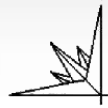


# January spotlight

## 2023



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



**ANWCC**  
Association of North Western Car Clubs

**ANCC**  
Association of Northern Car Clubs



ANCC  
.CO.UK



THE COPPERMINES  
LAKES COTTAGES

**Grizedale Stages Rally**

Mike Wolff / Callum Young  
Photo Courtesy of  
Chris Ellison

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

Volume 14 : Issue 1 : January 2023 : Maurice Ellison

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**Comprising the following 10 Clubs**



**Blackpool South Shore Motor Club**

[www.bssmc.com](http://www.bssmc.com)



**Clitheroe & District Motor Club**

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



**Ecurie Royal Oak Motor Club**

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**Garstang & Preston MC**

<https://gp-mc.co.uk/>



**High Moor Motor Club**

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



**Preston Motorsport Club**

[www.facebook.com/prestonmotorsportclub](http://www.facebook.com/prestonmotorsportclub)



**Stockport 061 Motor Club**

[www.stockport061.co.uk](http://www.stockport061.co.uk)



**Warrington & District Motor Club**

[www.warringtondmc.com](http://www.warringtondmc.com)



**Wallasey Motor Club**

[www.wallaseymc.com](http://www.wallaseymc.com)



**2300 MC**

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**+ another 7000+ on the distribution list**

(30 X 100 + 7000 + Associations = 15,000 ish+ readers)

**And sent to all SD34MSG,  
ANWCC, ANECCC and ANCC clubs**

**All advertising revenue helps to fund SD34MSG**

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# Chairman's Chat January 2023



The end of the year is normally the time when you look back at the whole year and plan for the next! Last year I started the January Chairman's Chat with;

*2022 is hopefully the start of a 3 to 5 years return to normal for motorsport events in the North West; it may take that amount of time!*

*Clubs and organisers need to focus on what works for them and their members. Competitors need to help them to make the process for these volunteers that run 'grass root' motorsport events, as easy as possible. Thank goodness that we have many dedicated 'professional volunteers' running grass root motor-sport events! Without them motorsport just would not happen.*

Sadly not much changed! But many Motor Clubs, Associations and SD34MSG lost several 'professional volunteers'.

In March SD34MSG lost Les Fragle, Vice-President, who had been involved with SD34 for over 50 years. In December after a very short illness we lost Bill Wilmer, Vice Chairman, Bill was winning SD34 championships in the 1960s and has been involved in motorsport ever since! Our thoughts go out to Bill's family in particular Debbie and Spencer and all his many friends at this time. Please see page 40.

SD34MSG Spotlight magazine covers a whole range of grass root motorsport. Many thanks to all those who contribute to 'Spotlight', by sending items, event reports, jokes, photographs and Maurice for compiling of it all each month! - **We would not have such a great magazine without all your work.**

All the advertisements in Spotlight, help SD34 MSG to keep the registrations fees to just £5 for all the championships! To register you need to be a member of one of our nearly 30 member motor clubs see page 4 for the full list! – It is only a few clicks to fill in the 2023 form - please [register here](#)

I would like to thank all those that help run SD34 MSG by compiling the championships, acting as officers attending meetings and running the events in our championships, without these volunteers SD34 would not work!

On Saturday 11<sup>th</sup> February 2023, (see page 7) we shall hold the first awards night in 3 years! Please come along and support the evening, in particular, if you have an award to pick up! We have 3 Guests, and hopefully a room full of champions! - Pie & Peas Supper all for £10/ Head; [Book Here](#)

Let's hope for a better 2023!

**Steve Johnson : SD34 MSG Chairman.**

What do you get if you eat Christmas decorations?  
Tinsilitis

When is a boat like snow?  
When it's adrift

Where's Santa's favourite place to deliver gifts in America?  
Idaho ho ho

My favourite animals are moles but my nickname The Molester isn't working out too well.

What did the bloke get who stole an Advent Calendar? 25 days

Took my wife out to a restaurant last night. The manager said, " do you mind waiting a while " I said no.  
He said " can you take these drinks to table 7





# ANWCC

Association of North Western Car Clubs

That's another year gone by, and a good one for the Association of North-Western Car Clubs as we had the greatest number of championship contenders that we have had since 2008, a grand total of 317 competitors contesting our many championships.

The successful award winners (full list can be found on our website) can collect their spoils at the Awards Presentation to be held on Saturday 4<sup>th</sup> February 2023 at the Mere Court Hotel, Warrington Road, Mere, Knutsford, Cheshire, WA16 0RW. Forms to apply for tickets, and to tell us your choice of food, are on our website. We need to know orders by Saturday 7<sup>th</sup> January as required by the hotel to arrange supplies of food!

We have now officially released the regulations for our 2023 championships and also the calendar where you will find a full list of events and quite a few new events to our championships, all welcome.

Championship registrations have been open for a couple of weeks and coming in steadily so we look forward to some great competition amongst our contenders.

To register for our 2023 Championships go to our website and click on the link in the left-hand menu of the home page. Simply complete the details and submit, payment by bank transfer preferred but we will accept cheques or cash! Donations to the Marshals Fund will also be welcomed, and all reading this are reminded that all you need to do, after marshalling on an event, is click on the link to claim points and submit your claim, there is a cash prize drawn every month from the submissions, as well as shareout of the "kitty" at the end of the year and souvenir awards to the top ten in the points.

As always, we welcome comments and ideas for our championships and, as soon as events happen, the charts will be appearing on our website so you can see how well you're doing!

As we go to press we are still waiting for some of the Motorsport UK permits, we have only received the Rally championships permits to date. Despite the new regulation R1.1.11 that can be found in the 2023 Blue Book we have been told that we can carry on as before with regards to flexibility and dealing with any calendar date changes that can happen and over which we have no control. We never did receive an explanation as to the reasons for the regulation which was fast-tracked through the system. Any such changes will be publicised on our website and Facebook page.

Regulations for some of our early championship events are already published and you can find links to them under the Events Info section on our website home page.

Wishing all a successful 2023, whatever you're doing, but hopefully that will mean tackling our championships! ... and keep checking our website where you will find all the information as to what is coming up, what has happened, and up-to-date championship charts. There are several social media sites displaying event calendars but our website is the only one where you will find the official ANWCC listings! ... [www.anwcc.co.uk](http://www.anwcc.co.uk)

*Dave V Thomas*

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

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



**Visit the ANWCC Website and Register  
for the 2023 Championships**

# SD34MSG AWARDS NIGHT

2020  
& 2021  
& 2022

**Saturday 11<sup>th</sup> February 2023**

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

**GUESTS**



**John Cope (2300 MC)**



**Neil Roskell (G&PMC)**



**Callum Young (C&DMC)**

**TICKETS**  
**£10 /Head**  
**Available to**  
[book online](#)

**Pie & Peas  
Supper  
From 6:30 pm  
Raffle**

# The Coppermines Lakes Cottages Grizedale Stages

Friday 2<sup>nd</sup> & Saturday 3<sup>rd</sup> Dec 2022.

*Callum Young : Clitheroe & DMC*

My 20th and final event of the year, The Coppermines Lakes Cottages Grizedale Stages, was an event I'd always wanted to do, with it being my closest gravel event, and this year I got that chance. I got the opportunity to sit in with Mike Wolff, after finding out he was looking for a co-driver for the event, in his BMW e30 with a 3 litre M3 engine.

I travelled up on the Friday morning, meeting Mike at his house to go through the notes, and make sure that we were ready for the event, as it was being used as a test event to potentially compete in the Rally 2 championship for 2023. With the notes now sorted, we were both ready for the event.

After noise and scrutineering on Friday afternoon, it was a long wait until we started the event, with a stage at night in Grizedale East, which hasn't been used for around 25 years. With Mike only having had one co-driver since he started rallying, this event was being used to build the confidence and trust together.

The Grizedale East stage (Run by Clitheroe & District MC) was very slippery, but we didn't put a foot wrong, apart from almost going straight on at the first corner, due to not knowing how slippery it was! We were glad to finish that stage in a respectable 50th overall, 6th in class, which for a powerful rear wheel drive car, not being able to put any of that power down was a good position to go into the daylight stages on the Saturday.

Saturday started with a stage in Grizedale North, with this being Mike's local forest, and only living 20 minutes away, this was a chance to show our pace. Having never competed in Grizedale before, I really enjoyed this stage as it is definitely a rally for the co-driver, with corner after corner to call on the notes, it was relentless. But the stage went well, with Mike starting to trust the notes I was calling, and we set 39th fastest time, which put us up to 41st overall, 5th in class.

Next up was Grizedale South, which was going even better than the stage before, Mike was really committed to the notes I was calling, and I could tell that the trust was definitely there. Like the stage before, it was relentless, with me not being able to stop calling the notes all stage. But unfortunately, just over halfway through the stage, we hit a big hole on the right hand side, we thought we had a right rear puncture and stopped to change it, but in fact it had broke the rose joint in the rear right corner of the car. Very unfortunate, but that's what happens when you are pushing hard to get a good result.

I'd like to thank all of the drivers I have sat with this year, and hopefully the results on gravel will come next year as I aim to do more on that surface.



*Callum Young : Clitheroe & DMC*



# The Coppermines Lakes Cottages

## Grizedale Stages

Friday 2<sup>nd</sup> & Saturday 3<sup>rd</sup> Dec 2022.

*Barry Lyndsey : Spadeadam MC*

## Lindsay / Lodge Rallying

A end to a busy year has saw us clinch the Proflex Association of Northern Car Clubs stage rally championship. Class wins on the Malcolm Wilson Rally & Greystoke earlier in the year put us into contention but then a setback on the Tyneside Rally where clipping an edge on the tarmac road broke a steering joint pitching us into a ditch. I'd set about repairing it in the ditch while Caroline watched the time for us going OTL. After it was repaired we got it out of the ditch. We got to the finish of the stage with only seconds to spare. The rest of the day was to claw as much time back as we could to collect as many points as possible. Was an interesting few stages getting back to 2<sup>nd</sup> in class. That was followed by a class win and good points at 3 sisters.

To finish off the year another favourite event was Grizedale. The only event still running that I did in my first year back in 1993. An event I also got my first class win back in 1998. This year a different format to the usual. The event would start with almost 5mile on the Friday night in the dark in a section of forest not used since Colin Mcrae won the Rally GB. Then the Saturday would be the main Grizedale and finishing with an 18mile stage.

The event got off to a better than expected start. To be 4 seconds off my expected class winning rival in a much newer R2 car when we hadn't done the stage before, done any night rallying before or watched any route note DVD and in a 20 year old car was happy. The Saturday first two stages also went to plan on the limit but safe (ish)! A good finish was needed to seal second in the SG Petch championship was needed. Just routine servicing at the mid day halt and new Pirelli tyres for the final 18 miler. With belts extra tightened and Caroline took a deep breath, 18 mile in Grizedale feels a long way there is so many corners, dips and crests but its a fantastic stage. After being on the edge of a couple of ditches early on I recall thinking you won't get away doing that for 18 mile. But we got there in a fastest front wheel drive car and fastest in the class time. Wasn't enough to win the class but 16<sup>th</sup> Overall and 2<sup>nd</sup> in class was a good end to the year.

The season saw 11 starts with 11 finishes, 6 class wins and 3 second in class. Winning the Proflex ANCC championship and runner up in the SG Petch ANECCC championship.

What happens in 2023 we'll wait and see but will struggle to beat this year. Thankyou to everyone who has supported us this year especially Carspeed, Pirelli Tyres & Patterson route notes. My thanks to Caroline also. Everyone who has organised or marshalled on events. Your work is much appreciated and hoped you enjoyed the events from stage side also.

**Merry Christmas & a Happy motorsport filled 2023.**

*Barry Lindsay / Caroline Lodge*



# SPECIALS, WANNABEES AND OTHERS

You decide which is which.

*Phil Thompson*

As a devout Yorkshireman, when someone told me that an engineer could make for ten bob, what anybody else could buy for ten pounds, the result was inevitable. I had to become an engineer.

At that time, in the late 1950s, "Special Building" had started to boom, probably due to so many sorry looking Austin 7s being available for a fiver or less(!) and probably helped by the recent introduction of fibreglass reinforced plastics.

Production sports cars, such as MGs, Austin Healeys, Triumph etc were still a hefty wedge of cash for the working man, so, in order to satisfy his need for top speed and "g force", the idea of making his own creation was very appealing.

There was also an element of society that, according to the Special Builders' Guide, "wouldn't want a Ferrari, simply because someone else had built it!"

For a swish looking vehicle, there were several fibreglass bodies available, from the Hamblin Cadet at £33, to more expensive ones such as the Falcons, Ashley, Microplas etc. These tended to be heavier than the ash/aluminium bodies such as Supalloy at £25, Cambridge, Speedex etc. Jem Marsh later went on to create the plywood, and later, fibreglass Marcos.

The range of equipment for Ford donor cars was equally impressive.

Many years down the line, the Kit Car industry has developed steadily. Most of the downright dangerous creations have been eliminated due in part, to SVA and IVA test requirements, which, however frustrating, do make sense TO A DEGREE, apart from those that don't!

Probably only half of the "projects" finish as decent useable cars, but as an old friend, now deceased said to me "You see adverts for unfinished kit cars for half what they cost. On the face of it, the guy is losing half of what he paid, but what you can't put a price on is the hours of pleasure that the guy's had getting that far."

To me, a "Special" is a one off creation, but, like the words "Vintage", or "Classic", means different things to different people, and all are created for different purposes. I hope you can enjoy browsing some of the following examples which I've been lucky enough to have known.

## ROUTLEDGE SPECIAL.

As a teenager, I used to cycle over to Rosedene Garage at Whinmoor on the Leeds-York road, the domain of Norman Routledge. He was acknowledged to be a leading expert on Alvis cars, intolerant of idiots, and with an impressive command of Anglo Saxon vocabulary.



**Routledge Special**



*Continued on Page 11*



## ***Specials & Wannabees***

### ***Continued from Page 10***

He had built a Special based on a shortened Alvis Firefly chassis with an engine comprised of Alvis Speed 20 and Silver Crest components. He drilled countless holes in all the places that he could, and even the seats were just a sheet of canvas slung between two tubes. This was a very speedy machine.

When I eventually left my parental home for good in 1967, I thought I'd never see it again, but life turns up unexpected surprises, and there, at the 2010 Cumbria Classic Car Show, looking much loved, was the Routledge Special, now in the hands of the son, of the man who had purchased it from Norman many years earlier.

## **MY ALVIS FIREFLY SPECIAL.**

I have to admit that as a 19 year old, I was terribly ignorant about most things, and bought this car for £40, in need of much TLC, not realising that it was a "cut down" Cross & Ellis saloon. I was just impressed by the general shape, size, and Alvis badge on the radiator. The body was cleverly designed to avoid any double curvature, and was quite a pleasing shape to a young chap.

The crash box with clutch stop and central accelerator made it great fun to drive, and the Bendix brakes kept the driver on his toes. Sadly, it only did 63mph flat out on the level, but held the road remarkably well.

I drove many happy miles in this car, and there was a lump in my throat when I sold it for £35.

A few years ago, I chanced to see it on an auction site, reasonably "tarted up", and described as a "Holbrook" body with a guide price of £34 -38K.

## **ROBINSON SPECIAL.**

This started life as an Alvis Firebird saloon. It had been shortened and fitted with typical "boy racer" bodywork of that period.

The late Frank Robinson DFM. ARIBA was a good friend to me for several years. I first knew him as the Northern Secretary of the Alvis Owner Club when I bought my Firefly in 1963.

Later, purely by chance, I got to know him when I moved to Greater Manchester. I was able to help him with small jobs, and travelled to many events in convoy with him, which he probably appreciated more than I realised.

He fitted an Arnott blower and carburettor. I was never convinced that the car was any faster as a result, but Frank was happy.

***Continued on Page 12***



**Firefly Special**



**Firefly Special**



**Robinson Special**



## **AUSTIN 7 SPECIAL.**

I decided to buy “a car for my wife”, as one does!

A fibreglass bodied Austin 7 turned up. It had all the “goodies”, Bowdenex I.F.S., boxed chassis etc.

The body was either Falcon Mk1 or Ashley laminates, which used the same mould. It resembled a scaled down M.G.A. but of course needed scaled down people to get into it.

Much time went into the mechanical restoration of this car, and eventually the body, and chassis were sold separately.

My wife meanwhile had sensibly bought a 105E Anglia!

## **ALVIS 12/70 SPECIAL.**

My first “professional” job was with Hawker Siddeley Aviation. Our department was in the middle of moving from Chadderton to Woodford.

The man in charge of the Apprentice School at Chadderton had driven his Alvis 12/70 into the ground, and it ended up in the Apprentice School being used as a fitting exercise.

When they had the bright idea of making a hot air balloon, the rolling chassis had to be removed in order to make space, and as I was using an Alvis TA14 Tickford DHC as regular transport, I was offered it for free!

Needless to say, I accepted. One Saturday morning, Frank Robinson, Ernest Shenton and myself turned up at Chadderton with a trailer and transported it to a barn at Heald Green. There were 7 Alvises in that barn, for which we paid rent on a pro rata basis.

My intention was to build a Special suitable for racing in VSCC events.

The box section rear chassis members were badly rotted and stuffed with hazel nut shells, most likely deposited by mice. The gearbox contained several cigarette ends, obviously, the Avro Apprentice School ashtray. Credit where it's due though, they were mainly filter tips, an indication of the quest for a healthier life.

Alvis's are generally overweight, but I managed to get the chassis down to a weight where I could lift it.

After considering quarter elliptic rear suspension, I opted to fabricate new rear members and shortened the wheelbase by a foot at the same time. I made a conduit pipe frame, and fitted a narrowed down VW bonnet to form a beetle-back. Several people had used Morris Minor bonnets for this purpose, which was a neat solution.

