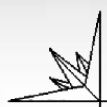




December spotlight

2022

ANECCC
Association of North East
and Cumbria Car Clubs



ANWCC
Association of North Western Car Clubs

ANCC
Association of Northern Car Clubs



 **motorsport UK**
British Rallycross
Championship

Tony Lynch
British Retro Rallycross
Champion 2022

www.sd34msg.org.uk

Volume 13 : Issue 12 : December 2022 : Maurice Ellison

Front Cover :- British Retro Rallycross Champion

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Comprising the following 10 Clubs



Blackpool South Shore Motor Club

www.bssmc.com



Clitheroe & District Motor Club

www.clitheroedmc.co.uk



Ecurie Royal Oak Motor Club

www.eromc.co.uk



Garstang & Preston MC

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



High Moor Motor Club

www.hmmc.co.uk



Preston Motorsport Club

www.facebook.com/prestonmotorsportclub



Stockport 061 Motor Club

www.stockport061.co.uk



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www.warringtondmc.com



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2300 MC

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Chairman's Chat December 2022



November started for me with Covid, and after almost 3 years it had finally got me! I tested positive at the end of October and I was testing clear by the 5th of November, but still felt under par for 10-14 days afterwards! A night of marshalling on Saturday the 12th November as Clitheroe DMC ran the Primrose Rally did help to cure it! What a great night out, a short 95-mile no-nonsense format, home by 4:30 on Sunday to catch some sleep before the 9:30 meeting in Clayton on Remembrance Sunday!

The November Meeting of SD34 Clubs, on Wednesday 16th, finalised most of the 2023 championship. Please find the time to read the notes of the meeting which can be found on page - 6 After a presentation from Aintree Circuit Club at the meeting, a discussion was had and a vote was taken! Aintree Circuit Club, become new members of SD34 MSG. Clubs can often get help and advice to run events at the SD34 meetings. SD34 has a wealth of experienced organisers to call on, all our championships are open to member clubs. Once again it was stated that Clubs who promote SD34 MSG Championships to their members, tend to reap more rewards!

The Knutsford DMC Target Rally and just one event in December, Bolton Le Moors 3 Sisters event, the Interclub League for 2022 has still to be decided, the Under 17 Motor Club has just a 3.5 point lead on Clitheroe DMC!

Still all to play for!....

SD34 Motor Sport Group Interclub League 2022

Highlighted events are provisional until 23:59 on 2-12

<div><div>Total Competition Points</div><div>Marshalling points claimed</div><div>Lost Points</div><div>Total points scored</div><div>Division positions</div><div>Overall positions</div></div>	Division A							
	CDMC	BLMCC	LiMC	U17MC	LDMC	GPMC	WarrDMC	KDMC
	857.5	585.5	723.5	891	698	283.5	666	669
	50	125	95	20	0	0	0	10
	907.5	710.5	818.5	911	698	283.5	666	679
	2	4	3	1	5	8	7	6
	2	4	3	1	5	9	7	6

All the up-to-date championship positions can be found here; - <http://sd34msg.org.uk/championships/>

The Awards night for the 2022 Championships will be on **Saturday 11th February 2023**. Please book your tickets here;- <https://form.jotform.com/222732439591056> We have 3 guests for you, plus a room full of champions will be attending. Awards for the previous two years will also be given out.

Poplar Social Club, Wellington St., Accrington. BB5 2NJ from 6 pm. (See page 82)

6:30 until 7:00 Food will be available.

7:30 Guest speakers.

£10 per person including Pie & Peas.

Nominations for the 2022 SD34 Brian Molyneux award are now open. The trophy is named in memory of Brian Molyneux, a former 2300 club member, who helped establish the prestigious Tour of Mull. The award is given to an individual (or family) in recognition of their contribution to local motorsport. Previous winners include Ann McCormack, Dave Thomas and Heidi and Chris Woodcock. Please send your nominations and a supporting letter to [Tracey Smith](#) before 31st December 2022

And finally do not forget to register for the 2023 SD34MSG Championships by the link [here](#)

Merry Christmas and a Happy New Year

Steve Johnson : SD34 MSG Chairman.

