involved with Malcolm and Mathew Wilson when M Sport took over running the Ford rally cars. Later he went on to assist Dave Richards set up Pro Drive and the all conquering Subaru team then even later he helped Mike Little prepare the Works Chrysler rally cars at Carlisle, Charles is a really lovely guy indeed and sent his best wishes to Malcolm and Mathew.

When I first arrived I thought Edwin Cook had popped in an entry in his Cooper S seen under the gazebo as the reg number seemed to be very similar to Edwins from what I can remember, there was also a couple of Astons taking part and knowing how keen Edwin is in all kinds of motorsport it would not have surprised me if Edwin was competing. The red Cooper S was being driven by Alastair Moffatt who is a well known stunt driver who often drives around venues with his Mini on two wheels or parks by spinning the car into a

parking place only a couple of inches longer than the car itself. Prescott is owned by the Bugatti owners club and bought by them in the late 1930s just before the 2nd World war, it is set in lovely orchards and the trees are usually laden with apples , plums and other fruit which can fall on your head when a bit of a breeze picks up, very pastoral scene indeed as you can see. It is a fabulous track to drive and as there is a return road there is no time wasted bringing cars back down the hill after their runs. If you are keen on hill climbs and either live a reasonable distance from Prescott or are prepared to travel to events there its well worth becoming a member of the Bugatti Owners club, don't worry you don't need to own a Bugatti to join, membership is just over £100 but you get in free to all Bugatti run events and there are a great many of them all season long as well as the chance to take part in social runs and interesting visits to motorsport related places.

Already looking forward to visiting Prescott again next year,

Keith Thomas



Clwyd Vale MC

Farrington Trophy Rally

15/16th October

Barry Allman : Clitheroe & DMC

After a road rally in Scotland and then the following week-end in The South West it was time for Wales and Clwyd Vale Motor Club's Farrington Rally on the 15th/16th of October.

This time navigating for Peter (Pete) Wilkinson in his black Suzuki Swift Sport always a well prepared car and so far Very Reliable ! Has that cursed us ? We have competed on some club 12 cars and scatters but never on a Full Road Rally, so quite excited. After some good results in Wales for Pete i was hoping some good luck might come my way after struggling on this years Welsh events.

With the noise, scrutineering and start venue a rugby club, all being in Denbigh we met up as the car was coming off the trailer. Running a standard engine and exhaust system we had a reading of under 80db on the noise meter so that was OK. Off to the car check where we found both number plate lights had blown, luckily ? I have a Suzuki Sport to as my road car and so my bulbs where popped in and we had passed the check. Hoping that was our excitement for the night. Off up the road to the club we went, Pete had cake onboard and so tucked into that as I hit the black coffee, kit was going to be a long night.

Being in the semi expert class we where seeded 30 out of the 57 starters, a reasonable starting number. Lots of chatter about the possible route with the locals mentioning the roads, ment nothing to us. Last time in this area was the Rali Bryniau definately looking forward to the rally.

Big Thanks here from both of us to our Marshall for the night Maurice Ellison (the newsletters Editor), the Welsh rules state No Marshall no Start as they do tend to need lots of them.

Drivers briefing was at 21.45 with all the usual details of the different boards and driving standards.

The first route packs where given out at MTC 0 (Main Control) at 22.00 with ours at 22.30 and 90 minutes to plot the three sides of A4 map references, plus NAM's and Quiet areas. Plotted quite straightforward with lots of PC's (manned Passage Checks) and RC's (unmanned Code Boards) to visit. Midnight we left MTC 1 heading out to TC 1 via Ruthin (Rhuthun) off OS 116 onto OS 117 and Mold (Yr Wyddgrug) then back onto OS 116. Popped the proper names in for Rob "Chicken" and all my Welsh friends. Chatting away I almost got the first slot right correct, (I wasn't alone on that one) he he, a great start !! It was a neutral section and still arrived with minutes to spare. Another quick map check as we went straight into a maze of lanes, plus my first use of a propelling pencil (I can recommend), need 2B leads. 3, 2, 1 and go a couple of yellow roads lead to the first whites right on the north eastern edge of OS 116 not too rough and got the car nice and mucky. A short neutral got us just down the road to TC 2 a brilliant narrow twisty Welsh yellow, leading to a super white with 8 PC's/RC's in a mile on a white. Later on we found we have gone passed one of the RC (code boards), thinking back there was a car writing the CB down, Grrrrr. We got all the others on a really slippery white !! Then heading south through a neutral to Cilcain and Logger heads down to TC 3 and a long section on some fast yellows, including a section through a farm for PC 8 and PC 9 . More like a Targa Rally test and such great fun sliding around on the mud. A great find by Clwyd Vale MC who organised the rally. Lots of slots which we found ok, does help being car 30 with marks on the road !!



Photos courtesy of Joseph John Gilbertson
joegillb653@aol.co.uk

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The next section up to SF 4 was some more open quick yellows on the South East corner of OS 116. A misplotted approach to a PC ment we had to back track down a narrow yellow with cars also coming up the wrong road. This lost us some time in a timed section, annoying, this lead to MTC 2 and the petrol halt. A quick check over of the car found and all ok after the whites (Pete's Suzuki Swift Sport) didn't need any fuel and so we set off for MTC 3 the start of the second half. I was so looking forward to this next section TC 5 to SF 5 which used the yellow roads through Clocae-nog forest, yesssss just like the nights of 1980's. Was so much fun with Pete really pushing on, we even got to see our marshall, Maurice Ellison, looking very comfy, he he. Another neutral section up pass Llyn Brenig lead us to TC 6 and another maze of North Wales lanes (there's Nowt Quite like a Welsh maze, Ret Gud for a Lancashire lad). This was on the yellows to the north of the forests and included another mile section with lots of controls, another RC missed. I didn't see it on the map as it was just after a hairpin and I ran out of space to mark it properly, my fault. TC 7 to SF 7 saw us heading East now and some more super lanes back towards the A 525 near Ruthin. The last section TC 8 to SF 8 was a short loop to the East of Denbigh (Dinbych) a mix of "B" roads and yellows saw us finishing a classic Welsh event. The car never missed a beat and Pete drove really well, a few moments as the bends tighten and even with winter tyres on, some moments on the whites too. I do remember tightening my belts just the once !! a tightening right on the farm white had Pete saying Oooooops. What a great event and enjoyable night, my first Welsh RR finish of the year. Time for a few brews and breakfast and wait for some results. We where both happy to have finished unscathed and knew we might have a few issues. With the results team working overtime, I helped Pete load the Sport onto his trailer for his journey back to Lancashire, yes he did get spotted by Mark B. I popped back for the results, which got printed reasonable quickly.

Missing code boards RC 4 which was obscured by another car and RC 17 which we missed gave us 2 fails, very annoying. Plus losing time due to the misplotted approach got us (2 fails and 17.31) 37th o/a out of the 60 starters, even so we both had a great night. Can't wait for our next rally together, as we work well as a team.

Rallying is full of " If Only's " and so if only we had got the code boards (which we did drive past !!) and got the PC approach correct. Then we would have been around 18th o/a a much fairer indicator of Pete's pace, he does surprise lots of folks with his Sport being so quiet (76 db).

Next Year

Barry Allman : Clitheroe & DMC

FRAUD

A MAN has been arrested on suspicion of fraud by false representation following the report of a theft of a rally car in the Teifi Valley earlier this month.

Officers from Dyfed-Powys Police put out an appeal earlier this month following the suspected theft of a high value lime green Ford Escort RS, which is estimated to be worth around £60,000.

It was claimed that the vehicle had been stolen from a locked garage in Drefach Felindre near Llandysul between Friday, 7 October and Saturday, 8 October.

In a statement this evening, Dyfed-Powys Police said: "Officers investigating a reported theft of a rally car from Drefach Felindre, Llandysul, earlier this month have arrested a man on suspicion of fraud by false representation. "The man was arrested on Friday, 28 October, and has since been bailed pending further enquiries.



VCRR : Baby Bagger : 8/9th October

After an attempt earlier in the year on Baby Bagger One which we both (Ian Parker) and I really enjoyed but missed a MTC. That meant that we where not classified as finishers and so unfinished buissness this second time. So on the 8th of October it was another trip down to Exeter to meet up with Ian and have some fun in his Peugeot 206. The previous weekend I was up rallying near Aberdeen and managed to squeeze in mid week Clitheroe MC's scatter just to get me up to speed. For once it was a smooth trouble free run down the M6 / M5 of once !!

We even had time to have a brew before we headed off to Knowstone Moor rest area for the noise test, then down the road to scrutineering all done. Right on the edge of OS Map 180 we headed up to The Black Cock pub just to the East of South Molton for a good chat with the assembled crews.

It was a 120 mile route with just 2 miles of "Non metalled" roads ? We where running 48th and last car as Ian was only on his third road rally. With us getting our route instructions at MTC 0 22.48 and leaving MTC 1 at 23.48. The South West clubs run there time controls a little different than Up North, you having to wait at the "C" board until your minute is due, this means that you leave each control within your due minute, depnds how quickly the marshal can write. Plus all the section ends (MRS's) are deemed Main controls, with TC's and PC's somewhere inbetween these (MRS's).