**Continued on Page 13**



**Robinson Special**



**Austin 7 Special**



**Austin 7 Special**



**Alvis 12/70 Special**



## **Specials & Wannabees**

### ***Continued from Page 12***

I was able to use my mechanically similar TA14 as a mobile test bed. I recall driving it through Silverstone traffic with the fan blades removed and 1/3<sup>rd</sup> of the radiator blanked off. Amazingly, it didn't boil.

Eventually, I sold this car and many spares to a well known Alvis racer. I believe extensive alterations were to be made.

## **RON BUCK'S ALVIS 4.3 SPECIAL**

Ron was a well known Alvis competitor from Stoke-on-Trent. His shortened 4.3 litre Alvis is shown at an Alvis Owner Club sprint meeting at RAF Gaydon, when the Red Arrows were based there. The Morris Minor bonnet made for a neat back end. Unfortunately, on this occasion, his son Phil (shirtless) had driven it a bit too hard and it had to be retired. Phil later went on to win one of the British Sports Car Championships in a Chevron B8.

The Red Arrows lads gave us a demonstration flypast in the Hercules back-up transport!

## **FINALLY.**

I've spent the last seventeen (!!!) years on my Alfa 75 project, which has been described in detail previously, and is still not finished.

Briefly, I've taken all the mechanical bits from an Alfa 75 Twinspark and put them into a backbone spaceframe of my own design. The combined limited slip differential/gearbox/clutch and inboard rear brakes created a few major problems, but hey, what a package!

The bodywork is greatly influenced by BMW 328 and 315, but the ash frame is left exposed and panels are inlaid. This was to avoid swaging and welding aluminium, and, of course, paying a panel beater!

## **FINALLY FINALLY.**

There are several "altered" vehicles which I know very well.

## **DAIMLER MAJESTIC MAJOR.**

I believe that at one time, this model was the fastest hearse in the world, capable of approximately 120mph. (What a way to go!) My old friend Mike Day used one as the basis for a Special to satisfy his needs. The 4.5 litre V8 engine was coupled to a Jaguar E Type overdrive gearbox, and the end result was something akin to a suicidal Lotus 7 on steroids.

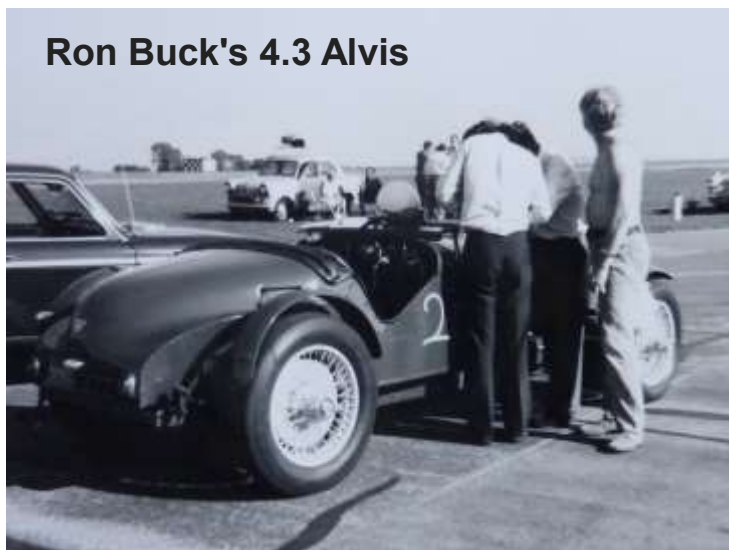
As Mike also had a Dellow from way back, the Daimler was known as "Big D", and the Dellow as "Little D"

The top speed was, shall we say, "pretty impressive".

***Continued on Page 14***



**Alvis 12/70 Special**



**Ron Buck's 4.3 Alvis**



**ALFA 75 PROJECT**





## DAIMLER/MERC SSK

This is another from Mike's stable. He worked in the oil industry, spending 30 odd years in the Sahara desert and other ungodly places. He'd always wanted a Vintage Bentley, but decided to settle on a "lookalike". Knowing that I'd built 13+ ash frames for genuine ones, he would spend his annual leave with his father looking for a suitable rolling chassis. Eventually, just as he was about to go off again, he turned up at T.F.Vintage with this Daimler Straight 8 chassis (see photo) on the day of Princess Diana's funeral.

A group of us were there, and felt that a "Bentley" was out of the question, BUT WHAT ABOUT A "MERCEDES SSK"? Almost reluctantly, Mike agreed.

Thus began one of my most enjoyable projects.

The car had started life as a limousine similar to the one in "Poirot" shown below. Its final days were in a Film called "Lady L" shot at Castle Howard starring Sophia Loren and David Niven. A large hole had been cut in the roof to give camera access for the "back seat" shots.

The chassis was shortened to SSK dimensions and I made a hardboard mock up of key sections of bodywork. Photographs were taken, and sent to Mike's father, who faxed them to Mike in the desert in order to keep him in touch.

We retained the pre-selector gearbox and the worm drive(!) differential. I suspect this wasn't designed for continuous high speed work.

I also managed to use the original radiator inside a custom made shell. The Alfa badge was partly a bit of fun, but also to help with visual impressions.

I re-created many SSK features, including the stepped seats. These gave the driver more elbow room when accompanied by a riding mechanic.

The rear of the Daimler chassis is very different from the SSK, so I had to do my own interpretation.

The bonnet top louvres on an SSK are delightful, and our panel beater, Harry, managed to re-create this feature most faithfully.

## ROY ASHTON'S SCIMITAR

The late Roy Ashton was a well known maker of ash frames in Greater Manchester. He built his Special using a Reliant Scimitar rolling chassis. Roy did the woodwork, and the panelling was done by T.F.Vintage near Middlewich, now Trevor Farrington, Holmes Chapel.

**Continued on Page 15**



**DAIMLER MAJESTIC MAJOR.**



**DAIMLER Straight 8**



**DAIMLER/MERC SSK**



**DAIMLER/MERC SSK**



**DAIMLER/MERC SSK**



## ***Specials & Wannabees***

### ***Continued from Page 14***

Roy saved himself a lot of trouble by simply re-bodying an existing vehicle, thereby avoiding SVA/IVA.

## **LAGONDA V12**

The Alfa Romeo 8C Mille Miglia by Touring is an all time classic. The owner of this Lagonda wanted a similar body on his V12. A re-designed radiator shell had to be made, but looks absolutely correct.

The bodywork is by Peter Chapman (aka Pedro)

## **RILEY TT SPRITE REPLICA**

Another one of Pedro's creations. I use the word "Replica", because as far as I know, it is a fairly accurate replica of the car used by Mike Hawthorn, the chassis of which resides in the National Motor Museum. I believe several parts were stolen from the Hawthorn car. THERE ARE NO STOLEN PARTS ON THIS CAR. Even the radiator shell had to be made specially.

FA 5958 started life as a Riley Falcon with "fastback" bodywork. I drove it round the Arley Estate in this form. Very little of the original car remains. The chassis is a replica of the one on the Hawthorn car. A crash box replaces the preselector, and the engine has been extensively rebuilt and modified.

The motives for building a Special are as varied as the guys that build them, but provide an outlet for innovation and individuality.

A picture paints 1000 words. I hope you have enjoyed some of the above.

## ***Phil Thompson***

### **Final Finally Final**

Phil would be interested in any information regarding a black **Alvis 12/70 Mulliners saloon Reg DWK 556** that I believe was rallied in the 1950s by a lady called Kathleen Bainbridge who's husband (navigator?) had a pharmacy in Ashton-under-Lyne.

If you can help the please send me an email and I will put you in touch with Phil

**Maurice Ellison : [sd34news@gmail.com](mailto:sd34news@gmail.com)**



**ROY ASHTON'S SCIMITAR**



**LAGONDA V12**



**RILEY TT SPRITE REPLICA**



# December Navigation Run

8<sup>th</sup> December 2022

*Lee Matthews*

A good turn up of entries for the December Navigation Run 2022. Lee and Yvonne went and put the symbols out an hour ahead of the crews, whilst Sion signed everyone on and gave them their packs. Lee and Sion later went to fetch the symbols. No rough roads were used although some mud and ice made it interesting. The ice got worse as the night went on particularly in the Gwalchmai area.

Starting in the Herron Services car park, the route was divided into four sections; the rules were important on this event as some crews, although they found the symbols, wrote them down in the wrong section or picked up the duds. Grid references, black spots and quietes were used along with some Not As Map's (NAM's).

Section 1 - Herron Services to Cartio Môn, heading straight to Gwalchmai, using some tricky slots and a white, the crews then headed around the back of the quarry, towards the dump, and across the north side of Bryngwran using two NAM's and ending at the A5 Give Way next to Cartio Mon.

Section 2 - Cartio Môn to Llainwen Farm white, slotting under the A55 and making their way down towards Capel Gwyn, using the narrower roads they found NAM 3 on the left in a gateway. All classic road rally roads, they ended up at NAM 4 on the main road into Bryn Ddu, looping around through Pencarnisiog using the other two NAM's on the A road. The section ended on the hard to find slot right onto the Llainwen Farm white.

Section 3 - Llainwen Farm white to Capel Mawr, using Dothan, the route went back towards the south bit of Gwalchmai, then heading towards Capel Mawr, using the loop near Cerrigceinwen.

Section 4 - Capel Mawr to Holland Arms, looping to the south part of Llangristilous, past the old school, then the new, then a hard to find mapped white, heading down then towards Nant yr Odyn. Down the A5 looking for the wildlife white at the bottom of Pentre Berw and through the village, finishing off with two whites at the Holland Arms.

Of the 79 points available the winners, Dion Rowlands and Cory Thomas, only missed three of Lees sneaky symbols. Mark Campbell and Justin Campbell missed two more sneaky ones to finish in second place. Emyr Owen and Aron Jones only missed 2 symbols but were deducted 5 points for being late at the finish, falling to third. Iwan Jones, Liam Jones and Iago Edwards missing a few early on and towards end, dropping them to fourth.

Clare Hookham and Caron Thomas missing a few sneaky ones and also writing the dud down in Llangristilous finished fifth. Aron Evans and Tom Lindstrom appear to have missed some sneaky symbols along with some NAMs and one CYMRU symbol putting them 6th. Tomos Parry and Tomos Owen wrote down all three dud symbols which were on A and B roads, along with missing some others ending up in 7th.

Iwan Evans and Luke Edwards wrote a dud down, missed two CYMRU symbols and possibly missed some on NAMs, but got the first CYMRU symbol getting furthest cleanest for 8th. Cian Hughes, Moi Williams and Sara Williams missed a few early on in section 1 but got better as they finished in 9th. Owi Roberts and Liam Hughes missed half of Section 1, wrote down a few duds, missed half of Section 3, but put the symbols in the wrong section so only got half points, finishing in 10th.

Lowri Hughes and Anna Hughes wrote down two duds and seemed to be doing well until they got stuck on some icy give way in Gwalchmai, cutting route to get to the finish ending in 11th. Iestyn Jones and Stephen Hughes started off well but struggled after Section 2, putting symbols in the wrong sections and only getting half points, finishing 12th. Congratulations to Dion and Cory on winning the December Navigation Run 2022. I think the Tuesday Navigation Night proved useful. Nice to see new faces coming into the sport as well as the regulars.

Many thanks to Sion, Yvonne and Lee Matthews for organising this event. Thanks also to Herron Services Llangefni and Holland Arms Hotel for the use of their services.

*Continued on Page 17*



## RESULTS

1. Dion Rowlands / Cory Thomas;`	Transit Custom	-	76 points.
2. Mark Campbell / Justin Campbell;	Seat Leon	-	74 pts.
3. Emyr Owen / Aron Jones;	Freelander	-	72 pts.
4. Iwan Jones / Liam Jones + Iago Edwards;	Ford Fiesta	-	70 pts.
5. Clare Hookham / Caron Thomas;	Hyundai I20	-	66 pts.
6. Aron Evans / Tom Lindstrom;	BMW E36	-	63 pts.
7. Tomos Parry / Tomos Owen;	VW Tiguan	-	59 pts.
8. Iwan Evans / Luke Edwards;	Ford Focus ST	-	57 pts *
9. Cian Hughes / Moi Williams + Sara Williams;	VW Golf GTD	-	57 pts.
10. Owi Roberts / Liam Hughes;	VW Golf GTi	-	49 pts.
11. Lowri Hughes / Anna Hughes;	Vauxhall Corsa	-	26½ pts.
12. Iestyn Jones / Stephen Hughes;	Vauxhall Insignia	-	23½ pts.

Reserve: Gary Williams / Dan Jones; Citroen Saxo VTR.

\* = furthest cleanest. Maximum possible score was 79 points.

**Lee Matthews**

## The “One and Only”



**The Preston  
2022**

**10th-11th December 2022**

**Martin Oglesby / Rod Carter. : Clitheroe & DMC**

There's nothing quite like The Preston Rally; in my 50+ years of competing on rallies this one is unique. A Road Rally with 100+ miles of off-road sections – that's more than the total mileage of some road rallies, and certainly more than many stage events. Although I had heard of the event it wasn't until 2018 that we ventured into Norfolk. Typically, a 50% finish rate indicates how challenging the event can be.

On our first three attempts the main challenge was mud, mud and more mud. Many of the competitive Sections run around the perimeter tracks of fields, with other tracks and forest roads thrown in for good measure. This year the challenge was ice and freezing fog (not forgetting the mud under the iced-over puddles and pits).

This year was our second go in the (Rod “the map” Carter / my) shared MG ZR. Last year we had a day of drama making the start due to a driveshaft problem, and our rally was cut short with a broken brake hose. This year the pre-rally drama was a gearbox leak and lack of LSD. As usual the car was just about ready at the last minute.

Recent editions have started at Snetterton circuit (a helluva long way from Lancs). About an hour before our arrival, I suddenly realised that I'd left my vehicle doc's at home so rang Sandy O to ask her to scan and email them, which I had cleared with the organisers



**Continued on Page 18**

## ***The "One & Only"***

### ***Continued from Page 17***

It was so foggy on arrival that we couldn't see the trailer park. The circuit café was open until Car #1 started at 22h01, which was great as it was sub-zero outside. No plotting was required as all the route info was provided in a map book – just some extra notation for our own use.

We were flagged away at 22h36 with a shortish run-out to the first of sixteen competitive Sections. Patchy freezing fog was a major issue at times so lighting varied between: dipped headlights / main beam / spots. Some of the early runners were parked up with lost wheels and other issues in the first few Sections. The frozen ground meant hard landings along the many bumpy areas. Traction and braking on the icy surface caused some hairy moments. I particularly remember a 90 right which we were sliding towards at about 20mph too fast. Thinking we were heading into the trees we were fortunate to slow down on some rough ground as we slid past and regain the route after effectively a LWR triangle! I was driving with a bruised and swollen right foot after a wheel fell out of the 4x4 onto it on the Wednesday before. Fortunately, I'd been practising Left

Foot Braking in the MG and this became essential. Competitive Sections varied between 2m30s and 13m30s (for us). There were up to seven passage controls on each section, with many of these sited at route split / merge points where laps were involved. Nearly all the PC's were fully manned by some hardy marshals, often with Fairy lights set up. The procedure was to stop at a board a short distance before the PC and then pull forward to the marshal who would then show a code board. Our windows were so dirty we could hardly read some of them.

Seven Sections completed we then had First Petrol. Clean number plates and lights at all times are a requirement of the organisers, but when everything is frozen this can be a problem!

40 min's later we were away for the second leg comprising five Sections. One of these included some long, rutted sections with three or more sets of tracks. The organisers had helpfully placed pairs of arrows indicating which track to follow. On one of these the car slid onto an adjacent unmarked track which was really smooth and fast, great – until, bang, a series of massive potholes shook all my fillings out! and caused the spots to sink. Lesson:- follow the arrows! We were being caught by a faster car, but we in turn had caught our 'minute man'. I let the following car through which then passed the car in front as we all bounced in and out of some massive dips and bumps, and I burst out laughing as the three-car convoy bounced along in sequence. There were some big pits with iced-over ponds which we mostly drove around except one which we slid into causing a total blackout. With the washer bottle moved into the cabin we were able to clear the screen, but the car was completely covered in frozen mud, and was only firing on two cylinders. Luckily we weren't far from Second Petrol.

With the plug cover off and leads removed I plugged our portable tyre inflator into the cig lighter and blew out the accumulated water in the sunken spark plug recesses. This got the car back onto four cylinders.

Onto the final leg which had four Sections. The first included PC's but Rod was struggling to record these due to the rough ground. As we departed one PC, I went straight ahead without realising there was a 90 left exit. A soon as Rod got back on the map, he realised we'd gone wrong so we had to turn back to get on right track. A small time loss here which cost us a place or two. We also lost time when a couple of finish marshals didn't press the stop-watch as we halted at the Stop Board. Unfortunately we were given slower times, which of course the "Liege" watches had recorded and transmitted direct to the results computer.





## **The "One & Only"** **Continued from Page 18**

The final two Sections were 13 min's plus including some fast but icy forest tracks, and patchy fog. Respect to the top finishers for the times they posted in these conditions.

The finish was back at the Snetterton café where cooked breakfast was included and much appreciated. We recorded our second finish of four attempts, 22<sup>nd</sup> o/a out of 58 starters. Not bad for a couple of septuagenarians. We were satisfied to complete 'the challenge' as we set off on the arduous and foggy journey home. We always say never again, but when the reg's come out next year, who knows?

SD34 was represented by some other crews including: Christian & Aaron Parker (Impreza, retired with broken front strut mounting) (NB Morecambe members - not part of SD34MSG), and Tom Grice / Jamie Edwards (Skoda Felicia) who finished a creditable 30<sup>th</sup> o/a on their first attempt. Unfortunately, Geoff Bateman / Barry Allman (Bazza) had to scratch their entry due to car problems. Also, Danny Cowell and Tommi Meadows were there marshalling.