Present

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

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

Apologies

Apologies were received from Shaun Mundy (KDMC); Chris Woodcock (Mull & Manx Autosport); Terry May (PMC) and Mark Wilkinson (Stockport 061).

Matters Arising

Aintree Circuit Club - Michael Ashcroft joined the meeting as a representative of Aintree Circuit Club who are wishing to join SD34. They are already members of ANWCC. They have diversified in recent years to heritage events such as Ormskirk Motorfest. They wish to join to offer members access to a variety of events that are in the SD34 championships, and they also have a group of accredited marshals who could be of assistance at events. Once Michael had left the meeting Steve opened up the request to the meeting. There was a vote of a majority for, Thus making Aintree Circuit Club a member of SD34 for 2023 onwards.

- **2020/21/22 Awards Presentation** – Organised for Sat 11th Feb. John Cope, Neil Roskell and Callum Young as guest speakers. Catering for pie and pea supper booked. Award winners to be questioned on their exploits should they wish to contribute. Proposed ticket price of £10.

- **Trophies for 2020/21/22 Awards** – Steve B has sent out a spreadsheet for the trophies. The last time we paid for trophies (2019), the cost was £1300! Ian Farnworth suggested member clubs (or members within those clubs) sponsoring certain awards. Gary raised the importance of finding a new sponsor for the championships.

- **Trophy proposals for 2023 onwards** – Steve B proposed we maintain the status quo for 2023 following the discussion around costs and hopefully reducing the trophy bill. This was seconded by Gary Heslop. There was a majority for this proposal.

- **Rod Brereton** – Alan Shaw sadly reported little improvement in Rod's condition since suffering from his stroke. As a result, Rod has moved from hospital to a nursing care home for the next few months. Alan sadly cannot see Rod being part of any events in the future due to his condition. We all of course hope this is not the case, and that some improvement is seen in the future. Steve Johnson gave the thoughts and well wishes to Diane and the family, as well as the members of Pendle & District MC.

- **Marshals & U18 Championship compiler** – Alan Shaw stated he is stepping down as compiler of these championships. A request for a new compiler was made with regrettably nobody coming forward. Steve stated that without a compiler there will simply and sadly be no marshals or U18 championships next year.

Dates 2023

Still a few clubs to submit their dates, but Tracey to submit championship applications to MSUK tomorrow. We required a championship steward to replace Les, Alan Shaw kindly volunteered to take this up. It was proposed by Gary Heslop and seconded by Maurice Ellison. All present were in favour.

PR

Chris Woodcock gave his apologies, but with it asked for clubs to be reminded that they should consult with the RLO for all types of events unless at a fixed venue (such as Oulton Park or 3 Sister's), and if on roads, consultation should be before any PR work or other consultation commences. Likewise, there is a required timetable for these consultations.

Championships

All up to date and on the website.

Regional Association Reports

Scrapped for this meeting due to time constraints. Minutes available.

AOB

Steve B brought up Spotlight mag advertising, and the fact Maurice expressed a wish to no longer carry on Spotlight. Maurice stated he has a 'victim' in his sights that may be able to help, **BUT** we still require offers of help to continue producing Spotlight from 2023.... Therefore Maurice is happy to continue for 2023 whilst the search takes place for a new editor.

Tracey raised that at ANWCC they learnt that Iain Tullie has had to hand in his resignation at MSUK due to them not acting upon his requests for work adjustments. ANWCC encouraged all member clubs to write to Hugh Chambers and Dave Richards at MSUK, imploring them to consider Iain's requests as he is a vital asset to rallying in the UK, and his leaving would have a serious negative impact. - SD34MSG Chair had taken action on behalf of the SD34MSG on this issue.

A few delegates asked for an example of what had already been sent as inspiration.

Andy Crawley suggested some blurb be produced that hails the benefits of SD34 to help encourage people to sign up to the championships.

The date of the next meeting is Wednesday 18th January 2023 and is our AGM, starting at 8pm, joining Zoom from 19:45. The meeting closed at 22:01.

Minutes recorded by James Swallow



ANWCC

Association of North Western Car Clubs

As we head quickly into a new year we have now finalised almost every one of our championships, just an Autosolo and PCA remaining which may also affect the Allrounders award winners.