Up to ITC4 was map references, plus NAM plans too with TC1 - TC3 along the route, usually at SGW's (Standing Give Ways). The route from ITC4 to ITC6 was given out at ITC4, another method of creating dropped time. We did have the route from ITC6 to in the form of junction diagrams upto ITC18 including the petrol halt at ITC10. We managed to get all the route plotted just but without having time to check it out or tidy it up,

First error was the blackspots where on a seperate piece of paper we only found at the end of plotting. Which ment we would have approached the first NAM from the wrong direction, Grrr a great start. We missed the Code Board and Isot some valuable time, back on the route we tried to make up some time. We went the correct way around the second NAM (LWR = Long Way Round) with cars coming from all directions !! One of the issues of running at the back of the field as other crews had some route issues !!

We went along the eastern edge of 180 in a maze of lanes, a short pop onto map 181 had us back on 180. Going just north of the Start venue and into the Ford and a huge crowd (in a French car too !!) lots of revs and we flew through. Then on for a mile upto ITR4 (the first MTC we had to get). Another short trip onto map 181 then back onto 180 where a miss plot of direction lead to small detour (at least we where not alone). We where lucky as a small cut ment we got all but one code board and got us back to just 10 minutes down (30minutes and 59 seconds allowed). We where heading up the Eastern side of map 180 onto Exmoor and so fast roads. We where now headed south, to the East of Barnstaple and some more mazes managing a good run, through some narrow and high banked roads. Getting all the controls and code boards, right up to within a mile or so of ITR10 and the petrol halt. Not finding a hidden small slot put us on the wrong road !! Luckily I realised quite quickly my mistake and retraced our path ending up at ITR10 within our time limit. Although with some dropped time and missing quite a few code boards we where still in the rally. A bit annoyed as we had the pace but a few plotting issues lost us time, we drove our plotted route really well. The main one being finding the blackspot list just before we left MTC 1.

Rule here is 1. Less haste more speed 2. Always read through the question/instructions first.

We had a reasonable break at Petrol and so I could quickly go over the second half route, checking the bits I wasn't happy with. Found another wrong direction, with the rest of the route OK.

The petrol halt was on the South side of Barnstaple and the route after it headed south again. Back to MRS11 into a series of mazes which we where now used too, quite a few Cross roads where you used every road! TC 12, TC13 and TC14 saw us on the pace of the other crews with Ian's car and tyres enjoying the twisty muddy lanes. It was a really compact route heading back towards South Molton. All the way back to ITC20 via MRS19 we where on the pace and only dropping a minute here and there. But more importantly getting all the code boards in the second half, happy nights.

Overall a super rally, I can recommend, mainly tarmac roads with a few whites, just one a little rough. Great drive by Ian in some tight, twisty, tough lanes so easy to be despondent, especially so earlier on the rally.

Yes we got a finish, quite a few didn't and so that was our first goal achieved. Last novice out of 10, without our first half miss plots we would have been 5th which would have been a good result.

The score so far is Baby Bagger 1 Ian/Barry 1 . Next time we are aiming for a fail free finish.

Next Breakfast, by the way at Local Rugby Club.

Barry Allman : Clitheroe & DMC

Radio Mutterings

October

Cambrian Rally

Saturday 29th October 2022

Ian Davies : Gemini 23

It's an early start from home in Liverpool for the 90 odd minute drive over to Llandudno and the Venue Cymru Rally HQ for this iconic north wales rally. The driving conditions on the A55 are challenging enough, with fog and heavy rain, but out on the forest stages I can only guess for now the difficult conditions.

I arrive on the promenade about 07:30 and head into Rally HQ to join the Gemini Rally Control Team of Bill and Chris on the MSUK 81 safety radio channels and myself and newly qualified Controller Heidi on the two management channels. Out in the wilds of north wales are the Gemini team members Ian, Stuart and Tony staffing the repeater radio stations on the top of various high hills, providing the link via Dom's 'black boxes' and 4G connections from the stage radios into Rally Control here in Llandudno.

From the very start reports start coming in from the safety cars as to the treacherous conditions out on the roads and into the forest stages. Live camera feeds also provide us with an idea of the conditions sat in Rally Control, but just looking out onto the Llandudno promenade we can't even see the sea perhaps 20m away as the weather comes rolling in. Bill pairs up with Heidi, leaving Chris and I too cover the two runs of the Penmachno stages and provide back up across the other stages. Radio comms are 'challenging' to say the least with a combination of the extreme weather and intermittent technical gremlins, but with the repeater teams out in the field communications are maintained, even if messages in and out of Control need to be repeated to ensure transmission and receipt.

Time flies by in Control as we set about getting the early stages operational, monitor the tracking system and liaise with the inevitable and necessary convoy of various safety vehicles into and through the stages. As ever with an event of this complexity and geographical spread, there are 'lost' marshals to find and redirect, local residents and holiday makers to assist and oh yes rally cars to shepherd into and out of the stages. For Chris and I we are soon setting about organising one of my favourite forest stages, Penmachno that runs first as SS6 on the event. By 10:00 radio checks are completed and a few changes organised as we ensure that all of the mandatory points are covered. The clock car is soon into the stage, followed by Pilot 1 the Chief Marshal and the checking of the stage layout, marshals and radio crews can start. The stage is well set up and we only have to move to a safer location a couple of marshal's cars, which given the extreme weather need to be safely parked away from the stage and far away from any potential run off area.

As Pilot 2 the MSUK Safety Delegate enter Penmachno village on route to the stage I experience one of the more bizarre radio calls, as they report that their progress is delayed by "Llamas" !! At first I'm not sure that I heard the message correctly in the crackly coms, but yes they report a pair of Llamas walking down the main village road, the cause of their delay



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They assure me that photographs were taken to evidence this unusual delay to the rally.

After making this rather odd entry into the radio log, I get back to the business in hand and Acorn 6 at Junction 5 with some holiday makers wanting to leave their rented accommodation. I arrange for Spec Safety to stop at the junction to make sure that the three cars are safely escorted out of the stage, briefly holding the Safety Delegate and 00 on the start line, before they enter the stage just before 11:00. The next challenge is a convoy of seven 4x4 'greenlaners' who the Interim Safety Car comes across in Penmachno village. After some first class diplomacy the party of 4x4s are advised and agree not to try and traverse the stage, although the safety car stays to monitor their direction of travel and I get the radio car, Arrowe at Junction 3 to make sure entry onto the stage is blocked, just in case. With barely time to grab a mouthful of coffee Pilot 2 reports a red Honda at Junction 6b parked off the stage but somewhat in a ditch. This turns out to be Gemini 64, but they are parked clear of the stage and I make a log note to remind ourselves at the end of the day to make sure that they can be recovered if necessary back onto the stage safely.

Just after 11:00, 00 and then 0 are into the stage with the first competitor in the 200 class car 223 into SS6 Penmachno at 11:17 and safely out of the stage by 11:25. As Chris and I look after Penmachno, Bill and Heidi are busy on Alwen SS5 as the stage is halted due to urgent reports that a car is off and the driver trapped. We soon have our own reports of cars leaving the stage, as first car 213 and then car 216 are reported stopped but both crews out and OK. We leave the Clerks and Bill to manage their incident and concentrate on quietly looking after Penmachno. In the end SS5 has to be cancelled as a consequence of the incident and time lost and the cars are convoyed non-competitively out of the stage and onto SS6.

After the last of the 200s are into our stage, we have the planned ten minute gap before the main international field are due. With the incident on the previous stage, Chris the Deputy CoC has his pencils out and works out a clever sequence of 2-3 minute gaps for starters to close up the field and avoid the need for an interim safety car to traverse the stage, although I arrange for one of the interim cars to head to the Penmachno area, just in case they are needed to run through the stage. Unfortunately in their haste to get to the stage start, Interim Safety 1 slips off the stage around the ATC attempting to get around the queuing competitors and are pulled back onto the stage (after a few photos for the record) by Pilot 1, to some applause in Rally HQ !.

With radio comms challenging enough, Heidi then suffers the first of several prolonged periods of disruption on the management channel as a radio mike is left open, somewhere out on the stages blocking the essential management channel. Despite several 'warnings' across the other channels the interference continues on and off, with 81 channel comms coming out across the management channel. It is not until much later in the afternoon that we manage to identify some of the voices on the radio and work out the source of the problem, quite frankly from someone who should have known better. I don't know if this was a genuine mike error or perhaps a dodgy unauthorised radio, but this sort of thing should not happen on any event, let alone a rally of this organisational complexity.

By 12:41 the last of the 200s is through Penmachno with no need for an interim safety car and the main field is soon into the stage. It's not surprising with the challenging conditions that cars are soon reported off at various locations along the stage. Acorn 6 is first to report Car 7 off with them at Junction 5, with a damaged steering arm, bottom arm and shredded brake pipe. Next the tracking system shows Car 58 stopped around -J4, subsequently reported as OK and then Oak 6 at J6 calls in Car 72 off in a ditch at their hairpin. Cat 73 is then reported as 'missing' via the tracking radios and we find them off but OK at -J2 and then Car 77 stopped between J5-7, again thankfully OK. Phew, this first run is hectic to put it mildly, not helped by the comms problems which particularly challenge Chris on 81.