Thanks to the organisers and the hardy marshals for braving the freezing temperatures – what on earth were they thinking of; standing out in the cold at 4 AM, must be mad!

**Martin Oglesby / Rod Carter :**  
**Clitheroe & DMC**  
**Car 36 (MG ZR)**



# **motorsport UK**

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- For further details on the role and opportunity, please visit <https://www.motorsportuk.org/wp-content/uploads/2022/12/Head-of-Rallies-Cross-Country.pdf>
- Salary Range: £50,000 – £60,000 pa depending on experience
- Closing Date: 09 January 2023 @ 17:00
- First Stage Interviews (Via Teams): 18 January 2023.
- Final Stage Interviews (In Bicester): 26 January 2023

  
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# The 2022 season has been a pivotal point in the career path of John Easson Award winner Ioan Lloyd.

The popular 20-year-old from West Wales has, by his own admittance, had a rollercoaster debut season in the British Rally Championship.

But the highs and lows over the last 12 months has seen Ioan emerge as a stronger, faster and more experienced driver.

“2022 has been a steep learning curve, sometimes very steep, but I have loved every minute of it,” said Ioan.

“Making the step up to the Junior BRC from the BTRDA was always going to be a challenge, especially with the quality of the other JBRC drivers, who were all much more experienced than me.”

Armed with a new Peugeot 208R4 for the season, Ioan produced a mightily impressive performance on the opener in Clacton.

Despite having to contend with an unfamiliar car, having to do a recce and make his own pace notes, Ioan and co-driver Sion Williams finished a brilliant 15th overall and fourth in the JRBC.

Heading into round two, the Jim Clark, full of confidence, his rally ended abruptly when he crashed out on the 11.9-mile long Longformacus first stage.

“That was definitely a low point,” admitted Ioan.

“But looking back, the way the whole team pulled together to get the car rebuilt with a new shell in just eight days was amazing. I think it galvanised everyone into trying just that bit harder to raise our game for the rest of the season.”

The closed-road Rail Ceredigion, based in Aberystwyth, showed everyone just what Ioan and Sion were capable of, clocking fastest times on their way to third in the JBRC and thirteenth overall.

“I think that was my favourite rally of the year, and I started to feel like it was all coming together as it should,” he said,

And Ioan is quick to acknowledge that none of this would have been possible without the support of his family, friends, sponsors - and the 2300 Club.

“I hope I have been a good ambassador for the club and the John Easson Award, their support, both moral and financial, has been fantastic. Although the JEA moves to Johnnie Mackay next year, and I wish him the very best of luck, I will still feel as if I will be representing the club next season,” he said.

Plans for 2023 are still in the making, with a possible return to the JBRC, with a full year’s experience under his belt, or a move into Europe, possibly with the Renault Clio Trophy.

He added: “Competing at the pinnacle of British Rallying has been amazing, I’ve learnt so much and now feel ready to take the next step in my career.”

The John Easson Award scheme manager John Cope added “Ioan has been a credit to the 2300 Club and the John Easson Award. His professionalism on and off the Rally Championship series has been a credit to him and the whole team. I personally wish him all the very best for the future and feel proud to have supported him throughout 2022.”





# Devizes & DMC DRIVESHAFT 20/20 Road Rally

## 3rd of December

*Barry Allman : Clitheroe & DMC*

Saturday the 3rd of December and I was heading down the M6, M5 and M4 down to Wiltshire for The Devizes & District Motor Club organised (by Keith and Janet)

DRIVESHAFT 20/20 Road Rally. It was a 20/20 Plot and Bash event (20 crews and 20 controls) which I did last year with Ross Parker in his latest Honda Civic. We did attempt the same event last year and had lots of fun but didn't get a finish and so this was unfinished business for both of us.

Ross runs the "BONT" testing venue in Wales and some trackdays down at Castle Combe during the year too. In fact the first run he gave his Civic was at the Rally Day at Castle Combe, I popped down and we had a great day out on the circuit.

With lots of experience doing Plot and Bash events during the year we were quite confident of a finish at least ! The club got 19 crews out with Ross and I running car 14, possibly my last run as a Novice !!

An easy run down the motorway got me to Chippenham in good time a quick chat and a brew then we set off to the start venue. The Chippenham Pit Stop just to the north of the town and close to the M4 lots of food and hot drink available on a chilly night around plus 4. The usual noise and car checks were done with the licences checked all with no issues. After some work done on the car and it all prepped we were ready for the fun to begin, with Ross being local at least he would know some of the lanes ? He even got the new spotlights on and working too, more of the spotlights later .... We got just one sheet of A4 with Black Spots, Quiet Zones, the main controls (as re-entry points) Plus the Important Maximum Lateness times, which started at 5mins for MTC 2 upto the usual 30 minutes after TC 11. Something a little bit different to the normal, just something to make a note of for later. That didn't take too long to plot so time for a chat with some crews who had done the Exmouth Memorial Road Rally the weekend before, more of that in another report !! With nothing else given out before our start time of 20.04 a few more brews and comfort breaks. In our rally envelope were 9 sealed envelopes for the sections, which you had to show the control marshal unopened ! Plus 9 Panic envelopes which had a copy of the sections on with ONE fail per Panic envelope opened but at least you could get to the following control, if needed.

Our Time came and MTC1 was at the exit of the car park with all the crews turning left (Phew I can get that wrong then!) at the start control you got the route out, only a few miles to MTC2 and the start of the competitive sections. I got us there with time to spare (remember OTL, max lateness was only 5 mins) I believe one crew failed at the first hurdle, Oh No.

The marshal checked our envelope and counted us down, on GO you were allowed to open it, pull away upto the first junction then work the route out. yes it was tulips, after a minute we were away. leaving a few crews still working it out! With Time limit at TC3 only being 10 minutes it might be close! We got there and had dropped only one minute a better start this year, but gutted we flew passed a Code Board, always harder when you don't have a plot for where they are.



*Continued on Page 22*

## **Driveshaft 20/20**

### **Continued from Page 21**

TC3 to TC4 after we had the GO started off badly as I couldn't reach the envelopes with my belts tight, that sorted, we where lucky to find it was crossing grid lines and spot heights (in order too! more of that later as well). The first mile or so went well then disaster, the lights started getting dimmer and the Battery/Charging light came on. we pushed on for another mile limited with what we could see! Hoping it might sort itself out, Ross turned off the spots and we where down to 1980's yellow headlights which where getting dimmer by the minute. Being so close to his house did we head home or push on? the engine was running great and so we pushed on. We did stop and check all the connections but all seemed OK. Now either the lights where getting brighter? the night was getting darker out in the sticks or the carrots we eat where kicking in. In the gloom we missed a slot and missed two more codeboards, still managing to get to the control within the the time limit. We could go OTL (Over Time Limit) at a normal TC (Time Control) but being late at a MTC (Main Time Control) and we where out! We dropped with our issues 10 minutes at TC4 ( 11 in total now) with only 15 minutes allowed upto TC5. The next envelope was kind to us again "directions leaving squares" and only a short section too we got to the control dropping a further 3 minutes (14) but within our time limit. Yesssssss.

TC5 to MTC6 was a neutral section through a small village and we got there with time to spare (time limit here was 20 minutes) and another MTC got ! The next section onto TC7 was quite easy to plot and we managed to cleaned that part. I quite like the challenge of the Plot and Bash format as every event do thngs slightly differently. The next section confused me and with one eye on the clock we cut this section just plotting a route to TC8 we got there early but at least back on our schedule time. with 25 minutes of lateness to play with. The next section was something I had never seen (M1TL . M2TRGW) it was another push on or good home moment, the charging light was still on but not as bright now as the headlights got brighter. We decided to push on "as you just never know" Another best guess section we dropped some time but too bad. With next bit was TC9 to MTC10, we had to get to the main control within our time limit and so time for a panic envelope. The instructions where diagrams of the junctions but Not In Order !! Arghhhhh. We got to the main control within our time limit and so that was a good call. So at the end of Time Card one , we later found out we where third novice (out of three still going).

The route had been mainly on the North West corner of OS map 173 some cracking lanes and so little traffic considering the start time of 20.00. Leaving TC8 we had been around Castle Combe circuit. Then a few miles right on the border of maps 172 and 173 in the lanes East of Bristol. The next section was Via TC11 and TC12 leading to MTC13. Opening the envelope we found a list of 40 map references NOT to go through ! and NOT in order ! , with hindsight I should have opened that Panic helper. we ended up cruising around Bath and Bradford On Avon getting to MTC13 within our time limit. The next section criss crossed 172 and 173 leading to the top half of map 183 all around Frome.

MTC 13 via TC14 lead us to TC15 time for another panic envelope as the instructions where " Way beyond my Pay Grade" the classic (yyyy . yyy . GyYGY) if you know, then you know! The other novice crews had fun, we later found out, on this section too. At least with the route marked down we set off at a decent pace, YEAH the Battery light had gone out ?



**Continued on Page 23**



Dropping just a little time on the first half and cleaning the second half of this section, still with just our dim headlights on, we over shot a few junctions.

We opened our last envelope at TC15 with just TC16 to find and the final run into the finish control at MTC17. This made sense as it was something I had seen before, ignore anything UNDERLINED, YES. With the electrics working again we bravely put our spotlights back on again , WOW daylight .... almost.

With one eye on our timing, another eye working out if we had enough controls, another eye on the map and my final eye looking out for codeboards and slots, it does help to have four eyes, or multi task !! at 01.00. Ross was on a charge now as he/we could see with just one mile to go I called a railway bridge which was a FUN moment, the Civic has great suspension! Finally get to the finish control and petrol station in one piece and within the time too, with the car running better than it had all night.

Keeping a very close eye on the clock on Plot and Bash events is key, with local knowledge also helping too. If you are used to the instructions it is relatively simple, if not there are a few tricks you can use. One is to drive a moderate speed and plot/find the route on The Go.

So pleased at the end to be a finisher on a challenging event, I can't wait to have a go at next year.

Big Thanks to Ross for driving us around and keeping pushing on.

Also to Keith and Janet for all the time and effort it takes to put an event on and of course to all The Team at Devizes MC for marshalling.

Roll On Next Year maybe some crews from the North might give it a go too ?

**Barry Allman : Clitheroe & DMC**



**In the late 1800s early 1900s, It was tradition that on the 31st of December, the wife would kneel in front of her husband and apologise for everything she got wrong during the course of the year.**

**Santa has been reading your Texts  
& Social Media posts All Year.**

**That's why most of you received  
Bibles & Dictionaries in your  
Christmas stocking**





# Lands End to John O'Groats Reliability Trial 2022

**Stuart Bankier : Berwick & DMC**

I was emailed in the summer asking if we could marshal on the Monday and Tuesday legs of Le Jog so having checked with my pals we signed up as a team. When we received our brief from HERO we had to marshal at five locations starting near Lockerbie on the Monday morning and finishing close to John O Groats on Tuesday morning. As it was to be a 900 mile round trip from home we elected to stay in Carlisle on the Sunday evening which was in hindsight a good move.

Monday 08.30 saw us at the start of Regularity 1 with the first competing crews arriving just after 9. First on the road was Bill Cleyndert and Emily Anderson in a short wheel base Bentley 4.5 litre and if I am not mistaken in this particular car chucks out about 200bhp with loads of torque. Fancy being in an open car at this time of the year – Emily said the biggest issue was dealing with the map, time cards and route instructions in an open car rather than the cold. There were a few familiar faces amongst the crews including a number of other people that we met on the Rally of the Tests.

Once we had seen the closing car and handed over the check sheets we set the compass for due north and headed for Rest and Be Thankful where the old military road built by General Wade following the 1745 Jacobite Rebellion was used as a timed special test. The old road runs along the floor of the valley whilst the much more recent A82 runs along the hillside to the east and has been plagued by rock falls and slippage. This has been so much of a problem that the local authority have retarmaced to a high standard the old road so at least they have an alternative, albeit single track, if the newer road is closed. It is very steep with a series of ever tightening corners until you reach the hairpins near the top. Some of the crews were very impressive, particularly the Alfa Romeo Giulia Sprint of Jayne Wignall and Kevin Savage which seemed to be very tractable easily pulling 3<sup>rd</sup> gear in places whereas some cars were having to resort to 1<sup>st</sup>. However Peugeot 203's were never flying machines and as the Belgian driver said the car could cope with anything the rally would throw at it and always be there at the finish. There were a lot of European crews this year in a wide variety of cars all of which seemed very well prepared for the job.

**Continued on Page 25**





## LE JOG

### Continued from Page 24

There were quite a few Volvos : Amazons, PVs and a 144, three BMWs, a Peugeot 204 cabriolet and the usual Minis, Escorts as well as sprinkling of rarer cars like the Alfa Romeo 2000 Berlina.

At Rest and Be Thankful we were a bit tight on marshals so on this occasion John, Ed and I were allocated different chicanes to observe and luckily it didn't get dusk until the last car was just going through. A quick coffee and Fort William was next on the agenda as we were to run a Passage Control just on the edge of town. That all passed without incident and when crews left us they were completing a long regularity section which would take them to the evening meal halt at Drumnadrochit.

For us the journey to our next control at Durness was the toughest. Over 160 miles in the dark up Loch Ness, then past Dingwall, Alness, Bonar Bridge and on to the long single track unfenced A road to Laxford Bridge. Durness is the most northerly village in north west Scotland. We were very lucky as it wasn't foggy and the temperature hovered just above zero the whole way. The only issue were the number of deer grazing on the grass verges but luckily they stayed put. At Durness our control was located inside the local supermarket, which is probably the only shop for at least thirty miles, and the very amenable owner had opened up at 5 am so that the competitors could get a coffee and a hot pastry.

All that remained for us was quick sprint across the country to an old airfield near Castletown which is very close to John O Groats where we ran an intermediate timing point in what was the final regularity of the event. This event is tough right to the end and the regularity was no walkover with some complex instructions for the route round the airfield which resulted in us sometimes getting up to four cars together.

We had a very interesting couple of days. We were lucky that the weather had stayed un-seasonally warm, the competitors were all very friendly and the scenery (when we could see it) was amazing. Hopefully it will not be too long before we are out marshalling again as we have been to some great events in 2022.

### **Stuart Bankier : Berwick & DMC**

My wife was going to pick me up from work but she phoned and said the cars broken down and i would have to catch the train home.

I said "what's happened?"

She said "there's water in the carburetor",

I replied "how do you know that?"

She said "it's in the canal".



# ***NORTH WEST RACERS***

***With Dave Williams***

## **DAVE THE BUILDER (OF RACING CARS)**

### **Part 1 – The Chevron Years (part 2 – Next Month)**

To many in the Oulton Park paddock, Dave Fairclough is best known as the Championship Co-ordinator for the Vinyl Detail ST-XR Challenge however, ever since the 1960s, he has spent the majority of his time building racing cars. The number he has sent out onto the race-tracks over the decades is well into 3 figures!

A love of preparing cars to be driven at high speed is something he inherited from his father who used to build F1 Stock Cars that he would race at the Belle Vue stadium in Manchester. Indeed, Dave's first experience of a live motorsport event was watching his Dad competing in a meeting at the famous oval in 1960.

Five years later and Fairclough was taken to Oulton Park for the first time by his father where he discovered circuit racing – the branch of the sport which would be a huge part of the rest of his life.

The bug bit deeply right away as he used to cycle to events at the Cheshire circuit – a 3 hour ride from where he lived. He was usually on the road by 6:30 with the screaming 1-litre Formula 3 cars being a category he really looked forward to watching... and hearing!

Getting a job in motorsport in his local area must have been beyond his wildest dreams when Fairclough was in his early teens as most of the British racing car industry was based in an arc running from South West London, the old Brooklands circuit and Heathrow Airport round to Silverstone but in 1968, a fourteen year old Dave read a feature about the Chevron Racing Team in Hot Car magazine. They were based in an old mill in Bolton.

He wrote to them asking for a part-time role. A month later Dave received a reply to his letter from the Finance Director inviting him into the factory where, to his delight, he was offered a Saturday job. Maybe the proprietor and driving force behind Chevron, Derek Bennett, recognised a kindred spirit as his interest in motorsport also began in stock car racing.

Dave must have made a good impression as 3 months later, when he left school, Chevron took him on as a full-time member of staff initially to work on the last of the B8 models before the gorgeous coupe that was the Chevron B16 was introduced. A design which later evolved into a Spyder after a race at Paul Ricard where the Coupe was blown away by Jo Bonnier's much lighter Lola T210 which had an open cockpit.



***Chevron 40th Birthday***



***Chevron B15s in the Factory***



***Chevron Workers in the 70's***

***Continued on Page 27***



## **North West Racers**

### **Continued From Page 26**

Chevron then decided they needed to build an even faster GT machine – the B19. With minimal formal training beyond an apprenticeship in mechanical and electrical engineering, when it came to designing cars, Bennett took a seat-of-the-pants approach. Indeed, his draughtsmen would often only get the chance to draw components when they had already been produced. Fairclough remembers that the quality of his boss' welding was "unbelievable".

Bennett was also a very rapid driver and always tested the cars he produced. Usually, this was done at the local circuits of Aintree and Oulton Park. In the case of the former, they used to hold test sessions on Tuesday evenings.

When it came to forming the bodywork of the B19, Dave held some wires around a chassis which Bennett welded together. This skeletal frame was sent off to be turned into an aluminium mould which Fairclough then transported to a company called Specialist Mouldings in Huntingdon for them to make the actual body panels out of fibreglass. From then on, Fairclough was responsible for the bodies of all the B19s and the B21 model which replaced it.