It's been a very good year with 317 registered championship contenders, well up on the last few years, so a huge thanks to all for your support. We will have had over 130 events so a huge thanks to the organising clubs and their event officials. And, of course, huge thanks to the army of marshals, many of who have been claiming points for our Marshals Championship, where some will take a share of the "kitty" kindly donated by our championship contenders. The final date for marshalling claims will be 10th December, any claims after that will be carried forward into the January draw and the 2023 championship.

So ... we will be sending out the provisional championship placings to all the contenders in that championship, with a cut off date of 10th December for any queries and corrections. After that we will be ordering the awards and getting the names engraved – over 250 awards in total.

And that brings us to the Awards Presentation which, this time, will be at the Mere Court Hotel, Warrington Road, Mere, Knutsford, Cheshire, WA16 0RW. The date of the event is Saturday 4th February 2023 and we hope to see as many award winners as possible there. Forms to apply for tickets, and to tell us your choice of food, are on our website.

That brings us to 2023 and we are continuing all our championships, with a few minor modifications. Proposals for changes to our championship regulations for 2023 were approved at our meeting on 8th November. We have dropped the bonus points in our Speed Championship scoring, and revised the scoring system in Targa Rallies bringing that into line with many of our other championships. There is also a slight change to the classes in the Trials Championship, bringing them into line with the revised British and BTRDA championships for which most of our events also qualify. We have tested the proposed "new" systems on this year's championships and it should give closer competition through the year.

As we go to press we are still awaiting the Motorsport UK permits, but we have opened up registrations (link on our website) and the regs are also published, albeit in draft form.

We are still open to accept events into the championship and ask all clubs who have not done so to ensure they register their event before Christmas. The Calendar on our website shows all the events registered, so if your club's event is not listed then you know what you need to do!!

Wishing all of you a very Merry Christmas and a Happy New Year, and hope you all get your cars well sorted for next year's championships!

Dave V Thomas

www.anwcc.co.uk

e-mail anwcc@talktalk.net



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

SD34MSG AWARDS NIGHT

2020
& 2021
& 2022

Saturday 11th 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**



Malton MC

Malton Forest Rally

6th November 2022

Paul Commons

After a 10 month hiatus, Matthew Robinson and Sam Collis showed no sign of rust as they stormed to Historic class victory on the North Yorkshire based Malton Forest Rally.

With 6 classic North Yorkshire stages within the Cropton, Gale Rigg and Langdale forests the 2022 Malton Forest Rally had attracted a healthy number of local crews and it was Ford Escort stalwart and rally legend, Steve Bannister who held the historic category lead after the first trip through Langdale.

However, Robinson, possibly making a cautious start in the thick fog, was soon up to speed as he and Sam Collis dominated the time sheets for the remainder of the event; the MK2 Escort pairing claiming fastest historic time on each of the remaining 5 stages to take category victory by 17 seconds with an impressive 5th position overall!

Bannister, yet to show any sign of slowing down at the ripe old age of 71 (per ewrc results), may not have been able to match the pace of the aforementioned Robinson but was more than a match for the rest of the historic field as he and Dave Oldfield claimed the runner up spot in the famous red striped RS1800.

Meanwhile, Richard Jordan had Matt Edwards on the notes for the Malton Forest Rally and the multiple British Rally Champion driver's experience may well have come in handy as the duo claimed a strong 3rd in category with an excellent 8th position overall, just 21 seconds adrift of the 'Malton Missile'.

In the class for smaller engined machinery, Robin Shuttleworth and Malcolm Smithson, having already claimed the overall HRCR Motoscope Northern Historic Rally Championship in their Ford Escort Mexico, continued their strong form to take a dominant class H1 victory with 38th position overall.

Continued on Page 10



Malton Forest Rally Continued from page 9

The podium positions on this occasion being rounded out by the Chrysler Sunbeam crew of David Mcleod and Eamonn Boyle and the Lotus Cortina of Bob Bean and Mike Curry.