I must once again thank our colleagues out on the mountain tops keeping the repeaters going and stepping in to take control calls when needed as Dom juggles the various connection and technical options in an attempt to stabilise reception and transmission. At one point in the morning Ian and Stuart at Bran Brennog report that they "can't see the cabin 20m away from the car", such are the weather conditions. By 13:52 a total of 80 cars are reported into SS6 and later 75 out by 14:03. Unfortunately, the numbers in and out don't match the numbers stopped in stage, but as any error is in our favour as we know the location of all stopped cars and this tallies with the tracking system we can continue.

Radio Mutterings : Continued from Page 43

Any possible human error absolutely understandable in the terrible conditions out on the stage. Chris organises Cam Recovery as they set about recovering as many of the stopped cars as they can in the break between the two stage runs. After the earlier stage stoppage on SS5 and delays, thankfully they have somewhat more time than planned.

After a short comfort break and some support for Heidi, it's soon time to get on with organising the second run of Penmachno SS10 and the last stage of the event. By about 15:30 we see the return of the various safety cars as they enter and check through the stage. Sadly, around Junction 6c+, Pilot 1 reports that it appears that some of the stage layout has been "tampered with" and I arrange for Pilot 2 on their run to check the area and correct the sabotage. Running inevitably late due to the morning incident and other small delays, SS10 finally gets underway a little before 17:00. With Chris tasked with derigging radios and equipment out of the safety cars when they return to HQ, I assume the 81 controllers role, alongside the management channel with some help from Heidi as her stages gradually wind down.

By 17:08 the nineteen remaining 200 cars are safely through and clear of the stage, before Car 1 of the main field starts this final stage at 17:11. Perhaps it's because it's the final stage of the day and crews can see the 'bright lights' of Llandudno beckoning, but apart from Car 74 who briefly stops with Mason 6 to change a wheel and some pedestrians on the stage with Gemini 64 the stage runs like clockwork, making my life much easier. In the end 63 cars in the main field are safely monitored in and clear of the stage by 18:43. As Dom, Bill and Chris start derigging the Radio Control I stay on the 81 and management channel to make sure everyone is clear of the stage and safely on their way home, not forgetting Gemini 64 who although they are pulled out of the ditch by a marshals car, I send Cam Recovery anyway to their location just to make sure all are safe. After about twelve hours in Control I can finally stand down Tony out somewhere in the hills with the last repeater and close down Rally Control.

Next week, it's off to Oulton Park for the Neil Howard Stages to run Rally Control with Bill.

Ian Davies : Gemini 23 : Motorsport UK Radio Controller

Gemini Communications



Gemini Communications 2022 Events Calendar



Bolton-le-Moors CC

**Saturday
5th November**

**Neil
Howard**

Oulton Park

North Humberside MC

20th November

**Cadwell
Stages**
(GCE)

Cadwell Park

C&A MC

Malton MC &
Clitheroe & DMC

**Sunday
6th November**

**MEM
Malton
Forest
Rally**
(GCE)

Dalby

19/20th November

**Glyn
Memorial
Stages**

Ty Croes, Anglesey

**Gemini Team
Awards &
Social Afternoon**

December

Dressers Arms

**Gemini Communications
Motor Sport Team**

O/A	Call Sign	Operator	Score
1	G 1	Bill Wilmer	110 points
=2	G 23	Ian Davies	96 points
..	G 25	Chris Woodcock	96 points
..	G 59	Maurice Ellison	96 points
4	G 64	Brian Wragg	87 points
5	G 56	Tony Jones	78 points
6	G 13	Stuart Dickenson	76 points
7	G 55	Steve Broadbent	75 points
=8	G 70	David Mainprice	70 points
..	G 4	Ian Winterburn	70 points
9	G 33	John Ellis	66 points
10	G 62	Colin Evans	60 points
11	G 38	Sean Robertson	57 points
12	G 9	Keith Lamb	56 points
13	G 11	Mark Wilkinson	43 points
=14	G 37	Jermaine Jackson	40 points
..	G 50	David Peaker	40 points
..	G 12	Richard Wm. Jones	40 points
17	G 52	Steve Lewis	30 points
18	G 16	Bill & Robbie O'Brien	28 points
19	G 58	Geoff Ingram	23 points
=20	G 41	Jerry Lucas	20 points
..	G 51	Gerry Morris	20 points
..	G 28	Andrew Taylor	20 points
..	G 32	Bryan Flint	20 points
=24	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
..	G 61	David Bell	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

My birthday was on Sunday the 9th of October. Instead of the usual visitations from my kids and their other halves plus my assortment of grandchildren I spent the day at Acaster Malbis competing on a PCA run by York M.C.

None of the above receive Spotlight so I can say that I had a far better time, despite the very large amounts of 'Wrong Tests' and cones that we accumulated.

It is so long since my last competitive outing that I had forgotten how much fun it was. I had also forgotten how much concentration was needed to call the test directions fast and accurate enough to do well. Oh dear. As the calls got better (not much better, but better) we got more sideways and more exuberant and we collected a straw bale putting an unwelcome dent in the nearside rear wing. Ahhh the joys of motorsport. My unfortunate victim Driver was Ian Daws and his extremely nice Ford Mexico (well it was nice at the start)

<https://www.youtube.com/watch?v=AgPpaxPmKwI>

Saturday and I make my way to Denbigh Rugby Club to sign on as marshal for Peter Wilkinson/Barry Allman who are competing on the Farrington Trophy. Barry keeps writing reports for all the rallies he does (& he does a lot!) so it was a little bit of payback. The organisers have given me FS5 (Close to Llyn Brenig - I am back there for the Cambrian on the 29th) which turned out to be cleaned by everyone. Car 1 was sat for 6 minutes at my control. I think only one car got a penalty and that was for making up too much time and booking in 2 minutes before due time - schoolboy error!

Saturday the 22nd & Sunday the 23rd I am Marshalling on Matlock MCs Dansport Classic Rally and staying at the 'Waltzing Weasel' in Birch Vale on the Saturday night. However, after dropping my eldest daughter and my grandson off at Manchester airport at 3am on Friday morning I go home and grab some sleep. When I wake up I am convinced it is Saturday and at 2pm set off for the Peak District. At check in I am informed that they have not got a reservation for me (well they wouldn't would they - its still Friday!). Eventually the penny drops. I pay for another nights stay. Saturday morning I go and check out my control points. Saturday night I run a Start Regularity control and on Sunday two Intermediate Regularity controls. Most of the time its dry and everything runs like clockwork but every now and then it gets frantic and very busy (4 cars at once at one IRC and another car arrives within seconds of the 4th car departing).

The end of the month was the Cambrian. I do Radio on both of the night stages (on Tarmac) on Friday night and the Tracking on Alwen on the Saturday. When the Friday night stages end I put the Post Code of my digs into the SatNav and make my way. Unfortunately I come across 2 Road Closed with no diversions and I have not got a clue where I am. 2 hours later than planned I arrive at Ruthin.

Very scenic location for me at Alwen. The only problem was seeing the car numbers through the grime with only a narrow viewing slot

Grumpy Old Git

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



DANSSPORT ***Classic Rally***



Inside the Industry

November 2022

with Paul Gilligan

Some Relief From September Sales Figures

September as it is the second plate change month of the year is traditionally the second biggest sales month behind March. March this year was about 280,000 new cars, September made 225,000. Not bad you might say, but the best September ever (2016) was almost double that and pre pandemic around 320,000 was the norm, so we're still almost a third down on that.

However this year was almost 5% up on 2021 although year to date is still a worrying 8% down. But dealers and manufacturers aren't worried because due to dramatically reduced discounting by both they are making a LOT more money.

As is now usual performance by manufacturer was more about how many microchips, and therefore how many cars they can deliver, than about how many people want to buy their cars. Ford would have been mightily relieved to recover top position with just over 9% of the market, although they only beat VW by a scant 1750 cars. Year to date Ford still languish at an 8% market share but have still recovered the No 1 spot – just. For the year to date big winners are Dacia + 60%, Hyundai +21%, MG + 67%, Porsche + 49%, Tesla + 45%. Worst losers are Audi -17%, BMW -14%, Honda – 14%, Jaguar -35%, Land Rover -27%, Mazda – 15%, Mercedes – 17%, SEAT – 55% (although sister Cupra is up 93%), Skoda – 23%, Subaru – 465 (1636 registrations so far this year which will include manufacturer and dealer demos etc, why do they bother?), VW down 24%, Volvo down 28%.

New van sales were 11% up on last year for the month but remain over 20% down year to date. To put things into perspective for the year to September this year there are 213000 new sales, pre covid it was over 300,000.

Ford Closes Order Books On The UK's Best Selling Vehicle

As I've mentioned before the best selling vehicle in the UK is not a car but the Transit Custom van, it comfortably outsells any car in spite of awful supply shortages. There is a new model to be launched in September of next year with order books opening in March. We've already been told that prices for the new model will be increased and discounts significantly reduced. Ford have enough orders for the current model to cover all available production through to that ceasing in July of next year so two weeks ago announced that no further orders will be accepted. Values of near new Customs, already unbelievably high, have shot up. I'd still say if you really want a Ferrari I'll find you one, but sadly I can't find you a Transit Custom. Strange times indeed!