He also raced karts around this time at a circuit in Morecombe. Dave's Villiers 210 kart was very distinctive as its bodywork was a scaled down version of that on the Chevron B19!

Aside from being a brilliant engineer, Bennett was superstitious. There was never a Chevron B13 nor a B11 either as Derek said his most serious accidents occurred on the 11<sup>th</sup> of the month.

The company would build just about any car its customers requested and this led to Bennett building his first single-seater, the Brabham B7 F3 car which was commissioned by Rodney Bloor and made its debut in the Autumn of 1967 in the hands of Peter Gethin.

Making rapid single-seaters only enhanced Derek Bennett's reputation and resulted in one of the greatest days in Fairclough's motorsporting career when he was part of the crew who fielded Gethin in a F5000 Chevron B24 at the non-Championship 1973 Race of Champions at Brands Hatch where there was a combined grid of F1/F5000 entrants. When the leading Grand Prix-spec cars hit trouble, Gethin was in position to take a surprise victory. Those mighty F5000 cars were absolute beasts, if the engines ran when the chassis were being built-up on trestles back at the factory, the flat cranks in the V8s generated so much vibration that the cars could be in danger of bouncing themselves off their stands.



***Chevron Workshop***



***Chevroneers***



***Dave Fairclough with Some handsome chap  
(The handsome chap is Dave Williams author  
of North West Racers)***

***This Photo courtesy of Dave Hart  
(lots of Daves!!!)***

***The other photos are from Dave Faircloughs  
private collection***

***Continued on Page 28***

Out on the track, the vibrations could be so harsh that the drivers struggled to focus on where they were going.

Beckett also built F2 cars and even in the early 1970s they were producing a significant amount of downforce. During qualifying for the 1972 Rothmans 50,000 at Brands Hatch, where the sponsors put up a prize fund of £50,000, the wings on John Watson's Chevron B20 pushed the car into the ground so much in the dip on the exit of Paddock Hill Bend that the flywheel ring gear had to be replaced. Therefore, the ride height was increased for the race to the detriment of the handling and third in the F2 class was the best Watson could do. The frustration in Fairclough's voice was still there some 50 years later!

The journey to the Kent track was memorable for Dave as he drove down with 3 Cosworth engines in the back of a Ford Escort van which meant the vehicle was massively overweight. He was relieved to arrive at the circuit in one piece.

This wasn't the only escapade he had in the trusty Escort. One of Dave's responsibilities was the magnesium wheels that were fitted to the racing cars. When he used to collect them from the manufacturer's, 12 at a time, they were still piping hot so there was no need to turn on the van's heater with those in the load compartment!

Fairclough used to have to machine the wheels on a lathe which resulted in a stream of magnesium coming off in a waterfall as it was shaved away. To dispose of this waste, Dave used to scoop it up, put it in a drum and set fire to it. This caused it to compact. Dave used to throw it in the lock at the back of the factory but on one occasion he didn't let it cool properly. He got soaked by the mini explosion when the hot metal hit the water!

All the joy and high points Dave experienced while working for Chevron were countered by a reminder of how cruel motorsport can be when Gerry Birrell was killed when qualifying an F2 Chevron at the ultra-fast Rouen circuit in France. Birrell had close links with Ford through racing a Capri in the European Touring Championship and was thought to be on the verge of breaking into the Tyrrell F1 team but he lost his life when a puncture sent him crashing in the barriers. As he went underneath the armco he didn't stand a chance.

After that accident, all Chevrons had bars running down either side of the driver, from high on the roll bar to the front of the cockpit. A simplistic forerunner of today's halo.

In the early seventies, Chevron had a lucrative trade selling cars in America but when this dried up, Dave and a number of his colleagues were made redundant. He got a job at a local Ford dealership.

In 1978 Fairclough was invited to return to Chevron but before that came to fruition, sadly Derek Bennett was killed in a hand gliding accident. It was a hobby he had recently fallen in love with which was helping with his understanding of aerodynamics. He was applying these lessons to the F1 car he was building at the time of his death.

With the loss of its founder and driving force, Chevron passed through various hands. At the turn of the Millennium, someone who worked for the company in its heyday – Vin Malkie and his wife Helen Bashford-Malkie – acquired the Chevron trademark and Chevron name. They restored existing cars and produced continuation models using original drawings and jigs. Whenever they had any queries, they had a network of ex-employees to call upon, including Dave Fairclough.

Back in the day, Malkie acquired the first ever Chevron that was made – the B1. The bent and battered chassis had been stored in the roof of the factory in Bolton and Malkie asked Derek Bennett whether he could have it. Bennett said the car was his if he could repair it. Malkie did so and had great success behind its wheel.

He evidently practised his driving skills in the work's Ford Transit as prior to Dave being old enough to drive, Malkie used to give him a lift home in the van and it was the scariest experience Dave has ever had! ...apart from when an Aston Martin was at the factory receiving attention to its bodywork. Malkie took Fairclough home in that at 125 mph down the M6!

As one of the 7 original employees, nowadays Dave regularly meets up with Maikle and his old colleagues at the Copper Kettle in Bolton which was local to the factory. They had many lunch-breaks there in the company of Derek Bennett who was very quiet and reserved in social situations. It's good to hear that the spirit of Chevron lives on in these guys who now call themselves the "Chevroneers"!

**Dave Williams**



# How to Interpret Classic Car Adverts

## What it Says

Rare Model  
Older Restoration  
Needs Engine work  
Uses no oil  
No rust  
Rough  
One Owner  
No time to complete  
Needs interior  
Rebuilt engine  
May run  
Low mileage  
Many new parts  
29 coats hand-rubbed paint  
Clean  
Best offer  
Always driven slowly  
Prize winner  
Stored 25yrs  
Real Show stopper  
Easy restoration  
Ready to show  
Top Good

## What it really means

Nobody liked them when new either  
Can't tell it has been restored  
Its been seized solid for 30yrs  
Just throws it out  
Body & fenders missing  
It's too bad to lie about  
Never been able to sell  
Parts can't be found anywhere  
Seats are gone  
Has new spark plugs  
But never has  
Third time around  
Keeps breaking down  
Needed that much to cover rust  
It sat out in the rain yesterday  
About what I hope to get  
It wont go any faster  
Hard Luck Trophy 3 times in a row  
Under a tree  
Orange with purple fenders  
Parts will come off in your hand  
Just washed it  
Only leaks when it rains



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# A 'Little' Bit Different

A Rolls Royce Griffon engine which is the bigger brother derivative of the Merlin .. supercharged. Rated at 2500hp but in 'qualifying mode'

Should be good for nearly 3000hp . . fitted to ww2 bombers !!

Alex Sharphouse (brother in law) and I have already done a rough feasibility build as pictured into a 1932 rolls Royce silver shadow rolling chassis.

This car was rated as a 100 mph chassis by rolls Royce and is beautifully built with even shimmed x members and rod brakes with a mechanical servo, that uses over run torque from the gear box to assist the pulling of the brake rods, super clever stuff. I recon we could achieve giddy speeds if we can get tyres to cope.

She will have another set of rear tyres x4 (double drive) for full power standing starts !

I'm More worried about the stopping!

We are going to learn how to form bodywork with an English wheel etc and make her look like a period 1930's speed record attempt car ..

Alex and his wife Charlotte hope to gobble up Europe in it then.., Watch this space .. !!!



**Mark Jenkins** : Old Hall Engineering, Slidesports Race Engineering.

How does good King Wenceslas like his pizza?  
Deep pan, crisp and even

This will be our first Christmas dinner without grandad, but we know he'll be up there looking down on us as we tuck in. It's his own fault for breaking the stairlift.



## 2023' Mercedes W14-117

Exclusive picture of the 2023' Mercedes W14-117, after Toto exceeded the budget cap because of a few buffets.

Rumors says it will come with missiles on the number 63 car.

## IRISH PHILOSOPHY

**There are only two things to worry about  
Either you are well or you are sick.**

**If you are well,  
there is nothing to worry about,**

**But if you are sick,  
there are two things to worry about.  
Either you will get well or you will die.**

**If you get well,  
there is nothing to worry about.**

**But if you die,  
there are two things to worry about.  
Either you will go to heaven or to hell.**

**If you go to heaven,  
there is nothing to worry about.**

**But if you go to hell, you'll be too busy  
shaking hands with your friends,  
you won't have time to worry!**

**SO WHY WORRY?**



# And now for something different aka :— **‘The Circuit of Bowland Hotpot Rally’**

*John Hartley – Lancashire AC*

This was the objective set by our team of 3 LAC members and 3 from PDVCC in a joint venture to produce an event with a difference. There had been soundings from members of both clubs as to what type of event would have substantial appeal to our joint membership. Tours through fabulous local countryside using the ‘tulip’ system of road book are indeed popular, but perhaps an event with a ‘bit of an edge’ to it and of a mildly competitive nature might appeal to members?

Such an event, without actual map reading and no requirement to obtain a Clubmans Licence, together with a winner’s prize, kindly donated by the event sponsor Porsche Bolton, taxed our combined ingenuity. Obtaining the appropriate MSUK Permit required some ‘out of box’ thinking, but we eventually prevailed – the event would run under a Certificate of Exemption as a gymkhana. This latter feature enabled us to introduce the element of competition in a certain format and award prizes.

Starting off from Knowle Green, the morning did in fact begin by defining the route with ‘tulip’ diagrams, just to get everyone warmed up, and keep a lookout for code/via boards. Permission had been obtained from the Bleasdale Estate to take the route through its beautiful private parkland. Speed was limited to just below the Estate limit of 15mph, but the section had to be driven accurately at a given speed to the finish control, the whereabouts being unknown until the crews arrived at it. Not easy to achieve, and something new!

After the coffee halt, and prior to lunch, participants were ‘entertained’ by a couple of driving tests, again on private land. The first was to follow a route shown by a diagram in the route book, in and out and round cones, timed against the clock. This was followed by a test of judgement, the length of your car back and front, as near to a bollard as possible without touching it – otherwise a ‘fail’.

Then it was off to lunch at The Bridge House Café at Wray, where competitors were parked on display under the direction of the owner. The departure was from a purpose-built ramp, adding to the occasion.

The afternoon route was again ‘something different’, with directions using a written description based on the Deeliar-ity system, whereby the instructions given needed precise execution

*Continued on Page 32*





## ***The Hotpot Rally*** ***Continued from page 31***

An 'explanation' was given by the organisers, but unfortunately not read by all competitors. It is all quite logical when you get the hang of it, but the route cannot be marked on a map in advance, as it depends upon observation of signposts and other features.

Near the finish, the route ventured onto private land again for two more tests, the first requiring judgement of the width of the car, and the second, parallel parking as close to a 'curb' as possible. These tests proved to be a popular challenge, easy to negotiate but difficult to judge them accurately.

Back at the Village Hall in Knowle Green, the finish was a very sociable affair. A hotpot meal (what else) and apple crumble gave crews time to discuss and exchange banter about the day's 'challenges', and everyone seemed to set off on their homeward journey with satisfied smiles on their faces.

Well, what had we achieved? Together with PDVCC, we had successfully put on an event in an entirely new format. Many competitors completed a questionnaire confirming their enjoyment and eagerness to take part in future events of a similar format. Staging the event required much planning and support on the day with setting up the tests and marshalling.



***John Hartley – Lancashire AC***

## **Lancashire A.C.** **The Last Manchester to Blackpool Run**

***Chris Lee : Lancashire AC***

Looking back from our last Manchester to Blackpool Car Run it seems worthwhile to start from the beginning.

In late 1962, Lancashire Constabulary approached the Lancashire Automobile Club with a view to staging a 'road safety' event in Blackpool. After much discussion, it was agreed a Veteran car event in Blackpool with the cars cavalcading along the Promenade would be a great backdrop to the event, garnering publicity for the road safety message.

This event was duly held in May 1962 and was meant to be a one off. But as the great and the good from Blackpool Corporation, Lancashire Constabulary and, of course the LAC, sat in the top floor restaurant at the Casino in the Pleasure Beach watching the cars and the crowds gathered round them on the Promenade, an idea began to form. Perhaps a little too much drink had been consumed, adding to the process. The idea was to hold a 'London to Brighton North'.

***Continued on Page 33***





## ***The Last Manchester to Blackpool Run Continued from page 32***

Obviously, Blackpool would be the finishing point with a Cavalcade, but where to start and how to present it? After much discussion it was decided to start from Albert Square in Manchester and include Veteran, Edwardian, Vintage and post Vintage thoroughbreds, essentially all cars up to 1930 with a few from 1930 to 1932.

But how to make the event special to give it that vital difference? Discussions with Lancashire Constabulary and the Royal Automobile Club produced a formula. There would be two intertwining routes - one for Veteran/Edwardian cars travelling more or less directly from start to finish, and a longer more challenging route for all other entrants. The event would have competitive timing plus a special test at police HQ Hutton. There would be a Concours held at Blackpool with trophies for the Road Section, Special Test, Concours and combined awards. No other event could offer anything like this.

Sponsorship from Blackpool Corporation and the Sunday Telegraph was duly arranged and the first run to the revised format took place in 1963. It was, to put it mildly, an instant success with close to 200 cars entered. The trophy table at the finish groaned under the weight of trophies. The Special Test was timed electronically to a thousandth of a second, though the results rounded up to hundredths. The test itself was on the skid pan at police HQ. At every set of traffic lights from Manchester to Blackpool a policeman was present to ensure the unhindered flow of cars. Allegations that the two Lancashire Police entries received favourable treatment were hotly denied!

This format continued with minor changes for many years with sponsorship changing to the Sunday Mirror, but the Veteran entry began to dwindle as time progressed. Also finding a suitable start venue in Manchester and a finish venue in Blackpool got harder. Initially Albert Square in Manchester and the Royal Lancashire Showground in Blackpool (now the site of Blackpool Zoo) were used, but Albert Square was pedestrianised, and the Royal Lancashire Show moved to Ribby Hall, selling their site.

Several other locations were used including Salford Railway Station car park, Coronation Street TV set, Pontins Blackpool (actually in St Annes), Norbreck Castle Hotel, Imperial Hotel. The Cavalcade continued along the promenade 'Middle Walk' often with stars from the Blackpool Theatres attending.

As entries eventually reduced down to around 25, the event needed revitalising.



***Continued on Page 34***

## ***The Last Manchester to Blackpool Run Continued from page 33***

This, plus increasing regulations meaning road timing became effectively outlawed and Police HQ being closed to the event for security reasons in the early 1990's meant a change was really needed.

The event was opened up to Classic Cars, initially up to the early '70's. Well, the oldest car on the 1963 event was 30 years old, so in the late '90's a car from the '70's was nearly as old. Next, new routes were chosen which were changed every year to keep the event fresh. The Special Test moved to Leyland Motors Test Track until that closed.

Entries began to increase to around 70 cars, but there were ongoing problems with securing start and finish venues and sponsors. A regular entrant was Les Dawson (pictured) who would fly to the start from presenting Saturday Night at the London Palladium, complete with June Whitfield and Little Mo. Les would often ring up about the event and ask if we had a sponsor. If we were struggling, he would simply say "leave it with me". A few hours later we would get a call, sponsorship was duly arranged - great guy.

The event continued and we found an excellent start at Worsley Old Hall, but the finish continued to present challenges. One venue used for several years suddenly decided just before our event that weddings were their top priority and when we arrived, we found the car park, theoretically cleared for our use, full of guests' cars. When we complained the manager said, "that's the way it is", and if he got a wedding booking for the following year, he would cancel us. Clearly not a viable position.

Thanks to Blackpool Corporation we were able to use the Italian Gardens in Stanley Park which served us well. The Cavalcade was cancelled on police advice due to traffic issues on the Promenade. This really was sensible as many older cars simply boiled when stuck in traffic.

With the increasing urban sprawl of Manchester, Chorley, and Preston, finding suitable routes became more difficult and eventually we felt we could not do the event justice, so with a heavy heart we decided 2022, the 60th anniversary, would be our last. We went out with an event reflecting as far as possible the routes used on the first run, and the images shown celebrate runs in its heyday and the some of the superb period cars on this final event.

It was great to see stalwarts of the event turning out to help on the day. People like David Bell and Ronn Middleton who have both fulfilled many roles over the years including Clerk of Course. Nigel Whitaker reprised his roll from the early events as Secretary to the Concours Judges (Ronn Middleton and David Bell), whilst Bill Wilmer took on his role as Control Marshal at the Hoghton Tower control which he ran for many years. As always Mike Chadwick liaised with Blackpool Council which has supported the event since its inception. A final unintended echo from the past was that Roy Brookes, the driver of the winning car of our premier award, The Blackpool Corporation Trophy, had actually been on the first event as a babe in arms with father, David. As we often say, "never say never", so at some point in the future we may come up with a cunning plan.

We hope all this year's participants enjoyed the event and we would like to extend our thanks to all the entrants over the 60 years, our sponsors, Lancashire Constabulary, event organisers and marshals and Blackpool Corporation for all their help and support.





# HEXHAM & DISTRICT MOTOR CLUB **THE CLIVE ELLIOTT MEMORIAL RALLY**

*Ed Graham : Hexham & DMC*

## **FOGGY FINALE SEES SCOTTS SCORE SUCCESS**



"Fog On The Tyne" was a big hit for Lindisfarne but on the evening of 30<sup>th</sup> November it might have been the North Tyne that Billy Mitchell, Alan Hull and Co were singing about as the area was wrapped in banks of clinging mist which made life just that little bit harder for the crews out competing on Hexham & DMC's Clive Elliott Memorial Rally, the final round of that club's very successful 12 car series and outright victory sealed series success for the Father & Son crew of Warren and Dylan Scott who somehow defied the fog to stay clean on the road and take a fine win ahead of the little Austin Healey Sprite of Mike Cook / Ross Blyth with welcome returnees to the series, Andy Whittaker/ Charlie Tynan, taking the final podium place.