Continuing the theme of dominance, Elliot Payne and Tom Woodburn were in a league of their own in the open category as they strolled to overall victory by a mammoth 1 minute 48 seconds aboard their Ford Fiesta Rally 2 machine! Respective class 4,3,2 and 1 victories meanwhile would go the way of Carl & Rob Tuer (Renault Clio R3T), Ash Slight / Dave Robson (Ford Escort), Ben Cree & Robert Wiggins (Opel Corsa) and Dom Mernock and John Quinlan (Vauxhall Nova).

It is also worth mentioning Neil Commons who, with Dukeries MC stalwart Bob Draper alongside, managed to claim a second rally finish of the season in the WB Motorport Mini (after a 40+ year sabbatical). This despite a scare at the treacherous downhill 90 left in Gale Rigg where big thanks are necessary to the masses of spectators (tow rope and all) who were on hand to ensure their day did not end early!

Paul Commons



Paul Commons Motorsport Photography

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

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

Product

JPEGS, prints, press releases and reports., Standard prints are available at very reasonable prices from his website. For a little extra he can arrange for professional prints to be delivered direct to the customer via the excellent Loxley Colour.

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Or visit the website <http://paulcommonsmotorsport.com>



North Wales CC

Gerry P Evans Memorial Trial

6th August 2022

Rupert North : Airedale & Pennine MCC

Sat here in the dark of late October now the 2022 season is all over, looking back to a summer's day knowing it's going to be many many months to the beginning of the 2023 season feels a bit sad. For me the days and weekends away trialling are something to look forward to, a break from the normal bed work routine that dominates adult life. Looking back over quite a few years now class 1, for post 1998 cars has always been well supported I had a great season in 2021 with many good results but 2022 had seen entries tail off sharply with sometimes only 2 or 3 of in the class which makes it very hard to win overall with the index scoring system, had some great battles throughout the year but not the overall wins which come with bonus points in the MSUK championship and silver spoons in the BTRDA.

So seeing the final instructions for this event my eyes lit up at a class of 6!!!! That's enough for a decent index calculation!! All my christmas's have come at once!!!

It was a lovely sunny day in a beautiful part of the world and once the normal pre-event formalities had been taken care of we headed off to the 8 laid out sections to see what day had in store for us.

I don't know what happened if I am honest but I had a storming round 1, while everyone else seemed to struggle I climbed almost everything, dropping a mere 3. In class 1 the next closest competitor was on 9 and I was even 1 mark ahead of the lowest scoring class 3 car. The sections were changed ahead of round 2 but I was still climbing well and finding grip or lines nobody was finding.....by lunch I was a long ahead of everyone in my class and only one of the big guns in the rwd class was a couple of points ahead of me..... If anyone knows the answer as to why I was going so well can they let me know!! Just seemed to be one of those occasions where everything clicks I guess.

Lunch break arrived , a good chance to catch up with everyone and swap tales of woe or success. I was doing great, a nice big gap in the class to the next competitor which was on form local, not even my normal class 1 sparring partner Trevor Moffat. I could almost taste the victory and it tasted good!!

The day had remained dry and altering the sections to stop cars, starts to get harder and harder, this normally leads to low scores where every mark counts. I was a fair bit ahead all I had to do was be careful and not do anything stupid.

All this has sounded a bit big headed so far...me romping to an easy win.....but motorsport has a way of humbling people very quickly, and this is where everything started to unravel for me. All my earlier good work was quickly undone by me missing a 12 gate out....I can't write here what went through my head or came out my mouth at this moment in time, away from people the air was as blue as my car!! From elation to crushing disappointment in a matter of seconds. I pretty much walk every section looking out for this type of change all the time but somehow this one escaped me. A loss of grip on a climb is one thing; missing a gate out has to be the worst way to lose marks and a 12 gate is the very worst.



Photos Courtesy of Rob Jones

Continued on Page 12

Gerry Evans Memorial Trial
Continued from page 11

I had to regain composure after that, the rest of the round was fine but that was a massive loss and my once large class lead had been severely trimmed. I was more than kicking myself, for the first time this year I had enough people in the class to make it count and that happened. Round 4 saw me and Trevor back to trading marks on different sections like we normally do, this round I lost another 4 to Trev. Was really glad there weren't 6 rounds!!