Citroen & The 15 Year Car

I've written recently on the pressure to extend car change cycles mainly because the biggest environmental impact of a new car is actually manufacturing it in the first place. Citroen seem to be very much taking this to heart. They have this month announced they are looking at offering car leases not for the normal 3-4 years but initially for 10 years with a view to extending to 15 years! AND these leases will include maintenance, provided only that you don't cover any more than 10000 miles a year. Any repairs Citroen promise will be carried out using recycled parts.

Now from an environmental point of view this is all very laudable? BUT what does it do to Citroen and it's dealers? And what goes for Citroen presumably goes for the rest of the Stellantis Group i.e Abarth, Alfa Romeo, Chrysler, DS, Fiat, Jeep, Opel, Peugeot, Vauxhall. So instead of selling a low miles user a car every three years, so five over fifteen years you sell them just one, cutting your sales volume by 80%? Ultimate example of turkeys voting for Christmas perhaps.

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More News From Stellantis

Forgetting 15 year leases for a moment Stellantis boss Carlos Tevares has stated he expects the semi conductor shortage to end by late next year. Although to be fair people have been forecasting “by the end of next year” for a while now. If that means a return to free supply of new cars and vans there will be some interesting consequences (see below).

In the UK Stellantis have announced a major restructure of their dealer network. 138 of the current 918 dealer sales points will go. All dealers were issued with two year termination notices in May 2021 and the unlucky 138 will end their contracts in May 2023. The number of dealer “owners” will therefore shrink from 219 to 176. It was warned that further cuts may come in the near future. Vauxhall which currently has more than 200 sales points will bear the brunt of the terminations.

Stellantis also want one dealer to represent all their brands in any location, ideally from one site. Their target is to have the combined franchises take 20% of the UK market by 2025, currently they achieve just under 13% so that’s a 50% hike. If achieved that will be attractive to dealers, but it’s a big if. Some dealers will buy in but two majors Peter Vardy in Scotland and JCT 600 mainly in Yorkshire have already decided to leave the Stellantis party with immediate effect. For a dealer who only represents one part of the franchise and is unwilling or unable to make the investment to take on the other four or five franchises in the group the future may be bleak. And of Stellantis do this will say VW Group look to bring Audi, Cupra, SEAT, Skoda and VW dealerships under one roof?

Will Free Supply Of New Cars & Vans Come Back?

If we go back to the pre Covid days or 2018 and early 2019 the industry had long been dominated by over supply of new cars and vans. Millions were sold at vast discounts to rental and leasing companies and other fleet customers. At the end of each quarter dealers were given big discounts to “pre register” unsold cars which were then sold off for thousands less than retail price. Dealers were tempted into selling cars at a loss to make up for it by receiving big volume bonuses from manufacturers for achieving monthly, quarterly and annual sales targets. I remember vividly selling brand new Ford Kas in 2022 for £4995. We took a £200 loss on each one but believe me the bonus Ford paid us for exceeding annual target made up for that many times over.

How the world has changed! All of the above seems a very long time ago and frankly lunacy. An analysis of some large dealer accounts has shown they are now making over £2000 gross profit per unit on the average new car transaction. A few years ago it would have been a lot less than half that. One major dealer group chief was asked if he looked forward to free supply of new vehicles coming back. “That” he said “is the one thing that keeps me awake at night”.

Sooner or later component shortages will end. Outstanding orders will be satisfied. Then will the manufacturers having seen if they make less vehicles they and their dealers make more money have the discipline to keep production volumes low? Time will tell, it takes only one to break ranks and the others have to follow.

Used Car Market “Fragile”

Used car dealers are current nervous, very nervous. We’re all aware of the cost of living crisis, fuel costs, utility bills, food prices and mortgage payments to name but a few all going up far more quickly than average earnings. Used car buyers are almost all private individuals as opposed to new cars where over 50% of sale are fleet or business buyers. These private buyers are the very people hit by the cost increases mentioned above. A recent survey showed the majority of private motorists put next year’s foreign holiday above changing their car. With most doing low mileages and the reliability of modern cars that’s not a difficult decision. Surveys show many customers would like to move to a new or used electric car but the cost and possible price of recharging are seen as major barriers. People are counting their pennies, they are having to. The used car market has boomed due to lack of supply, let’s see what effect lack of demand has? Just an indication of what investors think shares in used car supermarket Motopoint were trading at almost £4 per shares in late 2021, they are now at £1.48.

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Chinese Electric Cars

Chinese manufacturer Great Wall Motors have just launched in Europe their new electric car catchily named as the “Ora Funky Cat”. Presumably someone was paid well for thinking that one up. It will be priced at well below European rivals at around £31000 with a range of 193 miles and an ability to be recharged to 80% of battery capacity in 42 minutes. Major dealer group Lookers have taken on the franchise to market these cars in England and Peter Vardy in Scotland.

Meanwhile BMW have announced that production of electric Minis will be switched from Oxford to China. However it seems possible the Oxford will build Great Wall products such as Ora, this is “under discussion”.

Jaguar Land Rover Have A Bulging Order Book, But Problems

JLR were recently pleased to announce that they have orders for 205,000 cars they haven't been able to build yet. 145,000 of these are for just 3 models, Land Rover Defender, Range Rover & Range Rover Sport. Given the average selling prices of these cars I'm guessing that means JLR could put around £145 BILLION in the bank if they could deliver them. Which they can't of course because as a relative minnow in the industry they are at the back of the queue for rare components like semi conductors. They also have 60,000 orders for other models, again mainly LR/RR products. Of what they manufactured in the 3rd quarter of this year only just under 20% were Jaguars. Jaguar production is running at around 60000 cars a year and declining. As I've said before with the announcement that Jaguar will go all electric in 2025 and no new models until then sales are in an inevitable downward spiral. It's been announced that production of the F Type sports car will cease next summer. I think it's a fabulous car (we're lucky enough to own one) but has never been a sales success. If the product is right but the sales aren't you can only blame the marketing. JLR's attention has been on the enormous profits available from selling various Range Rovers, leaving Porsche etc to sell sports cars. I'm thinking one of the last F Types may be a sensible investment, must check down the back of the sofa when I've finished this.

Of course the current state of the Jaguar business doesn't please those who have been forced (because of the threat of losing their lucrative Land Rover franchise) to invest millions in the franchise. Every year UK dealers are surveyed to show what they think of their new car franchises. This year Jaguar came 24th. Out of 24. That's right dead last. That is what the dealers who represent the brand think of it. How sad!

Sorry Cazoo Again

I would LOVE to write one month without mentioning Cazoo but they keep making news, all of it bad sadly. I am a million miles from getting political but let me just say U Turns seem to be in fashion and Cazoo are by that measure VERY fashionable. Last month I reported they had withdrawn from their expansion into Europe just a few months after launching in Italy at vast cost.

Now they have announced the closure of a number of “Customer Collection Centres”, showrooms by any other name which they established in the last 18 months. While Cazoo said they were an internet based seller with no need of showrooms, they have nevertheless established at some considerable cost a network of these. The Carlisle one I know will close at the end of this month, I'm told so will many others.

The troubled retailer has just announced 2021 losses of £329M from a loss of £103M the previous year. Sales revenue rocketed from £162M to £668M but although gross profit per unit went from a loss of £229 to a profit of £427 spiralling costs absorbed all of that and more. “Conventional” dealers are making a gross per unit of between £1000 and £2000 per unit.

Cazoo says it is now “Well positioned to continue its aim to transform the car buying experience in the UK” Of course it is.

Aston Martin Raiese Money From Shareholders – Again

No motor company, perhaps no company, has gone bankrupt as often as Aston Martin. In total 14 times in 100 years. In 2018 Aston floated on the New York Stock Exchange for £4.3 Billion. A year later it had run out of cash which was desperately needed to fund the final development of the DBX SUV which was to save the company. Two serious suitors arrived with the cash required, Chinese manufacturer Geely who had already done a brilliant job after taking over Volvo and Lotus, and Canadian clothing billionaire Lawrence Stroll who as well as funding offered the opportunity to rebrand his F1 team as Aston Martin. The Board went with Mr. Stroll.

Three years later Aston was faced with another financial crisis. Debt was £1.2 BILLION, much of it at very high interest rates, and this debt was increasing at £2 Million A DAY! Geely came knocking again and offered a £1.3 billion investment that would give it effective control of the company. Mr. Stroll was determined to avoid this and instead instructed a share rights issue underpinned by the Saudi Royal Family that raised £650 Million. The Saudis put up £175 Million and got two seats on the Board. Existing shareholders like Mr. Stroll, Lord Bamford and Mercedes Benz themselves saw their shareholdings diluted. Geely have been buying in the market and now own 7.6% of the company. Geely are determined to “contribute to Aston Martin’s future success” and are “Exploring potential opportunities to engage and collaborate with Aston Martin”. Read into that what you want, I’d say this story isn’t over yet.

Ineos Grenadier Production Starts

After a delay Grenadier production has started at their factory in France. Developments costs have spiralled to £1.2 Billion, they will need to sell an awful lot to get that back!