The Hexham 12 Car Series has been well supported during 2022 and this final round was no exception with all the places being snapped up within 24 hours of the regulations appearing and it was a capacity field who turned up at the newly opened McDonalds in Hexham, start venue for the event. The event opened, as usual, with a regularity which used the maze of roads just North of Hexham including the almost impossible hairpin at the top of Oakwood Bank and saw Simon Jennings/ Andy Magee ( Peugeot 106 ) drop just 25 seconds with the big Mercedes of Dave Cummings/ Jonathon Webb next up on 27. The next section took crews North of Hexham and up to Hadrians Wall, it was a short section, running along the B6318 and down the Old Lane to Wall then up the New Lane to finish at Brunton, but caused more problems than expected with only the Scotts and Cummings/ Webb cleaning it, Penalties varied with Henderson Fletcher and Bennison/ Hewitt dropping 5 , Whittaker/ Tynan dropped 6 and a moment of brain fade saw Sally Ann Hewitt/ Mark Lewis drop 8.

As the route wended it's way up the North Tyne Valley, taking in the very narrow yellow through the houses at Lincoln Hill, the yellow past Hetheridge the usual route check in the lay by at Nunwick and on towards Wark, the fog persisted and the penalties mounted, Thouless/ Side managing to drop 11 minutes, possibly lacking power in their Citroen C1.

A long section then ran round the Warksburn yellows and all the way West to Whygate before doubling back and over Dunterley Fell, wonderful roads for a road rally if indeed they could be seen , the persistent fog making it difficult to get your bearings and follow the road. A generous time allowance enabled several crews to clean this section although both Henderson crews Bob & Tom ( Citroen C2 )and William/ Geoff Fletcher ( Mazda MX5 ) dropped 5, Hewitt/ Lewis dropped 9 and Thouless/ Side 16. The next section turned back South and used the tricky yellow that runs along the riverside past Lee Hall before finishing back in Wark, the fog had cleared somewhat on this one and most crews managed to clean it.

Heading over Wark's incredibly narrow river bridge, a long section which crossed the long disused Border Railway line twice then wound round all of the twisty yellows in the Chipchase, Cowden and Barrasford Park area before a time control just before the A68 trunk road. Again the penalties were fairly light although Jennings / Magee's 5minute loss cost them a podium place, Henderson / Fletcher lost a massive 11 minutes while the navigator coped with an attack of the dreaded car sickness and the Stewarts, Simon and Luke dropped 16 although it has to be born in mind that the navigator is very much a novice and is only 14 years old.

The final section ran up the A 68, nipping off it to take in the elusive and very tight triangle at Carrycoats before turning off again at Buteland and running over past Sweethope Lough before doubling back over the Wannies to finish at The Gun in Ridsdalae village. The fog came back for a final time to torment the crews but it didn't seem to detract from the enjoyment of the evening and everyone was in good spirits as they tucked in to the traditional after rally buffet while waiting for the results.

*Continued on Page 36*

## **Clive Elliott Memorial Rally** **Continued from page 35**

These showed a clear and popular win for the Scotts while Cook/ Blyth's second place was just reward for the navigators long trip down from Kinross to enter the event.

### **RESULTS :-**

1.	Warren Scott / Dylan Scott	Vauxhall Corsa	00:48
2.	Mike Cook/ Ross Blyth	Austin Healey Sprite	02:07
3.	Andy Whittaker / Charlie Tynan	Proton	08:33
4.	David Cummings / Jonathon Webb	Mercedes 450	10:27
5.	Bob Henderson / Tom Henderson	Citroen C2	11:16
6.	Simon Jennings / Andy Magee	Peugeot 106	11:25
7.	Alan Bennison / Roy Hewitt	Proton	16:08
8.	William Henderson/ Geoff Fletcher	Mazda MX5	25:21
9.	Barry Pinkerton / Steve Perry	BMW 316 E30	28:11
10.	Sally Ann Hewitt / Mark Lewis	Mazda MX5	01:32:36
11.	Simon Stewart / Luke Stewart	Vauxhall Corsa	02:15:29
12.	Peter Thouless / Andrew Side	Citroen C1	03:35:28

Thanks to the enthusiastic support of their members, the Hexham 12 Car Series is keeping road rallying alive in the North East and the club will be continuing the series in 2023 with the opening round, The January Jaunt Rally, scheduled to run on January 18<sup>th</sup>. All the rallies feature an all asphalt route of around 60 miles, they are aimed very much at getting novices and newcomers involved in road rallying and a great amount of help and assistance is available to those taking their first tentative steps into the sport. For more information on the Hexham 12 Car Series, please visit the club's website or Facebook page.

**Ed Graham : Hexham & DMC**

## **Escort Mk1 & Mk2 New Parts**



Over the years competing in motorsport we have accumulated a large amount of competition and standard parts, cars and projects. If you are building an Escort over the winter here are some new and used parts at great prices to get you started.



### **New Escort Mk2 Parts**

Safety Devices Roll Cage	£1350
Set Alloy Arches	£ 400
Alloy Radiator (Pinto or Xflow)	£ 175
Bias Pedal Box (Cable clutch)	£ 260
4 Link box Kit	£ 125

### **New Escort Mk1 Parts**

Front Panel	£80
Sills (each)	£20
Tank stand kit	£50

We have many more parts and panels so please ring for details

Parts are located in East Yorkshire close to JN37 M62

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



# Radio Mutterings December

*Ian Davies : Gemini 23*

**The Coppermines  
Lakes Cottages**

## **Grizedale Stages**

**Friday 2<sup>nd</sup> & Saturday 3<sup>rd</sup> Dec 2022.**

With Friday booked off work I make my way north on the M6 about noon for the drive firstly to my overnight base in Ulverston and then into Grizedale to sign on around 4pm for SS1, Grizedale East. Furness District Motor Club with massive help from event sponsors The Coppermines Lakes Cottages and the assistance of Clitheroe District MC have managed to preserve this historic rally after COVID and last minute storm cancellations nearly lost this iconic forest rally forever.

After surviving the long signing on queues testament to the marshal and radio crews interest in supporting the event, I head deep into SS1 and Post 8 one of the main spectator areas. I must thank the organisers for the little led torch and refreshments handed out to all marshals, a much appreciated gesture. At Post 8 I'm pleasantly surprised by the 'motorway' like lighting gantry and generator that turns night into day at my location, making note taking a doodle although leaving me with not much night vision, but you can't have everything. I fall in with a friendly group of marshals who are soon shepherding the large number of spectators like a well oiled machine or Cumbrian farmer out on the fells with his sheep !.

The spectators come in all shapes, sizes and ability but with cold temperatures a t-shirt and 6 pack of beer is not my idea of ideal rallying attire, but what do I know !. Another fan climbs the stairs shouldering the largest portable boombox I've ever seen, to add some dance music to the nights entertainment, it certainly takes all sorts. By 17:00 the

various safety cars begin their night runs through the stage and the atmosphere begins to change all around me as the anticipation builds for this rare night time run through the mighty Grizedale. With the 0 car in at just after six, we all prepare for Car 1 starting the event at 18:10. Who needs a World Cup this is sport of the very highest calibre and makes for exciting adrenalin fuelled entertainment, without the drama of VAR!.

No sooner has Furness Control announced via Gemini 55 at the start of the first car, when we have our first 'safety shout' of the night but certainly not the last as Car 3 only makes it to just before Post 3 before finding one of the forest ditches from which there is no return. The tracking system does its job and the crew report OK and eventually via runners we get the message that the stage is clear.



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## **Grizedale Stages Rally**



*Continued on Page 38*

Next to hit trouble in the dark is Car 29 who are 'missing' somewhere before Post 4. After a brief search orchestrated by Quinton 5 at Post 3 and Acorn 9 at Post 3d the car is located rolled around Post 3b, down a bank but crew out and OK. JayJay28 at Post 2 reports the 'clinking' of bottles as a couple of very merry spectators are seen wondering on the stage before being escorted out of harms way. Maverick 32 alpha at Post 1a then calls in that Car 61 is well off at their location, but in a less than safe location. The driver eventually walks back to the start and in conversation with Andy Smith Oscar 2 the stage is stopped and Lake 3 Recovery is sent from the start to hitch up the car and return it out via the start. After a stoppage of only 7 minutes the stage resumes at 17:59.

After only 15 more cars are post my location, there is another 'safety' shout from Maverick 32 that Car 63 is off in exactly the same location as the previous incident with Car 61 and the stage is stopped for the second time. Omega Rescue and Lake 3 Recovery this time head into the stage the very short distance to Post 1a to assess the situation and render whatever assistance is required. In the end the crew are checked out and found to be OK and the car is manoeuvred off the stage and the rally emergency services return to the start, this time after a slightly longer 14 minutes pause to the action.

Hardly has the stage resumption had time to get really going and I'm forced to ask for the stage to be stopped for a third time as Car 67 slides off on the outside of the bend perhaps 25m past my post. The marshals report that the offside wheels of the car are just on the stage, but the crew can't exit the car as when they move the car begins to slide sideways further down the banking and towards the treeline. With the last three cars in safely past my location, I take the handheld radio to monitor the incident and Tunnel Recovery is dispatched from Post 3 to our aid. Like bees round honey the stage is soon filled with spectators all eager to catch a brief glimpse of the stranded car and upload their live video stream to twitbook or some other pointless social media platform.

As myself and some of the marshals on hand try and keep a path clear to the stricken car, Tunnel arrive on scene with more lights than Blackpool Promenade on illuminations night. A quick assessment of the scene and a stop is attached to the rear of the car and about a dozen marshals and eager spectators to stop the car sliding and a stout rope is attached to the front of the car and Tunnels Discovery.

In a matter of minutes to cheers and applause the car is safely pulled back onto the stage and is able to drive itself out of the stage following Tunnel to the Stop Line. Once we have all of the hundreds of spectators clear and safely off the stage the action resumes once again at 20:07 with Car 77 and the final 11 cars into the stage. In the end of the 83 starters a magnificent 78 make it to the Stop Line and Jupiter 9.

With Furness Control busy organising the multiple recoveries in stage the Sweeper Car is soon past my location and I can stand down and make my way out of the stage and back to a warm bed in Ulverston, to prepare for the second days action. As I get back to the hotel I have to pause to let the gritters clear of the car park as overnight temperatures fall further.

I wake about six and once dressed and flasks filled, I head out into a chilly morning to set the radios up in the car before the 30 odd minute drive towards Coniston and then the short distance to High Cross and the start for SS2 Grizedale North. I check in at the start and receive another much appreciated gift of a rally mug from the organisers and some snacks for the day ahead. This time I am located at Post 10, an entry pint for spectators, just before one of the stage crossing points at Post 10a and an open viewing area. Purely by chance I have four of the marshalling team from the previous night at the crossing point and a pair of very experienced CDMC marshals at my mandatory post.

***Continued on Page 39***





Before the action begins there is time for a natter and coffee with the CDMC marshals and we assist various spectators to locate a safe viewing point for the action ahead. A pair of confused and / or lost fell runners then appear and after explaining the closure of much of the forest we navigate them to a safe way out of the forest complex.

Pleasingly the MSUK Safety Delegate reports a "very well run stage" and by 10:13 we have Car 1 into this second stage of the event.

My location provides a clear view of the stage and I soon get into the swing of monitoring the car numbers through the junction and monitor the 81 radio channel as cars hit trouble through it seems the entire length of this 8.5 mile stage. Car 31 stops briefly around Post 9, but resumes competitively before Cars 36 and Car 50 are both reported off on three wheels around Post 6+ by Swift 8. Nork 3, an unfamiliar call sign to me then reports that they have Car 58 stopped at Post 10f. After much discussion the crew decide to make their way to Post 11 and exit the stage onto the public road and out of the stage.

Gemini 62 next calls in that Car 79 is changing a wheel with them at Post 14, after which they are eventually reported as safely clear of the stage by Silk 7 at the Stop Line. The rather fine looking TR8 Car 83 then struggles past my Post sounding very rough, I call the slow car in and they eventually pull off the stage a short distance later the fourth and final car to fall foul of SS2, making for 75 finishers. As Stage 3 continues, Control organises the urgent recovery of Cars 36 and 50 who are not in a safe enough location for the final stage of the day. Frustratingly one or two of my colleagues don't fully listen to Control who ask for 'safety & above' calls only as SS3 continues and they clear SS2. As a Controller this isn't a message you make just for the fun of it and I do appreciate that maybe one or two radios didn't hear the message but others did and should have taken better notice.

With Stage 3 complete we join the two stages together for the mighty nearly 19 miles of Stage 4 Grizedale North. After helping a couple of elderly ramblers who thought the Pirelli warning signs might have been for a bike ride and the husband admitting that Pirelli meant to him a rather 'naughty' calendar the action restarts at 13:19 with Car 1. No sooner has the message been broadcast when Car 2 stops with a puncture at Post 17/41 with Swift 2, quickly followed by punctures for Car 7 at Post 15 with Jupiter 9 and then Car 13 at Post 11 with Gemini 55. With a stage of this length, changing a wheel for each was the only option.

Incidentally with 50 radios in stage (including six Gemini crews), this must be one of the largest if not the largest mobilisation of radio crews on a single stage in 2022, unless of course you know different ?. More seriously Swift 8 then reports Car 16 stopped in a "puff of blue smoke" at Post 8, their day ended for sure. Acorn 3 reports that at Post 19b we have two cars off in a big way, as Cars 34 and then quickly 44 explore the outer limits of both perhaps their talent and the forest. I then call in a very slow Car 64 who only make it the very short distance to Post 10c and Maverick 12 before stopping with a propshaft gone. Another car stopped with a puncture is Car 53 out at Post 31a with Hodder 2, although they resume a short while later. After a brief scare looking for a missing Car 67, they pass safely on their way only to end up in a ditch around Post 28, Car 75 also ends their run in the stage. A more worrying 'safety' shout comes in from Silk 8, as Car 68 manages to end up on its roof past the Flying Finish. After a what seems like hours but is only but a few minutes the crew are reported out and OK and cars somehow get safely past the blockage with a little help from the marshals. In the end of the 69 starters into the challenging SS4, a total of 62 get at least past the Flying Finish and get a time for this final stage of an epic event.

I must pay tribute to all of the organising team, their sponsors and others who have assisted in making this magnificent event happen. The legend that is Grizedale lives on at least for now and hopefully for many more years to come.



# Radio Mutterings December 2022 – Part Two

## The passing of a legend.

It's that time of year when the Gemini 'family' should all come together at the Golden Microphone Awards to celebrate another year of volunteering and service to the sport of rallying that we all love and enjoy. This year however we pause to remember the very sad loss this month of our founder, leader and friend Bill Wilmer aka 'Gemini 1' who passed away after a very recent stroke.

I've known Bill for far too many years to remember, from my early days when a student with Liverpool MC, who with Longton & District MC jointly ran the Mayfield Safari Rally in Knowsley Safari Park. Bill was simply a giant in motor-sport and rallying in particular, devoting over 57 years to volunteering for the sport he loved. After several years as a rally timekeeper, with Bill's encouragement I swapped over to become a Radio Marshal and was allocated the callsign 'Gemini 23' of which I am proud. I'm proud to be part of a team of volunteers who are committed to the safety of competitors, spectators and marshals alike.

From leading the radio communications on our much remembered RAC Rally / Rally GB to national, regional and club events Bill's commitment was always 110%. In recent years Bill encouraged me to train and qualify as an MSUK Radio Controller, joining this elite cadre within the Gemini Team. It was only last month for what turned out to be the final time that I joined Bill at Trac Mon in Anglesey for the last single venue rally of the team's year and remember walking across the paddock to make sure he got his bacon buttie before first car. Bill's health was not what it once was, but despite this he continued to lead the team, organising radio, rescue and recovery cover for events the length and breadth of the country, on into 2023. We mustn't also forget his long standing role as a Regional MSUK Radio Co-ordinator, making sure that communications across all events in the north west were organised in compliance with the rules and that simultaneous events could run safely without interference.

Bill could be a difficult character at times, not suffering fools gladly, even sometimes managing to rub the odd Clerk or two the wrong way, but he was always utterly motivated to do the very best for the safe running of the event.

The rallying spotlights this Christmas will be just that little bit dimmer, but I'm sure Gemini 1 is out there somewhere in the cosmos still transmitting. The thoughts of the whole Gemini community go out to Debbie and his family.

To quote another legend Murray Walker, "I have a tear in my eye now and have to stop".

***Ian Davies : Gemini 23 : MSUK Radio Controller.***





# Gemini Communications 2022



**Gemini Communications  
Motor Sport Team**

O/A	Call Sign	Operator	Score
1	G 1	Bill Wilmer	150 points
2	G 59	Maurice Ellison	132 points
3	G 25	Chris Woodcock	120 points
4	G 64	Brian Wragg	117 points
5	G 23	Ian Davies	116 points
6	G 33	John Ellis	106 points
7	G 13	Stuart Dickenson	92 points
=8	G 4	Ian Winterburn	90 points
..	G 62	Colin Evans	90 points
10	G 56	Tony Jones	88 points
11	G 55	Steve Broadbent	80 points
12	G 70	David Mainprice	70 points
13	G 11	Mark Wilkinson	64 points
14	G 50	David Peaker	60 points
15	G 38	Sean Robertson	57 points
16	G 9	Keith Lamb	56 points
17	G 37	Jermaine Jackson	50 points
18	G 16	Bill & Robbie O'Brien	48 points
19	G 52	Steve Lewis	40 points
20	G 58	Geoff Ingram	36 points
=21	G 32	Bryan Flint	30 points
..	G 41	Jerry Lucas	30 points
..	G 17	Robin Mortiboys	30 points
24	G 69	David Brough	29 points
25	G 12	Richard Wm. Jones	25 points
=26	G 51	Gerry Morris	20 points
..	G 28	Andrew Taylor	20 points
28	G 26	Mark Dickenson	18 points
29	G 24	Paul Henry	15 points
=30	G 21	Derek Bedson	10 points
..	G 6	David Crosby	10 points
..	G 10	Dom King	10 points
..	G 31	Duncan Stock	10 points
..	G 61	David Bell	10 points
=35	G 65	Brian Eaton	8 points
..	G 7	Tony & Avril Lee	8 points

December looks a lot quieter on the Motorsport front with only Grizedale on my list. Still lots to do though. Clitheroe & DMC are running Grizedale East (despite what it said on Sportity). Club members were there from the Thursday (1st of December) through to Saturday 3rd December. Thursday and Friday are spent setting the Stage up for the Friday night stage. Then marshalling it.