I always said the best you can do is win your class in trials, after that, other factors come into play like how many people are in your class, how they did on the hills compared to you. You need big gaps between the scores to separate you and the other competitors to get a good index and I had just handed away big chunks of marks in the afternoon.

Thankfully my mornings efforts were enough to let me claim my one and only overall victory for the year. I was very happy to have a win for the year but I feel lucky, normally a mistake like the whopper I made would have been way too big to recover from.

A most enjoyable day trailing in Wales, a truly beautiful setting, you can see Snowdia from this venue.

Onwards to 2023 and a new class structure which sees the older class 1 cars merging into existing class 2. Will be interesting to see how I fair.

Rupert North : Airedale & Pennine MCC

VSCC **Lakeland Trial** 12th November

Stuart Bankier : Berwick & DMC

Ninety pre-war classic enjoyed beautiful sunshine for their annual run round the Northern Lakes on 12th November. We marshalled at Whitrigg near Bothel where there were three tests laid out on a north facing hillside. Earlier runners seemed to get a clearer run up the hills as later crews faced some challenging ruts despite the ground drying out during the course of the day.

Nowhere will you see this number of pre war cars competing on a trial. It was a very enjoyable day out with lots of cheerful crews and the landowner and his wife running a mobile café from the back of their Kubota 4WD for the marshals.

Stuart Bankier : Berwick & DMC



VSCC **Lakeland Trial** 12th November

Mark Milne

Not your average weekend

I thought I'd share just some of my photos from the Lakeland Trial at the weekend. I was kindly offered a seat by good friend Andy Storer and was quick to accept; not just because it's a fantastic trial but I'd be competing in the car that both my uncle and my father have owned. Not only that but I'd be alongside the man who has created a very effective trials tool from this car and so he should as he's spent his adult life surrounded by some of the most unique racing Austin Sevens and done some amazing things with them. He's also the man behind recommissioning and driving amongst others the Alex Issigonis Lightweight Special (he says he's only the fourth person to have ever had the opportunity to get behind its wheel), the Rover BRM Gas Turbine Le Mans car (Jackie Stewart who drove it has told Andy he's nuts for even driving it as he wouldn't get back behind the wheel of it himself) and the Willment Climax which received so much praise at the Goodwood Revival this year. (Willment himself was the man behind the winning GT40 Le Man's campaign and this car built by his own team was driven by Graham Hill). Andy himself says these opportunities only come his way because he says no one else will touch them because of their rarity and because no one else is daft enough to want to drive them! I'd say it's actually because of his incredible engineering skills and his mad as a box of frogs ability to drive the 'abnormal'.

Andy's driven so many special cars he's lost track but I've suggested he try to make a list as it would be a fascinating read. From Twin Cam Austin single seaters, to GT40s to single seaters, sports racing cars, touring cars, Le Mans cars, trials cars, veteran, vintage, you name it. Not only that but he builds and prepares race cars, runs Leda Shock Absorbers, Harvey Bailey Engineering and consults for F1 teams and the likes of Jaguar Land Rover.

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Lake District Trial

Continued from page 13

So sat at meal time Friday night and Saturday we were in even more good company as we sat with his friends who happened to be the provisional event winner and his wife and also husband and wife team Dennis and Julia Bingham who were a world class sidecar racing team sponsored by Padgetts and Arai and had several podiums at the Isle of Man TT. Talking to Julia on Saturday night; some of her stories of their races are quite incredible let alone some of their own and their friend's accidents. One such accident involved her coming off forwards under severe deceleration and being trapped underneath the sidecar on her back and being dragged along the ground as her helmet had hooked up on the front of the bike! The first policeman to the scene helped retrieve her and helped her to her feet. She said she wanted out of her leathers as they were so hot due to the friction they were burning her. The policeman unzipped her front down to her navel and quickly zipped her back up. He'd not even thought she might be a woman and Julia raced in only bra and knickers under her leathers! She laughed about it so much telling me the story. Not much ever put her off though and they were a very successful husband and wife team for a number of years and have even been back on an outfit in recent years.