20 MPH Limits Coming

I don’t do many long distance journeys by car in the UK these days. I hate motorways (a result of 50000 miles a year for 20 years while running a national leasing company) and much prefer the trains for long journeys, when they running that is. So I was surprised when I travelled in Scotland a few months ago at the number of 20mph limits. Now I read that these limits have been “proved” (I use the word advisably) to significantly reduce road deaths, injuries and pollution.

At the same time I read that 30% of people killed in car accidents were not wearing a seat belt at the time of the accident. In 2013 this was 19%, in 2020 23%. Young drivers and passengers were the worst affected, 40% of those in that age group killed in car accidents hadn’t buckled up. Awful!

Bad Time For Ford Shareholders

Ford in the US recently warned that they faced a billion dollar hit from high inflation and supply shortages . They have around 45,000 vehicles in stock unfinished lacking essential parts. Result was a 12.5% drop in the share price in ONE DAY. Many of the shares are still held by what is now a large number of people who are a part of the Ford family. Imagine if you had a few million dollars’ worth of shares that dropped 12.5% overnight. Puts a bad day in the office into perspective!

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York MC

THE CHRIS LEEMING Memorial Autotest & PCA

9th October

Neil Raven : Ilkley & DMC

A very sunny day over at York for the Chris Leeming memorial autotest in the capable hands of Ray Jude and team. All paperwork and test diagrams were issued a couple of days before and I set too memorising them on Friday night using the well known memory tonic, Peroni! I generally forget where I've put my keys and phone after too many of those but they're always where I left them so it must work.

A great entry of 22, with a diverse selection of cars and drivers, enjoyed 24 tests throughout the day. A Westfield, Mk1 Escort, Suzuki Swift, a gaggle of MX5's and a lightly modified Nova were all in attendance and battling for the honours. The most popular class was the one where you could have a passenger, with 9 entries for the closely fought honours of class 6. There was a mix of front and rear wheel drive cars and my passenger was my neighbour's son, Billy, who loves motorsport. He calls the cones and keeps me on track when the Peroni fuzzy glitch in my memory appears! He's been busy today.

On paper the tests looked straightforward, but behind the powerful MX5 it was just a series of cones coming at me at full speed. The hours of drinking, I mean memorising, were for nothing as I struggled with the first test.

Fortunately Billy was on hand to direct me and we got through the morning runs with just a line fault on a stop astride. 10 seconds penalty wasn't a bad morning really. Mozza Maurice Ellison and Ian Daws, in the lovely Mk1 Mexico, were making their own tests up through a variety of road rally calls and stage rally driving. It was great to watch but not very good for their times.

Steven Draper had swapped his trusty MG ZR for a new style Mini Cooper which was much thirstier so he had to part with his hard earned cash at the petrol station in exchange for an afternoon's fun on the tests. A few competitors had become close acquaintances with the scenery, including Robert Short in his, now much lighter, MX5. The bale he kissed would also be visited by a Mk1 Escort and a Mk1 MX5 piloted by Lorraine Field in the afternoon as it was part of a very tight loop round a heap of debris with a super slippery surface.

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Photos Courtesy of Steve Lancaster



Chris Leeming Memorial Autotest

Continued from Page 51

After we had enjoyed our lunchtime sarnies we set off to walk the afternoon tests and lock those in our wavering memories. A free turn on test two was taking us in to a very gripless area and after discussions with Alister Brown resulted in the conclusion that an MX5 could glide through the posts, spin round on its own axis and exit in a perfect slide towards the finish cones. Of course walking it is very different to driving it but Alister took on the challenge! By his own admission he cocked it up the first time but nailed it the second time. I felt I had to give it a go so on my second run let the cars diff do it's thing and executed the perfect spinny spin and exit! I've no idea how it happened but managed to replicate it on the third and last run as well. It's a great feeling when it goes right. Thank you Alister for inspiring me to go for it.

However, it didn't go right on the first run of test 1 of the afternoon session. I decided to take the morning line through the poles before the finish and ended up with a wrong test! Arse! Add the clipped cone and stop line fail on test 4 and my afternoon times took a tumble. But the perfect spinny spin on test 2 and the arm aching test 3 made up for that! Post event discussion with Gaz Wriggo identified my aching weak right arm could be down to a lack of DIY and suggested I should up my pleasuring game to his level of 15 times a fortnight I'm not sure Mrs Rave would agree with that training technique.

The afternoon tests were a blast and other than the odd penalty here and there went well. Billy was gaining in confidence to tell me where to go and the drying conditions started to suit the tail happy MX5. Peter Clegg in his super charged Mini Cooper S was melting ice caps as he navigated his snoozing navigator, Lewis, through the tests keeping it neat and tidy. You can tell the Mini is approaching as the supercharger whine is followed by the twin exhaust roar! It's sounds great. Henry Kitching was nursing a self harming fan belt but had a replacement which he fitted to finish the event and get him home. Gary Ross was frustrating John Rhodes with his turn of speed. Both were running Saxo's and John couldn't understand how his smooth fault free runs could be beaten by the flying Ross. His flabbergastness was funny to see.

The results were calculated while we all had a good natter and catch up. Everyone stayed to clap the award winners and presentations of the fab prizes. My mouth was watering as the Quality Street and biscuits were handed out! A glass trophy is nice but takes a bit of chewing. Billy and I came away with second in class 6 to a flying and very neat Peter and Lewis in the Mini. Fastest time of the day went to Kevin Hardwick in his wonderful Peugeot 205 XS.

A huge thanks to the marshals who kept us all in check and controlled the transition of day dreaming drivers through the tests to reach their next challenge. Thanks to Jazzy Baz for videoing our endeavours which will appear on his YouTube page in good time. And to Ray and team for a cracking, friendly and most enjoyable days motorsport.

Neil Raven : Ilkley & DMC



Above Photos Courtesy of Neil Raven

York MC
THE CHRIS LEEMING
Memorial Autotest & PCA
9th October

John Rhodes : Airedale & Pennine MCC

This was the best speed event that I have competed on in many years. In fact my previous most recent autotest was driven in my classic 1275cc Mini when they were still being produced so I guess its not much of a record but I liked it from the start. My brand new navigator was on his first ever event so was unclear about how to describe the route we were supposed to take but within a few tests he quickly mastered the difference between left and right. Then, onto the advanced stuff where we were required to do a 360 elliptical turn around two separate cones, that took another couple of hours practicing but we mastered it before lunch.

Then came the really special treat for a dozen onlookers, unfortunately none of whom had a camera to hand. Our good mate Chas is the shy retiring type so, needing to heed the call of nature, he disappeared behind a huge mountain of a million tons of cow muck and on his return he decided to take a short cut through a shallow, crusty part of the pile. Despite being of slight build and taking dainty steps that were as light as those of a fairy, the crust gave way and he sank slowly into the mire. This was amusing until he tried to move forward, lost his balance and went full length, face down into the morasse. Hysterical was not an adequate description for our reactions, I would like to say that we were overcome with grief and concern for the plight of our chum but instead the cries of "Stay away from us" drowned out any sympathetic groans. About the only fortunate aspect of this event was that he fell forwards so he didn't get any cow muck on his car seat. The lack of side screens in his sports car would have been a blessing on his trip home, as no doubt was the ineffectiveness of his sixty year old cockpit heater.

Apart from this highlight, the event went very well, my brand new navigator realised that his skills extended as far as shooting clay discs and playing golf so he decided that instead of buying a competitive car he would be better off booking an all inclusive holiday in Cyprus. My return to autotesting after a hiatus of some forty years will be repeated in another forty years so my little Saxo can go and live in it's nice cosy garage until the start of next year's trialling season. It may, however, take a week to get rid of the cow muck that is plastered underneath as the area around it's exhaust pipe smells stronger than Chas.

As for results, I was delighted to enable even the most feeble drivers to look good in comparison to our efforts, not only were we last but it was by a huge margin. I must thank the timekeepers and other officials for their forbearance and I promise not to come again. I will just send in my entry fees and save everyone a lot of time spent waiting for me to complete the tests.

Thanks again, York MC, brilliant day out



Photos Courtesy of Steve Lancaster

John Rhodes : Airedale & Pennine MCC

De Lacy MC

12 Car Rally Winter Series Round 1

Friday 14th October

Neil Raven : Ilkley & DMC



A huge thank you to the organising team and marshals for last night's first round of the De Lacy 12 car winter series.

Young Corey Powell-Jones set a fantastic route to challenge us all, especially the first section through the town which took a bit of working out but we got there in the end.

I have no idea where we went after that as I was holding on to the round thing that makes the car change direction and Mrs Rave was on the maps. We had intended to swap seats but I'd just driven down from Aberdeen so was feeling tired, bless.

I must say I'm glad I didn't try and take on the silly seat duties because we'd decided to step up to the expert level and had to plot the route en-route instead of on a nice bright comfy kitchen table. The last De Lacy event we did Claire Nevar spent a good 3 hours plotting the hand-outs at home, last night she had to do it while I drove to the next junction, steadily I was reminded that steadily allows you to plot and write as we move along and I slowed down before I got an eye full of AAA powered head torch.