Saturday we are back out again marshalling on Stages 2 & 4 We also had 11 members out competing (it should have been 14 but a last minute pull out from Mark Johnson/ Steve Butler) Steve wasn't the only Non-Starter, there was another 6 of them (None CDMC) leaving 83 runners.

Of those nine, seven managed a finish and the rest either went off or broke down. Dave Wallbank (Car 67) managed to go off where CDMC members were manning the main Spectator area on SS1.

On Friday night my post was a different Spectator Area on SS1. We hadn't been told it was a Spectator area. We had well in excess of 50 people and just me and 2 marshals. Fortunately everybody behaved themselves.

Saturday I am on SS2 & SS4. Not a bad place to marshal but all the excitement was elsewhere on the stage.

A very good couple of days marshalling - the only down side was that I managed, in the rush to pack everything up at the end, to drop out of my jacket pocket my bi-focal glasses and my reading glasses. Its bad enough losing them but I had done the same thing 4 months ago. Another trip to the opticians and another 2 pairs of specs ordered (Getting to be expensive - probably Specsavers best customer ??)

**I am probably sticking my nose in where its not wanted** but the subject of **Ian Tullies** resignation from his post at MotorsportUK needs raising. He joined MSUK after leaving MSport. He is, in my opinion, the best thing to happen to Motorsport and to MSUK that could have happened. If you wanted to know anything about how to run an event or the rules then Ian didn't fob you off, refer you to someone else - he gave you good honest and accurate information. No bullshit. I didn't speak to him often but when I did he was magic.

The MSUK will lose probably the most knowledgeable employee if they are foolish enough to think that they can recruit someone of half Ians worth. It will take years and years to acquire a fraction of Ians knowledge and experience and more than that is the admiration from everyone (that I know) at club, organiser and competitor level.

Whatever it is that is making Ian Tullie go (and I know that he does not want to leave) give it to him before its too late

**And then this email arrived on the Thursday 22nd of December**

*I have been asked to rectify incorrect information being circulated about the resignation of Mr Tullie from the Rallies Executive role at Motorsport UK and to correct any misunderstandings from the minutes of our last meeting in November.*

*Mr Tullie has stated that his reasons for leaving are entirely personal and not down to any failure of Motorsport UK. Motorsport UK are currently recruiting for the role as well as an additional Sporting Assistant to support Stuart Haviland and colleagues in the Sporting team.*

*These roles are currently being advertised on the website: <https://www.motorsportuk.org/contact-us/careers/>. If clubs know of anyone suitable for either role, please encourage them to apply.*

*I sincerely apologise for any misunderstanding.*

*With very best wishes for Christmas and the New Year,*

# **Grumpy Old Git**

**Still Wittering On & On & On & On & On - for a bit longer now!**



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## **Grizedale Stages Rally**



**Tracey Smith** : ANWCC General Secretary

**Yeah Right !!! But MSUK will still be losing the best recruit they made in a long time : Grumpy**



# ***Inside the Industry***

## ***January 2023***

*with Paul Gilligan*

## **Manufacturing And Distributing Motor Vehicles Is A Complex Business**

The important word in that headline is “Distributing”. This has been brought home recently by the chaotic situation Citroen & Peugeot find themselves in in the UK. Their new cars and vans are delivered by ship from France to a vast facility at Portbury near Bristol. There the vehicles are prepared and delivered to dealers or direct to fleet customers. This process is (was) managed by an outside company, GEFCO. To say they made a complete mess of it is a vast understatement. Their contract has now been terminated and the logistics arm of British Car Auctions appointed. Unfortunately the handover did not go well, a large amount of data was lost for ever. The result is although it is known there are thousands of cars and vans in storage at Portbury nobody knows how many. The facility has several different compounds, nobody knows which vehicles are in which compounds. Some of the cars and vans have been built incomplete due to component shortages, nobody knows which ones or which parts are missing from them.

The results are horrendous. One fleet customer I know paid for 50 vans in October, he hasn't seen one yet. Another hire company has 300 cars and vans on order, they have no idea when they might have them delivered. Citroen and Peugeot have taken the unusual step of insisting that some of the vehicles are registered and paid for even though they cannot offer a delivery date. Customers are told if they don't do this they will lose the car or van and may have to wait up to a year for a replacement. Some customers have now paid 3 months' finance payments on a car they haven't received. The reason behind this is that parent company Stellantis allocates cars and vans to different markets based on sales and the level of unregistered stock. So if in the UK Citroen and Peugeot are showing a high level of unregistered stock they will lose future allocation even though the cars are trapped in Portbury.

Customers and dealers are absolutely furious as you would expect. Stellantis are unmoved by these reactions and make it clear that dealers will lose allocations and bonuses if they don't comply. In our own small way we're awaiting over 40 vehicles. Last week one was released to our dealer, so far this week another one. Most of my time is currently devoted to apologising to customers who need the vehicles they have ordered to run their businesses.

We are now politely refusing to quote on Citroens and Peugeots unless we can locate a car or van in dealer stock rather than compound stock. Instead we will offer an available vehicle from another manufacturer. Stellantis may feel they are winning the battle but the damage they are doing to their customer relationships at a time when supply is beginning to catch up with demand will cost them dearly in the end.

## **Fiat See The End Of Fiesta Production As An “Opportunity”**

There's an old saying that one man's problem is another man's opportunity. And that is exactly how Fiat feel about Ford ceasing Fiesta production. Because going back in time the Italian market was always biased to small cars that is an area in which Fiat has always been strong. They have a string of new models coming to compete in that market sector and Ford's withdrawal couldn't have come at a better time for them.

## **Dealers Doing Well – For The Moment**

One of the UK's largest dealer groups Pendragon recently reported its latest financials to shareholders. Some interesting numbers emerged. The average selling price of a new car was just over £29000, but Pendragon do have a significant number of premium franchise.

*Continued on Page 44*

Average gross profit on a new car was £2597, almost 40% up on last year and way ahead of what was achieved pre-pandemic. Used cars made them £1561 a car against £2052 last year but again a long way ahead of pre-pandemic figures. So dealers are very much still selling less cars and making more money.

Supercar dealer Tom Hartley Junior also files his latest accounts recently. In the last year he has sold 102 cars, so two a week. His company made a NET profit of just over £11 Million. So after all costs, marketing, property, staff etc etc he made a margin of around £110,000 per car. Some performance!

Big question now is will these strong performances continue into 2023? See below.

## **Will Self Driving Cars Ever Happen?**

The optimism over this has cooled over recent years. It is said that around £87 BILLION has been spent on research but we don't seem to be any closer to the idea becoming the reality. Ford and VW have wound up their joint venture Argo A1 that was tasked with developing this technology. Ford say they still see a future for autonomous cars but didn't see that research as the best home for their funds just now, and admitted they may end up buying the required technology from outside when it's ready rather than developing it themselves. Volvo are still enthusiastic as are Tesla of course. Renault have left it to Alliance partner Nissan. So overall investment is much reduced leaving mass market self driving cars "a few years away". As they were a few years ago.

## **New Boss for JLR**

Following the shock departure of Thierry Bollore JLR have promoted the replacement CEO from within. He's Philip Koehn who is an engineer, joined JLR from Rolls Royce in 2021. His last job at RR was to design the modular concepts that provides the current range. With Jaguar intent on competing with Bentley its obvious how relevant that is. Apparent he intends to pursue the plan set out by his predecessor so it all happens in 2025 with a total of three new cars all electric, no sports car.

I'm encouraged by the thought that the greatest cars have been designed by brilliant engineers, and the greatest car companies led by the same. Think Enzo Ferrari, Ferry Porsche, Ferdinand Piesch, even Henry Ford 1 and Louis Chevrolet. Let's hope Mr Koehn can do something similar, but I'll never forgive him if he does it without a Jaguar sports car.

## **Toyota Hilux With Hydrogen Power**

It's becoming widely recognised that whilst electric power may be suitable for small light vehicles, particularly if they aren't doing massive mileages, hydrogen is more suitable where the vehicle is heavy, carrying and/or pulling heavy loads and covering long distances. So bigger vans, trucks and of course pick ups. Therefore it was no surprise but I thought good news when Toyota announced that in an £11M project half funded by the Government they are next year to begin pilot production of a hydrogen powered version of their Hilux pick up at their plant in Derbyshire.

Small beginnings initially five or six prototypes that will be placed with key customers who have already expressed enthusiasm for the project. If that trial goes well Toyota would want to move to small scale production, in Derbyshire with their Deeside plant perhaps becoming responsible for fuel cell production.

In a separate development Northern Ireland bus producer Wrightbus have committed to building 500 hydrogen powered buses over the next two years. I'm very pleased to see people recognising that electric power is not the only option.

## **Determined Drivers**

It's been reported that over 50000 driving tests a year are taken by people who have already failed the test five times or more. Only 40% passed compared to the average of 49% over all tests. The RAC Foundation commented that "Driving may not be the right thing for some people".



## **As 2022 Draws To A Close**

November new car sales brought some encouragement being almost 25% above last November and the highest November since 2019. Fleet and business registrations were very strong, private retail much less so. All this points to manufacturers now having a little more volume they are willing to offer to discount buyers, but of course the discounts are much less than they were! For the year to date sales remain marginally down on last year and likely to end at just under 1.6M units, a far cry from almost 2.5M pre-pandemic and the lowest level since 1982.

After a very weak start Ford are doing much better and look likely to end the year in top spot just, clearly they have found a few extra semi conductors from somewhere. One thing that is becoming clear is that the fastest growing brands are budget ones like MG and Dacia plus the Koreans Hyundai and Kia, the latter probably because they have better microchip supply. At the bottom it's interesting to note that Subaru are still managing to sell a few more new cars in the UK than Ferrari, 1056 v 879. Why do they (Subaru) bother?

Meanwhile the used car market shows signs of weakness. Cost of living pressures are having an effect as expected. Used electric cars are much less in demand than they were. Autotrader reports that in November 19% of their website enquiries were for electric cars, in June it was 27%. Of course used electric cars are more expensive but that was the case in June. It's thought the price of electricity now and in the future is the cause of this drop in interest.

## **So What Does 2023 Have In Store?**

First it is hoped that semi conductor supply will be 20% above 2022. One industry executive commented that he was afraid that would be enough. What he meant was that a 20% uplift would see the UK market at about 1.9M new cars, and maybe that is what the maximum demand would be, again 20% below pre Covid. One survey shows that over half of customers who have a new car on a PCP agreement intend to refinance the balloon payment rather than replace with a new car. One reason for this is that the combination of rising new car prices and increased interest rates is resulting in monthly payments going up by as much as 40% so the customer currently paying £250 a month is being asked £350 for a new replacement. With all their other bills rising as well the problem is clear. Given that the vast majority of private buyers fund via PCP that will make an enormous dent in the market.

The business market seems likely to be much stronger as it has been on November, partly because so many business leases have been extended over the last two years and must now be replaced as well as routine replacements.

In the new van market although all manufacturers have strong order banks which will soak up most on the available production for next year, we're beginning to see customer resistance to the very significant price increases that have been imposed over the last two years. Not only have list prices gone up sharply but discounts from both manufacturers and dealers have been reduced leading to effective price increases of over 40%. We had an occasion this week when a customer wanted to replace a Transit Custom Van. 3 years ago he'd paid £22500, now its £31000. He point blank effused that offer and will keep his current van for another year. I think there will be a lot of that next year.

For the used car market I think the lack of supply will be the saving grace, in fact some observers say that only this will save the used market from collapse. As all know some 2.5M new cars haven't been sold in the last 30 months that would normally have been sold. This is an awful lot of vehicles that simply don't exist. The used market in 2022 has been dictated by supply not demand. If 2023 new car sales increase by 20% over 2022 that automatically puts a lot more used cars into the market. The vital thing now is to what extent demand will dip due to the cost of living crisis. It could be a very rocky ride.

The one area that seems totally solid is the top end of the market. If you want to jump the two year queue for a new Range Rover or Range Rover Sport be ready to pay £20,000-£30,000 over list price, if it's a new Porsche 911 you fancy then £40,000 over list.

Of course that won't last for ever and people paying top dollar just now may live to regret it. Some naturally just don't care. I have friend in the business who specialises in supplying cars to professional footballers. He says the conversations always revolve around immediate availability, colour and specification with price being the last thing to be discussed, and then only briefly!

## How To Stop Drivers Speeding

In Austria the Transport Minister is proposing draft legislation that will give the authorities the power to confiscate the cars of drivers who are caught speeding excessively. This is defined as 60kmh (37mph) over the limit in urban areas, 70kmh (44mph) over elsewhere. Now that is pretty excessive, 67mph in town or 114mph outside. The penalty could also be said to be excessive. Police will be given the power to confiscate the car on the spot. If it proves the driver has a history of motoring offences the car is then sold at auction with 70% of the proceeds going to a transport safety fund and the rest to the local authority. It is believed that each year 400 – 450 offences are committed in Austria that would result in confiscation if these proposals become law. Would be a nice little earner!

In justifying the proposal it was mentioned that similar laws already exist in Denmark, Switzerland and Italy. Denmark and Switzerland I can believe but Italy? From my own experience of driving in Italy I thought that all traffic rules including speed limits were regarded there as "suggestions"?

*Finally may I wish all my readers (yes all three) a very Happy Christmas and a great New Year. Thanks for reading this every month and for those who have been kind enough to make positive comments over the months you'd be amazed how gratefully these have been received.*

*Paul Gilligan*

Gilligan Vehicle Consulting Ltd

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01768 484 185



My Grandad always said better out than in . . .  
great fella but dreadful cricketer

My Grandad always said be up front with everybody . . .  
Brilliant bloke awful goalkeeper

Who is Santa's favourite singer?  
Elf-is Presley

What do you get when you cross a snowman with a vampire? . . . . . Frostbite.



# The Rise & Fall of Rally GB

**Robert Coursey : Regional Representative (Northern Ireland) BRMC**

It has now been confirmed that there will not be a round of the 2023 World Rally Championship in the British Isles. Since there hasn't been a WRC event in the UK since 2019, it looks as if the glory days of what started out as the RAC Rally of Great Britain are now finally over for good!

From the very first RAC Rally of 1932 until Wales Rally GB in 2019 the United Kingdom hosted what was one of the three most important rallies in the world every year, with the exception of 1957 (suez crisis) and 1967 (foot & mouth). A total of 75 years.

In the 1930's and 40's the RAC Rally results were produced after around 1000 miles of road motoring and just a few driving tests which decided the winners. No official winners were listed until 1951.

Then from 1951 until 1959 the RAC Rally became an International event and was known as 'The Rally of the Tests' as sprints, hillclimbs, time trials and driving tests were used throughout the six days of competition to determine the winner. Over 200 cars competed in 1951.

In the 1960's major sponsors embraced the RAC event, first The Sun and Daily Mirror, then Lombard (1974-1992) Network Q (1993-2002) and finally the Welsh government. In later years the rally became a high-profile showcase for the world's most exciting cars and drivers.

The RAC Rally started using gravel Special Stages in the 1960's and then became a WRC qualifier 50 years ago in 1973. Normally held in November, the RAC was usually the final round of the World Championship. The late autumn stages were always wet, slippery, muddy and sometimes snow-covered, thus providing a tough challenge for the competitors.

Following victories for the Ford Escort Mk.1 from 1972-1974, the Escort Mk.2 dominated the rally from 1975 until 1980 when Henri Toivonen won in his Talbot Sunbeam Lotus. Huge entries became the norm from the 70's on as national competitors realised that the RAC Rally was their only chance to compete against the best rally drivers in the world. In 1976 there were no less than 200 starters but only 71 cars finished the rally.

From 1981 until 2019 four-wheel-drive cars dominated Rally GB, they won the rally every year. First there were the fearsome Group B cars. Hannu Mikkola won in '81 & '82 in the Audi Quattro and Stig Blomqvist won in 1983 with his similar car. Ari Vatanen won for Peugeot in 1984 while Henri Toivonen had his second RAC victory in 1985 with the new Lancia Delta S4. Timo Salonen won the 1986 event in his Peugeot 205 T16 E2.

In 1987 Juha Kankkunen scored the first RAC win for a Group A car when he won in his Lancia Delta HF. Group B cars had now been banned from rallying following several tragic accidents including the deaths of Henri Toivonen & his co-driver Sergio Cresto on the Tour of Corsica in 1986. Markku Alen scored another Lancia Delta win in 1988 while Pentti Airikkala took the first of many Japanese manufacturer wins in 1989 with his Mitsubishi Galant VR-4. World Rally Cars arrived in 1997 and would be the car of choice right up until the final Wales Rally GB in 2019.

My first visit to the Lombard RAC Rally was as a marshal in 1990. Carlos Sainz was the winner that year in his Toyota Celica GT4. There were 176 starters of which 96 finished. That event had a total of 41 special stages spread over the four days from Sunday to Wednesday. The 1990 rally used pacenotes for the whole route for the first time. It started and finished in Harrogate. We marshalled at scrutineering in Harrogate on the Saturday then SS2 Harewood Hill, SS13/18 Dalby, SS23 Hamsterley, SS30 Falstone and SS36 Castle O'er. Sign-on was three hours before first car due time.