After our mystic journey through Brotherton at the start we were nearly OTL but the course closer left us in peace to try and work out the rest of the route and get some quality practice in. When the herringbone was passed through the window Mrs Rave's bottom lip started to quiver, she hates them. So team work kicked in and I was allowed the sharp stick which draws lines on the map and she read the instructions out. I got to within three bones of the end of the anorexic fish and couldn't make it work so we decided to set off and worry about that when we got to it. And it all became clear when we arrived at a very confusing junction but we worked it out and our reward was a code board nestling in the verge.

An alarming caution was on the bottom of the next handout warning of a not as map piece of road which skirted the side of the river Ouse. The Mitchell brothers found the approach to be friction free and just managed to get the Corsa round the corner. There was no recovery if you ended up on the wet road.

We celebrated at each code board found and I went quiet when we had to turn round to take the correct route. I'd had a long day and would have probably been no fun at home watching the telly so was a bit of a misery in the car. But I must say I'm very proud of Mrs Rave for taking on the challenge of plotting on the hoof and getting the correct route. The Saxo was lighting the way ahead with the ever efficient PIAA's but did start with a rumbling drive shaft, another eBay purchase and Saturday afternoon rolling around in the floor.

A great evening with a mix of abilities and cars taking part. A very special thanks to Corey for taking on the challenge of setting out a 12 car event. He was obviously nervous that everyone would enjoy it but with his enthusiastic team around him he pulled off a great night's motorsport. The amount of time that must have gone in to setting up and checking the route shows the commitment from Corey to make it work.

The next round is the 18th November and is ideal for those starting out and experts alike. Get the date in your diary and the spotlights fired up!

Neil Raven : Ilkley & DMC

West Cumbrian Gossip

Keith Thomas

I wasn't able to go to **Wigton MCs** monthly Coffee and biscuits gathering at their club building beside Moota garden centre on Sunday but I am sure it would be well attended, if you are not a member of Wigton MC its well worth considering especially if you like pub runs, social gatherings as well as competitive events.

West Cumbria Motorsport Club held one of their popular events recently that's a cross between a rally stage, autosolo/ auto test which they hold opposite Asda superstore at Workington on land that I believe is part of the speedway practice track but I could be completely wrong on this, whatever it is it is a very popular type of event so well worth joining WCMC if you like a touch of competition. If you are involved please update me on the format of this type of event so that I can pass the information on.

VSCC Lakeland Trial on Saturday

12th November, more details coming shortly. I have had quite a few volunteers who wish to marshal and I have forwarded these to Andrew Tarring the VSCC comp sec, if you and your buddies wish to run a section or even if you just wish to help in some small way let me know what you would like to do and I will forward your details. Don't forget you cannot get access to the forests with a vehicle or help on a section unless you are signed on prior to the event so that you are included on the VSCC blanket insurance policy.

Had a request for another obscure little part, this time it's a window winder handle for a MK3/4 Escort around about 1987 year, if you have one let me know and I will pass details on to the owner of the car, obviously the best way forward in the meantime is to swap it with a rear door window winder if it's a four door or the passenger door if it's a two door. From memory (which can be dodgy at times !) It will probably have a little spring C clip that holds it in place, this you remove with a little hook slipped up behind the winder handle and the door card whilst gently pressing the winder slightly towards the door card, pull the hook to release the spring, now look for the C clip that 5 times out of 10 will have shot out and landed somewhere in the garage.

Keith Thomas

LARA

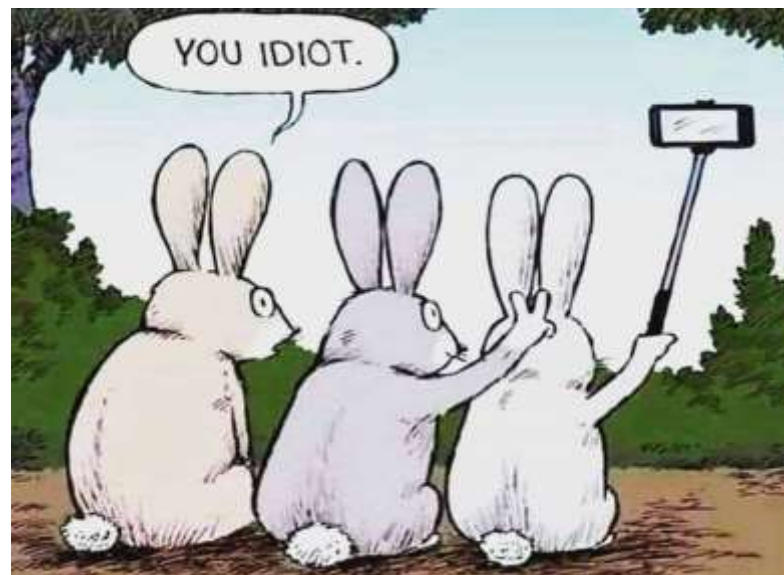
Bethecar Moor Common Lake District National Park

LARA has been notified of a proposal to erect new temporary fences on Bethecar Moor Common in the Lake District National Park. One of the proposed fences crosses the U5051 High Nibthwaite to Parkamoor unclassified road.

It appears that there will be a gate at the point that the fence crosses the UCR. If you have access to Trailwise 2, the UCR has the TWID: SD2989-2. There is a consultation with a closing date of **11 November**.

The consultants conducting the consultation will be hosting site visits on 3, 4 & 10 November.

For more details see the [consultation paper](#) and [covering email](#).





SUBSCRIPTIONS:

The Directors has agreed to retain the annual membership fees at their current rate. Therefore the 2023 fees will be £20 for a single member. The joint membership (spouse/partner) rate is £30 and Student/Cadet Marshal £10. We are now able to confirm that Jonathan Palmer of Motorsport Vision has agreed to renew the Star Prize of a day at Bedford Autodrome. All members who renew by 31st January will be entered into a random draw and the winner's name will be announced in March.

The winner will be requested to attend an event at an MSV circuit/event to receive the prize in person. The prize does not include travel arrangements to Bedford.

Notice is hereby given of the Annual General Meeting of the North West Region of the British Motorsport Marshals' Club Ltd to be held on Friday, 25th November, 2022 at 19:30, at the Blue Cap, 520 Chester Road, Sandiway, Northwich, CW8 2DR.

A light finger buffet will be available after the meeting.

Anyone wishing to attend is requested to register by e-mail or by post with the Regional Secretary, Paul Newns, no later than seven days before the meeting. A copy of the Minutes of the 2021 AGM will then be sent to you by e-mail or will be available on the night.

Agenda

1. Apologies for Absence
2. Minutes of the 2021 AGM
3. Chairman's report
4. Secretary's report
5. Election of Committee Members

In accordance with Club Rule K.3.3 one third of the North West Region Committee must retire each year. The following Members hereby stand down and offer themselves for re-election:

Paul Newns – Regional Secretary

Ian Briggs – rally representative

Duncan Fitz-Gibbons – Regional Recruitment Officer

Rule K.3.4 states that no person may hold an appointment as a regional committee member for a period in excess of three years without offering themselves for re-election. None of the current Committee has been a member for three years and consequently, no-one is required to offer themselves for re-election under this Rule.

In accordance with Rule K.3.5, anyone interested in joining the Committee is invited to send their details to the Regional Secretary no later than seven days before the date of the meeting. The application must be proposed and seconded by two fully paid-up members of the British Motorsport Marshals Club from the North West region and be accompanied by written confirmation that the nominee is willing to serve if appointed.

6. Members' propositions
7. Any other business

Members' Propositions

The Regional Committee is required to consider any resolutions proposed and seconded by fully paid-up members and lodged in writing with the Regional Secretary, Paul Newns, not later than fourteen days prior to the date of the Regional AGM.

The Secretary's e-mail address is nw.secretary@marshals.co.uk

Acquired Rights Scheme: Guidance

As part of the new Marshals' Development Pathway, Motorsport UK has set up an acquired rights process to enable those who may not have previously registered, or have chosen not to upgrade, to have their knowledge, skills and experience recognised by a more suitable grade of registration.

To qualify for a higher grade of registration under the acquired rights scheme, you must supply the information detailed on page 2 to your Club, who will then complete the necessary Club declaration or nomination letter and forward all of the documents to Motorsport UK. Acquired rights applications will be dealt with on a case-by-case basis.

This document contains:

- Details of the acquired rights process
- A Club declaration template

Applications under this scheme must be submitted to Motorsport UK by the 31st December 2023.

Should you have any questions about the process, please contact marshals@motorsportuk.org and we will be happy to help.

Acquired Rights Scheme: Process

Applications must be submitted to Motorsport UK by the 31st December 2023.

CURRENT \ ASPIRING	GRADE 1	GRADE 2	GRADE 3+
	<i>The following information must be supplied:</i>	<i>The following information must be supplied:</i>	<i>The following information must be supplied:</i>
UNREGISTERED	<ul style="list-style-type: none">• Event/Training attendance record within last 5 years• Club declaration*• Accreditation course	<ul style="list-style-type: none">• Event/Training attendance record within last 5 years• Club declaration*• Accreditation course	<ul style="list-style-type: none">• General motorsport CV***• Event/Training attendance record within last 5 years• Club nomination letter**
REGISTERED	<ul style="list-style-type: none">• Event/Training attendance record within last 5 years• Club declaration*• Accreditation course	<ul style="list-style-type: none">• Event/Training attendance record within last 5 years• Club declaration*• Accreditation course	<ul style="list-style-type: none">• General motorsport CV***• Event/Training attendance record within last 5 years• Club nomination letter**
GRADE 1		<ul style="list-style-type: none">• Event/Training attendance record within last 5 years• Club declaration*• Accreditation course	<ul style="list-style-type: none">• General motorsport CV***• Event/Training attendance record within last 5 years• Club nomination letter**
GRADE 2			<ul style="list-style-type: none">• General motorsport CV***• Event/Training attendance record within last 5 years• Club nomination letter**

Date:

Dear Motorsport UK,

ACQUIRED RIGHTS CLUB DECLARATION

Under the Motorsport UK Acquired Rights Scheme, we declare that the following person holds the necessary experience and attributes commensurate with a Grade _____ Marshal Registration in the _____ discipline, and we enclose their supporting evidence in this regard.

Name of Marshal: _____

Motorsport UK ID No.: _____

Yours faithfully,

Name: _____

On behalf of: _____

Position held: _____

This application can be used to apply for a renewal of your previous grades, an upgrade or a first time Cadet Marshal registration. If you have any questions or need help filling in this form, please call Membership Services on 01753 765050. All calls to and from Motorsport UK are recorded for training and monitoring purposes.

Please write in **BLOCK CAPITALS**

Motorsport UK Marshal Registration Number (if known, otherwise leave blank): _____

SECTION 1A - Your Personal Details

Surname: _____

First name(s): _____

Address: _____

Postcode: _____ Date of Birth: ____ / ____ / ____

Phone number: _____ Mobile: _____

Email address: _____

PLEASE ATTACH A
PACED PHOTO HERE
IF YOU HAVE NEVER
SUPPLIED ONE TO US
BEFORE. ONE OF THESE
HAS BEEN A PROBLEM
CHANGING TO YOUR
APPEARANCE.
(WRITE YOUR NAME
AND DATE OF BIRTH
ON THE REVERSE)

Gender	<input checked="" type="checkbox"/>
Female	<input type="checkbox"/>
Male	<input type="checkbox"/>
Non-binary or Gender fluid	<input type="checkbox"/>
Prefer not to say	<input type="checkbox"/>

Ethnicity	<input checked="" type="checkbox"/>
Asian/Asian British	<input type="checkbox"/>
Black/African/Caribbean/Black British	<input type="checkbox"/>
Mixed/Multiple ethnic groups	<input type="checkbox"/>
White	<input type="checkbox"/>
Other ethnic group	<input type="checkbox"/>
Prefer not to say	<input type="checkbox"/>

Disability
Do you consider yourself to have a disability or long term condition?
<input type="checkbox"/> YES <input type="checkbox"/> NO

SECTION 1B - Emergency Contact (Please complete ALL fields)

Full name: _____

Phone number: _____ Email address: _____

Address: _____

Postcode: _____

SECTION 2 - The Registration Grade(s) you are applying for**FIRST TIME:**

Registered Marshal (valid for all disciplines)

First time applications for the Registered Marshal grade must be made online following completion of the Registered Marshal Accreditation Course, available via the Motorsport UK Learning Hub. To get started, please login to, or create an account at: members.motorsportuk.org

	Race Marshal	Off-Track Marshal	Speed Marshal	Kart Marshal	Rally Marshal
Cadet Marshal (11-16 years old)	-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RENEWALS & UPGRADES:					
Grade 1 Marshal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Grade 2 (Timing)	-	-	-	-	<input type="checkbox"/>
Grade 2 (Radio)	-	-	-	-	<input type="checkbox"/>
Grade 2 (Experienced)	-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	-
Grade 2 (Incident)	<input type="checkbox"/>	-	-	-	-
Grade 2 (Flag)	<input type="checkbox"/>	-	-	-	-
Grade 3 (Post Chief / IC)	<input type="checkbox"/>	-	-	-	-
Grade 3 (Post Chief)	-	<input type="checkbox"/>	<input type="checkbox"/>	-	-
Grade 3 (Senior)	-	-	-	<input type="checkbox"/>	-
Grade 3 (Sector / Senior Stage)	-	-	-	-	<input type="checkbox"/>
Stage Commander	-	-	-	-	<input type="checkbox"/>
Marshal Assessor*	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SECTION 3 - Club Endorsement (Upgrades only)

If you are applying for an upgrade, please ask your club to endorse the application below and include any upgrading information, e.g. your Personal Record Card. Please then continue to Section 4. If you are applying for the same registration grade as previous years, please skip Section 3 and continue to Section 4. For additional upgrading information, please refer to the guidance which is available in the Resource Centre of www.motorsportuk.org

Club/Association Name: _____

Club/Association Officials' Name and Licence Number: _____

Position Held: _____

Club/Association Officials' Signature: _____ Date: _____

Did you know that by registering as a Motorsport UK Marshal you gain access to Membership Benefits? Once you have registered, the benefits can be accessed by logging into your account at members.motorsportuk.org and clicking on the Member Benefits tab.



*A few Random photos
Courtesy of Joseph Lewry
joecool27@extra.co.nz*



Airedale & Pennine MCC
&
Clitheroe & DMC



The Pennine Winter Targa & Classic Rally

25th February 2023

Both Airedale & Pennine plus Clitheroe and DMC are pleased to announce that they intend to organise and run a Targa dual permitted (clubmans & Interclub) event on the above date in the York area. The event will feature the following...

- Single venue with mainly sealed surfaces but easily traversable in a standard car – suitable for both modern and classic style cars.
- Over 20 miles of tests with under 10 miles of link mileage.
- Mid-morning start with the last test in the early evening darkness (a challenge for you!) meaning overnight accommodation is not an essential.
- Plenty of space for trailers and vans and potentially overnight stays with electricity supply for motorhomes etc (on an adjacent site).
- Hot food and drink outlet on site – available all day.

It is not intended to limit the type of tyre to be used – tbc.

Regional Championship status is being applied for - tbc

In summary a short, but intense style of event that is challenging for both car and crew on a non-damaging surface, with the organising team aiming for an entry fee of £100 or so (that is our target!). One for your diary's folks!!

Regardless Motor Club

After the first successful running of the **Steve Gornall Memorial Road Rally** this April the Regardless Motor Club has gained full inter club status and is well into preparation for next year's event.



Thanks to ANWCC and SD34 membership the rally will also be a feature of both championships running over the weekend of **23/24 April 2023**.

For regular updates keep an eye on the clubs Facebook pages and website or come over to the meetings at The Cross Keys at Whitechapel every other Thursday

**REGARDLESS MOTOR CLUB:
KEEPING ROAD RALLYING ALIVE**



Betty and Barbie, two blonde sisters had promised their uncle they would bury him at sea when he died. Their uncle had been a seafaring gentleman all his life and it was to be his final wish. Of course, in due time, he did pass away and the two blondes kept their promise. They cast off from Fort Lauderdale with their uncle all stitched up in a burial bag and loaded onto his rowboat. After rowing for quite some time, Betty says, 'Do you think we're out far enough?' Barbie slips over the side and almost immediately says, 'No, this will never do -- the water is only up to my chest.' So they row on some more, and Barbie slips over the side once again and disappears. Quite a bit of time goes by while Barbie is under water and poor Betty is really getting worried. Suddenly, Barbie breaks the surface, gasping for breath. 'Well is it deep enough yet, Sis?' Betty inquires. 'Yes, finally! Hand me the shovel

My mate who has a stutter was telling us about his Nana. By the time he'd finished we were all singing hey Jude!!!



2023 CALENDAR

- 1 MALCOLM WILSON RALLY
GRAVEL 31 MARCH
- 2 BEATSON'S BUILDING SUPPLIES JIM
CLARK RALLY
GRAVEL 25-27 MAY
- 3 ARDECA YPRES RALLY
ASPHALT 23-24 JUNE
- 4 MODERN TYRES ULSTER RALLY
ASPHALT 18-19 AUGUST
- 5 GET CONNECTED RALI CEREDIGION
ASPHALT 2-3 SEPTEMBER
- 6 TRACKROD RALLY YORKSHIRE
GRAVEL 22-23 SEPTEMBER
- 7 VISIT CONWY CAMBRIAN RALLY
GRAVEL 27-28 OCTOBER

*Provisional and subject to MotorSport UK



THE WONDERFVLL DISCOVERIE OF WITCHES IN THE COVN- TIE OF LAN- CASTER.

With the Arraignement and Triall of
Nineteene notorious WITCHES, at the Assizes and
generall Gaole deliuerie, holden at the Castle of
LANCASTER, upon Munday, the se-
uenteenth of August last,
1612.

Before Sir IAMES ALTHAM, and
Sir EDWARD BROMLEY, Knights; BARONS of his
Maiesties Court of EXCHEQYER: And Iustices
of Assize, Oyer and Terminor, and generall
Gaole deliuerie in the circuit of the
North Parts.

Together with the Arraignement and Triall of IENNET
PRESTON, at the Assizes holden at the Caffe of Yorke,
the seven and twentieth day of Iulie last past,
with her Execution for the murther
of Master LISTER
by Witchcraft.

Published and set forth by commandement of his Maiesties
Iustices of Assize in the North Parts.

By THOMAS POTTS Esquier.