I continued to marshal on Rally GB for 16 years (every year except 2000) until 2006. After that I went over to spectate for a number of years (including the final event in 2019) when the event was known as Wales Rally GB. Lots of memories from both marshalling and spectating. The crowds were amazing. I remember walking for miles through the crammed car parks to see the world's best drivers tackle famous stages throughout England, Scotland and Wales.

In 1998 the Network Q RAC Rally became the Network Q Rally of Great Britain and timing on every stage was to the tenth of a second. This produced a remarkable situation when the first Rally GB special stage saw a tie between drivers; the two Subaru team-mates Colin and Alister McRae.

***Continued on Page 46***

## ***The Rise & Fall of Rally GB***

### ***Continued from Page 454***

This was the first time two brothers had led the same World Rally!

From 2000-2019 Rally GB would be held entirely within the boundaries of the Welsh Principality. The 2000 Rally of Great Britain was an all-ticket affair for spectators, ending four decades of free spectating entertainment. There was to be no more freedom to roam in the forests. On that event there were 150 starters and 79 finishers. The following years saw entries fall and the smallest ever entry came in 2012 when there were only 31 starters and 29 finishers.

Since the World Rally Championship for drivers began in 1979 there have been 19 different World Champions. I have been lucky enough to have seen 17 of them in action on Rally GB over the years. In fact no less than 11 past, present and future World Champions competed on the 1991 Lombard RAC Rally. The only Champions that I haven't seen on Rally GB stages were Bjorn Waldegard and Walter Rohrl, but I did see both of them competing here in Northern Ireland. Waldegard took part in a Historic Rally in 2007 while Rohrl won the 1984 Ulster Rally in his Audi Quattro Sport.

In 1994 I marshalled the last corner of the final stage of the Network Q Rally GB. There were 10,000 spectators at that corner alone in Clocaenog to see Colin McRae in his Subaru Impreza 555 become the first British driver to win Rally GB since Roger Clark in 1976.

The "Great British Rally" in the mid- 90's was now witnessing it's most exciting, crowd-pulling and naturally talented driver ever seen in action! That driver was Scotland's own Mr. Colin McRae or "The Boy" as we had christened him!

One year later, on Rally GB 1995, we were privileged to watch from our marshals post deep in a dark and wet Hafren Forest in Mid-Wales as the same Colin McRae trounced his Subaru teammate and title rival Carlos Sainz. It was a move which would insure a second Rally GB victory for Colin "The Boy" McRae and as a result he became the 1995 World Rally Champion. Not only that, the Subaru Impreza 555 World Rally Team locked out the podium places. Carlos Sainz was second overall and Richard Burns third. That year 176 cars started the four-day event and 95 finished. There were 28 special stages.

Colin McRae would go on to take what would prove to be his third and final Network Q Rally GB win in 1997 with his Subaru Impreza WRC. Richard Burns then won the event three years in a row. In 1998 with Mitsubishi and 1999 and 2000 for Subaru.

The period from 1997 until 2002 was a special time for Rally GB. These were the last years when entry levels were guaranteed to run well into three figures. With the exception of two years (2006 and 2007) the event has never since fielded anything like so many competitors. Large crowds flooded the stages as the UK press built up the rivalry between McRae and Burns labelling it as "The Battle of Britain". All of which would come to a head on the 2001 event.

Four drivers arrived at the final round in Wales with a chance of winning the 2001 World Rally Championship. Tommi Makinen, Carlos Sainz, Colin McRae and Richard Burns. Makinen retired his Lancer on the first forest stage then McRae, while leading, crashed his Ford Focus heavily and out of the rally just prior to our marshalling post in SS4 Rhondda. Sainz's Focus was withdrawn after an accident involving spectators. All this left Richard Burns in the pound seats. He would go on to finish the rally in third place, enough for him to become the first Englishman to claim the world crown, but not before he spun his Subaru Impreza at our junction in Rhondda. The rally was now three days long and had a more compact route than ever with double-usage of stages. The outgoing world champion Marcus Gronholm won the 2001 Network Q Rally GB in his Peugeot 206 WRC and his teammate Harri Rovanpera was second.

In 2007 & 2009 there were two rounds of the WRC in the British Isles. Rally Ireland was a tarmac event using closed-road stages in both Northern and Southern Ireland while Wales Rally GB continued to be held on gravel stages. Unfortunately the money ran out and Rally Ireland hasn't run since.

The last ever Wales Rally GB was the 12th of the 14-round 2019 WRC. Held in early October, Ott Tanak won the rally for the first time in his Toyota Yaris WRC. The Estonian would then go on to become the 2019 World Champion after the penultimate round in Spain later that month.

***Continued on Page 47***



## ***The Rise & Fall of Rally GB*** ***Continued from Page 46***

There were 21 stages in Wales and 1 in England (SS1 Oulton Park) over four days with 53 starters and 47 finishers. In a separate event using fewer stages, a further 64 cars started a two-day National Rally. Wales Rally GB National had been an additional feature since 2010 and had a maximum of 85 competitors taking part in 2015.

The last time I saw WRC competitors in competitive action on Rally GB was on Saturday 5th October 2019. My son David and I spectated at the famous Sweet Lamb bowl on special stages 13 & 15. Hundreds (if not thousands) of fans always “flocked” to this remote sheep farm location in Mid-Wales where the rally cars could be seen for miles. We had hoped to see the Great Orme stage on Sunday but sadly this tarmac test near the rally base in Llandudno was cancelled at the last minute due to bad weather.

The planned 2020 Wales Rally GB was cancelled due to the COVID-19 pandemic. Then the Welsh Government announced their complete withdrawal of sponsored support for the rally going forward. There was hope that a new road-closed Rally Northern Ireland would replace Wales Rally GB in 2021 & 2022, but that remote hope was dashed when the power-sharing Northern Ireland Assembly at Stormont collapsed. As a direct result, no funding was forthcoming to support such a venture. Apparently around 3 million pounds would have been required to secure the event.

Money and a quest for a more global oriented championship are the main reasons for the WRC to be heading to pastures new and not to the UK. A shame as the fans are missing out on seeing their heroes. At least the Welsh fans saw their local hero Elfyn Evans win in his Ford Fiesta WRC in 2017.

The most successful winners of Rally GB were Sebastien Ogier (5 times) Petter Solberg (4 in-a-row) Hannu Mikkola (4 times) Colin McRae (3 times) Juha Kankkunen (3 times) Timo Makinen (3 times) Richard Burns (3 times) and Sebastien Loeb (3 times).

The only consolation in the fact that the United Kingdom has lost its place in the WRC calendar is that the series seems to have lost some of its popularity. Unlike F1 the majority of people in the UK probably do not realise that there is a World Rally Championship taking place! Although highlights of each round are available on ITV4 the following week. Of course the whole championship can be streamed live via the WRC+ app. Selected stages can also be seen live on BT Sport channels if you can access them.

As I said earlier, 2022 was the 50th anniversary of the World Rally Championship. There were only 12 registered WRC1 Hybrid cars competing and just 3 manufacturers Toyota, Hyundai and M-Sport Ford. Beefing up the entry lists were competitors in WRC2 and WRC3 plus on selected events the Junior WRC. The maximum number of competitors starting any of the 13 WRC rounds was 90 at Rally Portugal in May and the lowest was just 28 on Rally New Zealand in late September.

The 13-round 2023 World Rally Championship starts with the Monte Carlo Rally running from 19-22 January.

***Robert Coursey : Rally Representative (Northern Ireland) British Rally Marshals Club***



# Allrounder

**Ian Hill : Rallying History Club**

September October November was a really busy time for us in the Opel Manta.

September I organised rally cars on display at Prom stages along side 40th anniversary of the event.

October saw us do our club event Historic Rally Festival taking on demo stages at Iron Bridge and Weston Park 15/16th oct.

End October I was asked to organise historic rally cars at Llyn Brynig visitor centre for the Cambrian rally.

November I organised historic rally cars at Oulton Park for the first rd of circuit rally championship.

I was then asked to bring the Manta to Nec for Classic car show as 40th anniversary of the Manta 400 (not mine only Grp N car) .

Unknown to me it was a set up lol I was presented with a trophy all rounder member Member of the Year.

**Ian Hill : Rallying History Club**

My sister learns the violin and she becomes my parents' 'little violinist'.

My brother learns the guitar, and they call him their 'little guitarist'.

They wanted me to learn how to play the piano - no way was I going to be called 'little pianist'



## Bedford CF Rally Service Van

This is our classic rally barge based on a 1984 Bedford CF Van. It ran without problems during the 2019 Roger Albert Clark Rally supporting our Vauxhall Firenza in matching Martin Group Rally livery. Ready to support your Vauxhall or Opel Historic Rally Car.



The body was fully refurbished in 2018 with a bare metal respray and has a 2.0L Opel engine. The interior has been partitioned and racked out. To the rear there is storage space and a multi-drawer tool box. In the centre there is racking for tyres and jerry cans. There is an inverter which can run lights and tools. A full length roof rack suitable for carrying wheel/tyres, Jerry Cans etc, with a ladder for easy access. A small awning covers the side door opening useful for setting up cooking facilities. New tyres fitted prior to the Roger Albert Clark Rally.

We have many more parts and panels so please ring for details

Parts are located in East Yorkshire close to JN37 M62

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



Hexham & District Motor Club



## John Robson & Hexham Historic Rally 18/19<sup>th</sup> February 2023

Using the best lanes of Northumberland  
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- ANCC
- SD34MSG
- Scottish AMC
- ANWCC
- ANWCC Historic

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- Simple No Nonsense Navigation
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## Regulations

Available from January 1st  
2023

[www.johnrobsonrally.com](http://www.johnrobsonrally.com)

&

Hexham & DMC Facebook Page

# JOHN EASSON AWARD WINNER

2300 Club are very pleased to announce  
**Johnnie Mackay** as the winner of the 2022  
**John Easson Award**.

Our four finalists Billy Grew (Staffordshire), Johnnie Mackay (Aberdeenshire), Emily Easton-Page (Edinburgh) and Archie Swinscoe (Lancashire) all travelled to Preston. They all went in front of this year's judging panel, which consisted of Clive Molyneux, Richard Winstanley, Ian Grindrod, John Cope and last year's Winner Iain Lloyd. Choosing a winner from these four excellent candidates was no easy task for our judges.

It's always unfortunate that there can only be one winner and it was Johnnie Mackay emerged as victor on this occasion. We feel Johnnie Mackay will be a very worthy recipient of the prestigious John Easson Award, which is worth a total prize fund of £6000.

We would like to wish the runners up, the very best of luck with their continued rallying.

2300 Club would like to thank all the candidates who applied for this year's award.

We would also like to encourage candidates to reapply next year if they meet the criteria. We have had previous winners who have won after numerous attempts

We look forward to working with Johnnie Mackay next season as he takes on the Scottish Rally Championship SRC Challengers in his Mitsubishi EVO

**John Cope**

**2300 Club John Easson Award Manager**





# Happy Birthday M6 64 yrs Old

The first section of the motorway and the first motorway in the country was the Preston By-pass. It was built by Tarmac Construction and opened by the Prime Minister Harold Macmillan on 5 December 1958.

In January 1959 the Preston by-pass was closed because of rapid surface deterioration over a stretch of 100 yards (91 m) "due to water freezing and then thawing". Motorists were diverted to the old road while the UK road research laboratory at Harmondsworth pondered the importance of surface water drainage.

The second phase of construction was completed in 1960, forming the Lancaster by-pass. Some 100 miles (160 km) south, the Stafford by-pass was completed in 1962. By 1965, the remaining sections of motorway Stafford–Preston and Preston–Lancaster had been completed. 1966 saw junction 11 to 13 completed. 1968 saw the completion of the Walsall to Stafford link as well as the Penrith by-pass some 150 miles (240 km) north in Cumberland. In 1970, the Lancaster–Penrith link was completed, along with a short section of motorway by-passing the south of Walsall. The most northerly section of the motorway also opened in 1970, running to the designated terminus north of Carlisle. By 1971 the full route was completed between the junction with the M1 motorway at Rugby and the A38 road several miles north-east of Birmingham city centre, including Bromford Viaduct between Castle Bromwich (J5) and Gravelly Hill (J6), which at 3.5 miles (5.6 km) is the longest viaduct in Great Britain



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#### NEW MINI-COOPERS

970 c.c. Cooper S; surf blue/white, red/black, green/white.

970 c.c. Cooper S; hydrolastic; white/black.

1275 c.c. Cooper S; hydrolastic; red/black, tweed grey/white.

All cars fitted with 4½ in. wide wheels.

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M.G. Midget; white; tonneau; wire wheels.

#### USED CARS

1964 Cooper S 1071; green/white; 13,000 miles; original S.P.3s; used only for shopping; £570.

1964 (June) 1,275 c.c. Cooper S; 8,000 miles; green/white; £666.

1962 Group II Cooper; ex-Roger Clark car; many spare parts, including balanced crank fly-wheel, rods and pistons; complete with restall seats; £295.

#### SPECIAL OFFER

1293 c.c. Cooper S Group 3; Ratcliffe modified, 100 b.h.p.; full rally equipment including many spot lamps, quartz iodine headlamps, full-length sump guard, rev. counter, belts, interior padding, twin tanks, oil cooler, 4.1 final drive, S.P.3s, 2 spare wheels; this car has been maintained regardless of cost by us; looks good in dark opalescent blue; vivid acceleration; perfect car at £650.

Contact Tony Fall  
for exchange valuations and  
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**Lancashire A.C.**  
**ALEX POOLE Evening**  
**Tales From the Sixties . . . .**  
**And since**  
**Thursday 23<sup>rd</sup> March 2023**

Alec is a legend in British Motorsport and he has tales and stories as an impecunious BMC (Austin / Morris / MG) apprentice in club racing and rally driving in the Sixties.

These fun and games led to being asked by the Factory to drive at Sebring in the United States in a Works Austin Healey. Then there was Le Mans also for Austin Healey in 1968, followed by co-driving with Paddy Hopkirk (one of his best buddies who sadly died last July) for them to finish 2nd on the London – Sydney Marathon.

Then he won the British Touring Car Championship in a Mini the year after in his early Twenties. It wasn't all sweetness and light racing back then. People got badly hurt.

In the mid-Nineties he was roped in by Nissan to turn round their dismal European Touring Car racing programme. Result – standing toe to toe with all of the other Manufacturers; it only took them 4 years to win everything.

Then there was The Dakar with Nissan South Africa when Nelson Mandela took him to task – Maybe he wasn't far wrong as Alec managed to blow all of Nissan's cash on a New Years Eve party in Marseilles before the Start. He even managed to give Carlos Ghosn his heavyweight boss some Blarney to look the other way.

As journalist Maurice Hamilton says: "Alec, you portray the golden era this was – and how mundane the life of a racing driver is today by comparison. It's a wonderful antidote to Political Correctness and yet you are by no means pompous or an old boy looking through rose-tinted specs. This is the way it was; period."

Make a note in your diary for this not to be missed event. Booking forms and full details to follow.



  
**three sisters**  
CIRCUIT

[threesisterscircuit.co.uk](http://threesisterscircuit.co.uk)

## Race Car Testing

Race car testing (ARDS, Hill Climb, Sprint, Rally) is available mid-week at Three Sisters, in slots of varying lengths to suit your needs. A 20% discount is available to Motor Club members if mentioned when booking.

Drivers need a current Motorsport UK competition racing licence. Passengers need a current Motorsport UK competition racing or navigators licence. A noise restriction of 95db (drive by) and 105db (static) applies to all vehicles, which will be tested if necessary.

See our website for further details, or call  
**01942 719030** for availability and to book.



## A precautionary tale for new drivers.

As a long-time retired driving instructor, I am occasionally asked to take my grandchildren or my friends' youngsters out for a bit of practice, usually in their own cars.

So it was a few months ago with a mate's son who at just seventeen, knew it all. We caught up with a big van doing 40mph in a 60mph limit. It was a narrow and uneven country road and just as I opened my mouth to tell him to chill out and give the examiner a smooth ride, he dropped a gear, floored it and shot past at over 50mph. With my left knee braced against the door and my right knee tight on the centre console I told him to head for home. There ended the first lesson.

A few days later I noticed fresh deep scratches on his front mudguard, someone pulled out and pushed him into a wall. Yeah, right.

Weeks passed, he passed his driving test with no faults and could enjoy the freedom of the open road by himself. Again, I visited my mate to find him replacing a nearside headlight and wing. It had happened once more but on a different stone wall. Nonetheless, that was the least important bit, he and his young passengers had also been stopped whilst speeding at 86mph in a 50 limit on a four-day old full licence.

If his licence is suspended it also applies to his motor-bike too, so he will be back to cycling to work this winter.

All this was so predicted, by myself and his parents but what did we know? Between the three of us we have only a hundred and fifteen years of clean licences compared to his four days.

*Written by Anonymous to protect the innocent.*

# Knowldale CC The John Clegg Mini Miglia

March 18th 2023

Entries are now open for [The John Clegg Mini Miglia 2023.](#)

As usual the 'Mini' will tour approximately 150 miles of the classic rally roads in Cumbria, the Yorkshire Dales and Lancashire, starting from NW Auctions (M6 J36) and finishing at Banny's Fish Restaurant in Colne.

A short rest break has been arranged at Bridge House Farm near Wray where coffee/tea will be included. The Road Book will provide simple route navigation in tulip form and OS map references will also be provided.