LONDON,

Printed by W. Stansby for Iohn Barnes, dwelling neare
Holborne Conduit. 1613.

SALFORD VAN HIRE
NEIL HOWARD

STAGE RALLY AND Fireworks



**OULTON PARK
SAT 5 NOVEMBER**

ADULT ADMISSION (ONLINE)* £19
ADULT ADMISSION (GATE) £23
TEEN ADMISSION (ONLINE)* £11
CHILDREN UNDER 13 FREE

0344 225 4422
WWW.OULTONPARK.CO.UK

* Discounted advance tickets available until midday
Thursday 3 November.



OultonPark





The Boundless by CSMA, North West Motorsports Group, the Under 17 Motor Club North West and Accrington Motor Sport Club See; - <https://linktr.ee/togetherin%20motorsport> are joining together to promote 'grass root' motorsport events in the North West of England. Bring your own road car, entry fees £35-Blackburn, £40-Lymm events. Join a motor club, get a free [Motorsport UK RS Clubman Licence](#) and have a go!

10 events; AutoSOLO and Autotest will be held at the 2 venues during 2023

Full list below

You can get involved on the day as a marshal initially and then drive at a later event.

Did you know?

- Motorsport can be cheap!
- You can just use the car you drive every day!
- You can drive from 14 years of age at these events.-AutoSOLO & Production Car Autotests!
- You do not need any special training or equipment.
- This is really fun and you can make new friends as well.

All you need is the car you drive every day! Big or small, come and have a go! Not convinced? Check out

<https://www.youtube.com/watch?v=mFlkKdmJZws>

to get a novice perspective on Motorsport.

All the event regulations and entry forms can be found at <http://anwcc.co.uk> or SD34MSG.org.uk six-eight weeks before the event date. Some of these do fill up, so an early entry is advised.

The Civil Service Motoring Association (CSMA) Celebrates 100 years in 2023. Please come along to the Lymm events and have a fun day of motorsport with our team, All 4 events will be run by **Boundless by CSMA, North West Motorsports Group in 2023.**

Dates

11th/12th February 2023 M65 Junction 4 services
23rd April 2023 Lymm Truckstop M6/M56 junction
21st May 2023 Lymm Truckstop M6/M56 junction
18th June 2023 Lymm Truckstop M6/M56 junction
15th/16th July 2023 M65 Junction 4 services
13th August 2023 Lymm Truckstop M6/M56 junction
9th /10th September 2023 M65 Junction 4 services

Contacts;

Tracey Smith – tracey.amscc@hotmail.com

Steve Johnson – 07718051882 – steve.amscc@gmail.com



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

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

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



NESCRO

Historic Motorsport In The North Of England & Scotland



2022 NESCRO CHALLENGE

• Sat 12th November Saltire Saltire Rally Club Historic/Targa

NESCRO 2022 Historic Driver's Challenge

Pos	Driver	pts
1	Dave Short	341.7
2	David Alexander	289.7
3	Ali Procter	286.9
4	Alex Willan	278.3
5	Andy Beaumont	256.7
6	David Garstang	232.0
7	Colin Wilkinson	229.3
8	Ian Dixon	219.5
9	Andrew Smith	204.8
10	Geoff Bateman	202.2

NESCRO 2022 TARGA Driver's Challenge

Pos	Driver	pts
1	Chris Dodds	472.7
2	Bob Hargreaves	372.9
3	Simon Jennings	338.5
4	Phillip Hodgson	298.3
5	Kevin Savage	268.6
6	Andrew Graham	226.5
7	Steve Retchless	213.0
8	Fraser Hughes	211.2
9	Robert Short	208.3
10	Barry Lindsay	194.7



NESCRO 2022 Historic Navigators Challenge

Pos	Driver	pts
1	Lynsey Procter	384.4
2	Andrew Fish	354.9
3	Roy Heath	341.7
4	Callum Alexander	289.7
5	Matthew Alexander	232.0
6	John Scott	229.3
7	Maggy Bateman	202.2
8	Alex Metcalfe	196.7
9	Ross Blyth	185.4
10	Glen Fothergill	185.0

NESCRO 2022 TARGA Navigators Challenge

Pos	Driver	pts
1	Colin Fish	443.8
2	Pete Gibson	294.2
3	Phil Savage	268.6
4	Kat Sutton	226.5
5	Pete McInnes	211.2
6	Kirsty Thompson	208.3
7	Lewis Hodgson	198.3
8	Martyn Petry	194.7
9	Stewart Davis	186.9
10	Clifford Auld	179.5



Longton & DMC
SATURDAY,
21 JANUARY 2023

FROM 18:30-01:00

60th Anniversary

&

2022 Season Awards Dinner

Barton Manor Hotel



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/>



MOTOR SPORT GROUP

AWARDS NIGHT

2020
2021
2022

**11th February
2023**

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

**More Details
To Follow - soon**



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

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

Clitheroe & District Motor Club



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

MARSHALS

Lots of Marshals needed

Chief Marshal : Maurice Ellison

Tel. No. 07788723721

Email : sd34news@gmail.com



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1



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To Access all
of the following

2022 Championships Calendar

Championship Registration

2022 Championship Tables

Please Visit

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UPCOMING EVENTS

FEB 17th

SUNDAY

MAR 15th

FRIDAY

APR 13th

SATURDAY

JUN 29th

SATURDAY

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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



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Wern Ddu PCA



13th November
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 motorsport uk

MARSHALS



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
12	06/11/22	Malton Forest Rally	Malton MC / Clitheroe & DMC	Gravel

CAT2 Stage Rally Cars

Motorsport UK has published new guidance on Category Two stage rally cars, to clarify to Scrutineers and Competitors what chassis modifications would require a car to be classified as a Category Two car and what the limit of modifications is for cars within Category Two Stage Rally Cars.

The guidance can be viewed in the Resource Centre of the Motorsport UK website, at <https://www.motorsportuk.org/wp-content/uploads/2022/10/General-Guidance-on-Category-One-and-Two-cars-incl-Escorts-v7.0.pdf>

The guidance gives specific clarification for MkI and MkII Ford Escorts on the accepted specification under the Category One regulations based on the common practices on how these models have been prepared for rallying over the last 40+ years.


There will of course, be a number of vehicles required to be re-classified from Category One to Category Two following the publication of this guidance. Please be assured that re[1]classification into Category Two does not affect the eligibility of any vehicles in Stage Rallying under Motorsport UK General Regulations. It just means that a more detailed Scrutineer inspection, normally with a Technical Commissioner, is required to ensure that any chassis modifications have been undertaken to a safe standard and a Category Two Stage Rally Vehicle Identity Form issued as an accompaniment to the Vehicle Passport to detail the modifications.

To make the transition from Category One to Category Two for those vehicles that need to be re-classified as simple as possible, Motorsport UK has put the following arrangements in place.

Once a vehicle has been identified as requiring re-classification by a licenced Scrutineer, the Vehicle Passport / Competition Car Logbook will be annotated and the owner will be granted six months to have the vehicle inspected and the Category Two documentation completed. The vehicle can continue to compete using its existing Vehicle Passport / Competition Car Logbook during this period.

Suitably experienced National Grade Scrutineers may be authorised to undertake the Category Two inspections where a Technical Commissioner is not available. For vehicles with existing Category One Vehicle Passports / Competition Car Logbooks which should have been classified as Category Two from the initial inspection, the Category Two application fee will be waived, Motorsport UK processing the Category Two application free of charge. Although the applicant may be required to pay for the inspecting Scrutineer / Technical Commissioner's expenses.

If you have any questions about this guidance or the Category Two application process, please contact the Motorsport UK Technical Team by email: technical@motorsportuk.org or on 01753 765 000

Hexham & District Motor Club 

**John Robson &
Hexham Historic Rally**
18/19th February 2023
Using the best lanes of Northumberland
& County Durham

Championships

- ANCC
- SD34MSG
- Scottish AMC
- ANWCC
- ANWCC Historic

Navigation

- Simple No Nonsense Navigation
- Beginners class with Marked Maps

Regulations

Available from January 1st
2023

www.johnrobsonrally.com

&

Hexham & DMC Facebook Page



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

 **Motorsport Diagrams**

 motorsportdiagrams@outlook.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)

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Duncan Littler Speed Sports Photography

Joe Gilbertson

and last but not least, Chairman
(& my complaints manager)

Steve Johnson

& if I have left you out of the above credits,
Sorry and PLEASE tell me

The opinions expressed in this publication are those of the individual contributors, and not necessarily those of the editor or the member clubs or the committee of SD34MSG

SD34MSG

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



ANCC



**Monday 5th December
By Zoom ?
www.ancc.co.uk**



ANWCC

Association of North Western Car Clubs

**Tuesday February 7th
8pm at the Kilton Inn
Knutsford
<http://anwcc.co.uk>**

ANECCC



**Thursday 3rd November
Dr. Syntax, New Ridley.
8pm with the possibility of a
zoom option.**

**The Technology keeps improving
<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 December Edition is
Tuesday the 29th of November
which is due out on
Tuesday the 1st of December**

**PLEASE Email Reports etc. ASAP
to [Maurice Ellison at :
sd34news@gmail.com](mailto:sd34news@gmail.com)**

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