The John Clegg Mini Miglia is open to all cars, especially historic cars and classic (rally) cars, and no Competition licences are required. The £45 entry fee includes the Fish & Chip meal at Banny's and tea or coffee at Bridge House Farm.

# ANWCC 2022 CHAMPIONSHIP AWARDS NIGHT SATURDAY 4th FEBRUARY 2023

**Mere Court Hotel,  
Warrington Road,  
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Cheshire, WA16 0RW**  
Forms to apply for tickets, and  
to tell us your choice of food,  
are on our website.



# **FOR SALE**

## **Late 1931 Model A Coupe**

### **Bodywork**

The bodywork and fenders all look really nice and in good condition. There is a small area of cracked paintwork (approx. 1" long) on the passenger door, over the door handle. (There is some matching paint to touch it up with).

The passenger side window has a crack in it which runs through one layer of the window glass. The crack is across the top left corner of the window. These are the only noticeable faults with the car. I have not done any work on the bodywork other than to have a general look around it

### **The Brakes**

The brake drums are cast iron, a significant improvement over the original pressed steel variety. They are in very good (as new really) condition. The linings are all in a similar condition.

There was a lot of lost motion in all the brake linkages and brake rods and the cross-shafts bearings were seized into their securing brackets worn items were replaced with new.

### **The Steering**

All linkages and ball joints were in reasonable condition but required setting None needed replacing but all needed adjusting which was done. The steering box was adjusted and oil added

### **Chassis**

The chassis is in very good sound condition suffering no visible damage

### **Suspension**

All the springs, suspension bushes and links are in good order and the original shock absorbers work well.

### **The Engine**

The engine runs well with no unwanted rumbles or worn bearing or tappet noises. There are no leaks water or gas leaks around the cylinder head or the inlet/exhaust manifolds and the compression is the same in all four cylinders.

### **Transmission**

The gearbox works well with no 'jumping out of gear' or whining noises. The drive to the rear axle is all in good order as is the rear axle assembly. The rear wheel bearings and hubs are all in good condition.

### **Cooling system**

There are no leaks in the cooling system. The system has been back-flushed and is clear of any obstructions. The late 1931 type of water pump is fitted which has a seal installed which negates the need to keep tightening the seal packing as in the earlier pumps. The Radiator has a 'Flying Quail' radiator cap/temp gauge fitted.

### **Ignition System**

The distributor has been rebuilt having new bronze bushes fitted (reamed to match the new the drive shaft and coupling. A new top plate has been installed which carries the condenser rather than using the hole in the side of the distributor body. The uniquely designed distributor cap is in very good condition as are the connecting strips to the sparking plugs. The ignition 'advance and retard' mechanism is in good condition and is correctly adjusted.

### **Fuel System**

The Carburettor fitted is the improved version used on the 1932 Model B. The original being visually very similar in design but with a smaller choke diameter and smaller jets.

The carburettor has been rebuilt with new bushes and jets and is as good as new.

### **Wheels and tyres**

All the wheels are straight and structurally fine. All the tyres have less than 100 miles use.

### **The interior**

The interior was refurbished before I acquired the car. and I have done nothing to it other than to have a new roof lining made by a specialist company in the USA (£600). It has not yet been fitted but is a relatively simple task.

### **Extras**

Extras included with the car include a leather covered boot box and carrier as shown on the photos.

A virtually brand-new car cover, designed to protect the car through all weathers is included with the sale. (Made in the UK it was around £1,000. Also, there is a light-weight car cover for summer/indoor use.

There are a few spares included.



**Offers in the region of £17,000**

**Contact [rhysnolan307@gmail.com](mailto:rhysnolan307@gmail.com)**

# FOR SALE

## VW Transporter T32 130TDI. LWB

**Nov 2006.**

**2460cc 6 speed  
white panel van**

- It is a plaster's van so a bit dusty in the back but has a bulkhead so the cab is not bad.
- 125433 miles on the clock, a scrape on the ns rear, has a tow bar,

**Would like to get**

**£ 3750.**

**(No VAT)**

**Or near offers ,**

**Would make great service  
van or day van.**

**John Johnson**

**Tel 01900814632.**





Lancashire A.C.

# Coast to Coast Classic Car Run

Midland Hotel, Morecambe

**SATURDAY, 8 JULY 2023**

**FROM 08:15 - 16:15**

The 31st Annual Coast to Coast Classic Tour.  
(Morecambe to Sandside). Lots of 'new' roads. The event is a 'Touring Assembly' and is non-competitive. The Route Book is a simple Tulip type but has full written directions for those not familiar with the Tulip format. In addition there is a simple Concoure d'Elegance at the finish.

Important

As we have used Dunsley Hall for a few years now, I am delighted to say they have agreed to host the Event again in 2023 .



**"I THINK EVERYONE SHOULD  
BOYCOTT HARRY AND MEGHAN'S  
SHOW ON NETFLIX, OUT OF  
RESPECT FOR THEIR PRIVACY,"**

**CHRIS ROSE**



**SG PETCH**

www.sgpetch.co.uk

ANECCC

## SG PETCH STAGE RALLY CHAMPIONSHIP 2023



**13 ROUND CHAMPIONSHIP  
CHAMPIONSHIP REGISTRATION  
FOR THE 2023 SEASON  
£15.00 PER COMPETITOR  
[WWW.ANECCCSTAGERALLY.CO.UK](http://WWW.ANECCCSTAGERALLY.CO.UK)**

REGISTRATION IS VIA ON-LINE,  
DETAIL'S WILL BE ON OUR WEBSITE &  
FACEBOOK PAGE

### 2023 CALENDER

- RD 1 - RIPONIAN
- RD 2 - MALCOLM WILSON
- RD 3 - BORDER COUNTIES
- RD 4 - JIM CLARK RALLY
- RD 5 - JIM CLARK RIEVER
- RD 6 - KIELDER FOREST
- RD 7 - GREYSTOKE
- RD 8 - TYNESIDE STAGES
- RD 9 - TRACKROD RALLY
- RD 10 - CHEVIOT STAGES
- RD 11 - CARLISLE STAGES
- RD 12 - MALTON FOREST
- RD 13 - GRIZEDALE

### DATE'S & EVENT'S TO BE

CONFIRMED

### AWARDS

1ST OVERALL  
2ND " "  
3RD " "

1ST IN CLASS  
2ND " "  
3RD " "

### NEW THIS YEAR

1ST FEMALE DRIVER  
1ST FEMALE CODRIVER  
(OVERALL)







**Airedale & Pennine MCC  
&  
Clitheroe & DMC**



# **The Pennine Winter Targa & Classic Rally**

## **25<sup>th</sup> 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.
- Tyres of your choice.

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 a very competitive entry fee

**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 **22/23 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**

## **Regardless Motor Club Regardless of What?**

**Building on the concept of Press on Regardless,**

- regardless of fear,
- regardless of ignorance,
- regardless of pride or prejudice,
- regardless of colour, belief or sexual orientation,
- regardless of the weather, the darkness, variations in road surfaces or tyre regulations!
- regardless of preconceptions and mis informed opinions'
- regardless of adversity,

**We (The Regardless Motor Club) will  
continue to promote road rallying in the  
North West of England.**

**Finally I understand why cars have  
these things...**







# NESCRO

Historic Motorsport In The North Of England & Scotland



## 2023 NESCRO CHALLENGE DATES LIST

• Sat	25 <sup>th</sup> February	Pennine Winter	Airedale & Pennine CC	Historic/Targa
• Sat	11 <sup>th</sup> March	Mull Classic	Mull CC / Saltire RC	Historic/Targa
• Sat	1 <sup>st</sup> April	White Heather Tests	Wigton MC	Historic/Targa
• Sun	16 <sup>th</sup> April	Shaw Trophy	Whickham & DMC	Historic/Targa
• Sat/Sun	29/30 <sup>th</sup> April	Berwick	Berwick & DMC	Historic/Targa
• Sat/Sun	3/4 <sup>th</sup> June	Rally East Yorkshire	Yorkshire Wolds MC	Historic/Targa
• Sun	16 <sup>th</sup> July	Northern Dales	Hexham & DMC	Historic/Targa
• Sun	13 <sup>th</sup> August	Blue Streak	Spadeadam MC	Historic/Targa
• Sun	3 <sup>rd</sup> September	Doonhamer	South of Scotland CC	Historic/Targa
• Sun	8 <sup>th</sup> October	Solway Coast Targa	Solway Car Club	Historic/Targa
• Sun	22 <sup>nd</sup> October	Solway	Wigton MC	Historic/Targa
• Sat	11 <sup>th</sup> November	Saltire	Saltire RC	Historic/Targa

**Bold Dates are 2023 Confirmed**

Those not in Bold are not Confirmed

NB : Solway Coast Targa Date will be confirmed later in 2023 (MOD land use)

As always the maximum number of scoring rounds is 1/2 + 1, which is a maximum of 6 rounds.

I will possibly include extra events into the Challenge when and if, they become available.

*Bob Hargreaves*

*2023 NESCRO Challenge Co-ordinator*

01229 587777

07742 313602



**three sisters**  
CIRCUIT

threesisterscircuit.co.uk



**Car Track Days:**  
15th January  
12th February  
13th March



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](http://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

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

### Contacts;

Tracey Smith – [tracey.amsc@hotmail.com](mailto:tracey.amsc@hotmail.com)

Steve Johnson – 07718051882 – [steve.amsc@gmail.com](mailto:steve.amsc@gmail.com)





**Pro-Rally.co.uk**

**1**



## Motorsports Photography and Journalism

Classic Rallying | Historic Rallying | Road Rallies  
Stage Rally | Targa Rally | Vintage Car Rallies  
Sprints & Hillclimbs | Stock Cars | Off Road

**Phil James**

Motorsports Photographer & Journalist

07771 76 86 57 | 01772 69 00 34

phil@pro-rally.co.uk

@ProRallyPhoto

**Pro-Rally.co.uk**

**1**

www.pro-rally.co.uk

# ANWCC

To Access all  
of the following

2023 Championships Calendar

Championship Registration

2023 Championship Tables

Please Visit

**www.anwcc.co.uk**

# SD34MSG

To Access all  
of the following

2023 Championships Calendar

Championship Registration

2023 Championship Tables

Please Visit

**www.sd34msg.org.uk**

**rally**  
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**circuit**  
traction

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PRICE PER TEAM OF DRIVER AND CO-DRIVER



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

## UPCOMING EVENTS

**FEB 17<sup>th</sup>**

SUNDAY

**MAR 15<sup>th</sup>**

FRIDAY

**APR 13<sup>th</sup>**

SATURDAY

**JUN 29<sup>th</sup>**

SATURDAY

**BOOK ONLINE AT RALLYTRACKDAYS.COM**

OR CALL THE CIRCUIT OFFICE ON 01407 811400

# GAZZARD ACCOUNTS

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## **SD34MSG 2023 Championships Open to ALL SD34MSG Group Members**

- Autotests
- PCAs
- AutoSOLOs
- Road Rallies
- Stage Rallies
- Sprints
- Hillclimb

**Enter ALL for Just £5**

**Register on Line**

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

## **Longton & DMC SATURDAY, 21<sup>st</sup> JANUARY 2023**

**FROM 18:30-01:00**

**60th Anniversary**

**&**

**2022 Season Awards Dinner  
Barton Manor Hotel**

**£30 per head**

**Guest Speaker Hugh Chamber  
Booking for tickets :-**

**[https://www.lomgton-dmc.co.uk/  
index.php/events/awards-  
evening-booking-form](https://www.lomgton-dmc.co.uk/index.php/events/awards-evening-booking-form)**

**Hotel - book direct with them**





# Unmarked mobile enforcement vehicle to be used in Northamptonshire



Northamptonshire Police is to utilise the Force's first unmarked mobile enforcement vehicle in a bid to reduce the number of people killed or seriously injured on the county's roads.

Tragically in 2021, after being involved in a road collision, 29 people never returned home safely to their loved ones, and 280 required urgent medical assistance for serious and life-changing injuries.

Even more worryingly the Force has continued to see an increase in the number of people who have been killed on the county's road during 2022, with more than 40 fatalities recorded over the past 12 months.

This has prompted the Force's Safer Road Team to take the unusual step to use an unmarked mobile enforcement vehicle to crackdown on those who continue to use our roads illegally and irresponsibly, putting themselves and others at risk.

The vehicle will be used at various locations across the county however, priority as always will be given on routes impacted by collisions and where intelligence has been received regarding ongoing issues around poor driver behaviour.

Over the past two years, since people have got back on the roads following the first Covid-19 lockdown, there has been a worrying escalation in the number of collisions due to the decline in driving standards.

So far this year, 50,991 motoring offences, which have been detected on the county's roads, have involved one of the Fatal Five – careless driving, excessive speed, using a mobile phone behind the wheel, not wearing a seat belt, and driving while under the influence of alcohol or drugs.

The Fatal Five are the motoring offences which are most linked to death or serious injury and in 2021, exceeding the speed limit was one of the top four main contributory factors in collisions on Northamptonshire's roads network.

In fact, driving just a few miles per hour over the limit can increase the chances of being involved in a fatal or serious collision, which makes it even more disappointing that despite all the campaigns, road users still choose to drive at excess or inappropriate speeds.

Chair of Northamptonshire Safer Roads Alliance and Head of Operations at Northamptonshire Police, Superintendent Jen Helm said: "I can tell you that in the last 12 months, 44 people have died on our roads.

"That is 44 parents, friends, siblings, partners, and children who have left the house on a perfectly normal day and just didn't come home. We know poor driver/rider behaviour plays a large part in these deaths and we know it is on the increase.

"I know the majority consider everyone getting home safe as more important than travelling the extra 10 miles an hour over the speed limit or checking their mobile phones while driving, but sometimes people lose focus.

"However, there are those who chose to deliberately drive or ride irresponsibly or illegally on our roads when they think they can get away with it. This is what the unmarked enforcement van is designed to tackle."

Anyone committing one of the Fatal Five offences such as driving at excessive speed may be offered an online education course if eligible or receive a fixed penalty fine of £100 and three points added to their driving licence.

If a driver elects to go court, or the offence is deemed too serious to be dealt with by the way of an online course or fixed penalty, the courts can impose a range of penalties from custodial sentences, driving disqualifications and fines which are means tested.

Northamptonshire Police doesn't make any profit from fixed penalty notices or court fines – this in fact, goes to the Treasury's consolidated fund and used by the Government for general expenditure.

The Force does however receive a cost recovery fee of £45 for each completion of the speed awareness course where the offence has taken place in the county. This money can only be spent on road safety.

For example, it is used to fund the Safer Roads Team and road safety interventions, as well as pay for Community Road Safety funding, which the public can bid for, educational material for schools and fully subsidised training for vulnerable at-risk groups.

Northamptonshire Police Safer Roads Operations Manager, Matt O'Connell added: "We know that people change their driving behaviour when they see a marked police vehicle and using unmarked vehicles is nothing new. However, this is the first time we've adopted this approach when it comes to mobile enforcement.

"It's easy to criticise this approach as being motivated by ticket numbers or revenue, however we see, all too often, the devastating consequences the loss of a loved one has on those left behind to pick up the pieces.

"We're not going to apologise for the how we police our roads if it means that we take the most dangerous drivers off them, especially if it means that we stop just one person from being killed or having to come to terms with a life changing injury.

"However, with the level of offending across the county, we need to do something different, and the use of unmarked enforcement vehicles might make people think twice before taking unnecessary risks in Northamptonshire."

# Acknowledgements

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

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

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

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

Jokes, Photographs, Information, reports etc

Terry Martin (CDMC)	Steve Entwistle,
Rod Brereton, (PDMC)	John Rhodes (APMCC)
Geoff Clark	Bruce Lindsay (PDMC)
Brian Wragg (L'pool MC)	Steve Butler (CDMC)
Greg Harrod (Lampeter)	Tony Vart (CDMC)
George Jennings (WaDMC)	Keith Thomas (Wigton)
Tony Lynch (WiDMC)	Barry Allman (CDMC)
Tommi Meadows (CDMC)	Neil Raven (IDMC)
Bob Hargreaves (KLMC)	Tony North
Barry Lindsay (SMC)	Ed Graham (HexDMC)
Colin Blunt (CDMC)	Dave Williams
Niall Frost (IDMC)	Bill Honeywell (CDMC)
John Harden (LiMC)	Amy Honchoz (IDMC)
Oliver Waggett (HMC)	Dave V. Thomas (ANWCC)
Ian Harwood (KMC)	Geoff Bateman (WCMSC)
Paul Gilligan	Ian Clapham (116 MC)
Donald Tarbet (ANECCC)	Adrian Spencer (Wigan)
Geoff Bengough	Kris Coombes (PrestonMC)

**Bill Wilmer & The Gemini Team**

Keith Lamb (Gemini 9)	Ian Davies (Gemini 23)
Peter Langtree (Gemini 48)	Tony Jones (Gemini 56)
Steve Coombes (Gemini 5)	David Bell (Gemini 61)

Phil James of Pro-Rally,

Paul Commons Photography

Paul Gilligan 'Inside the Industry'

Garry Simpson Songasport

Duncan Littler Speed Sports Photography

Joe Gilbertson

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

**Steve Johnson**

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

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

## SD34MSG



# AGM

**Wed. 18<sup>th</sup> January**  
**8:00pm**  
**Via Zoom**

## ANCC



**Monday 6<sup>th</sup> March**

**8pm**

at Cleckheaton Sports & Social Club

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



## ANWCC

Association of North Western Car Clubs

**Tuesday February 7<sup>th</sup>**

**8pm at the Kilton Inn**

**Knutsford**

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

## ANECCC



**No Idea Where or When**

*I have asked but nobody has replied*

**<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 February Edition is**

**Sunday the 29<sup>th</sup> of January**

**which is due out on**

**Tuesday the 31<sup>st</sup> of January**

**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