A weekend of such characters and their stories is a weekend to remember and sit back and soak up. Talking to Duncan Pittaway about the Beast of Turin and the Northern Irish chap and who's name I can't remember (probably because I was saturated with stories and names) in the Bugatti who it turns out knows all the folk I compete with in Sporting Trials and who could remember the first Cannon trials car that ventured across the water to NI from Cumbria in the 60s and was owned by Major Ian Walker who previously owned my own earlier Cannon.

All in all it was a fascinating weekend, a fantastic event supported by an amazing team of marshalls and organisers, some real characters and stories and some of the most unseasonably mild weather to have graced a November day.

Oh, and I got to drive the Chummy back to Lorton! (but even that involves a story, just ask me about it if you see me).



Mark Milne

VSCC Lakeland Trial

12th November

Keith Thomas

Since the 1960s the Vintage Sports Car Club members have visited the Lakes to compete in the Lakeland Trial that traditionally used sections in the local forests plus a challenging section that runs up the rough mine track from Honister slate quarry to the top of Fleetwith Pike, this section is known as Drumhouse and is iconic in the Vintage trials world, on all triallists bucket list.

The last couple of years has seen the trial use most of the traditional sections but in addition some new sections near Ireby village on the edge of the Caldbeck fells these have added a further dimension thanks to local landowners Roddy Green and George Chamberlain who have welcomed participants to their country estate and the muddy slopes therein have provided new challenges. M Sport rally team owner Malcolm Wilson also kindly allowed use of some of his land as well so it was a delightful additional challenge to the already demanding trial, these sections were mainly muddy slopes rather than the often rocky sections within the forests.

Special mention must go to a couple of local VSCC members for the fantastic amount of work they both put in before, during and after the trial. David Rushton was clerk of course and negotiated the land access as well as all the other tasks, Dave Nicholson helped by his wife Pauline and their two daughters Sarah and Victoria all being Health and Safety experts wrote up very detailed H & S risk assessments for every individual hill, detailing how to avoid accidents at each location, what procedures to be followed in case of accidents, and who to contact with detailed lists of telephone numbers, "what three words" that identify precise locations of each grid square etc, a phenomenal task indeed. Further assistance was of course provided by VSCC headquarters comp sec Andrew Tarring as needed. On top of this Dave Nicholson was responsible for much of the initial organization obtaining permission to use Bassenthwaite Sailing club as a start venue, this offered superb facilities where over 100 cars were able to be parked and scrutineered there with ease although fortunately some of the roadways that were under several inches of water the previous day due to very high lake levels were now okay to use but only just as the lake had risen several feet recently. The lake is 3 1/2 miles long and about 3/4 mile wide so that is a tremendous amount of water indeed.



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Lakeland Trial **Continued from Page 15**

Several of our sailing club members had an early start too they provided bacon butties, tea and coffee so a big thank you to our wives, family and friends for doing this, its great to see the various organisations helping each other to put on some fantastic events.

Cars dispersed and went off to their different start hills, they are split up to prevent big convoys of cars clogging up the surrounding roads, after completing all the hills the competitors then end up at the Wheatsheaf pub at Lorton where they hand in their scorecards and Andrew Tarring the VSCC comp sec and his team work out the results.

This year the weather was really warm which is not always the case it has to be said and at the end of the day some very muddy but happy faces wended their way off to their weekend accommodation tired but having enjoyed a wonderful day in the Lakes, a massive thank you to all the marshals and those that helped in any way it was certainly an event that satisfied as can be seen by the vast amount of comments left on social media. Some of the people competing were in different cars than they are often competing in, Duncan Pittaway who restored and drives "The Beast Of Turin" that fire spitting monster Fiat was in his GN, Ivan Dutton now well into his eighties (Photo Below), one of the country's foremost Bugatti experts and a former British touring car champion for many years who won against the likes of Gerry Marshall was in his Salmson but all enjoying a different form of motor-sport.

Keith Thomas



Clitheroe & DMC
The Trevor Roberts
Primrose Trophy Rally
Sponsored by QBEX Exhibitions
12/13 November

Andy Walshaw : De Lacey MC

On the 12th of November I did a night road rally. The Primrose Trophy Rally.

Big eye opener I've done 12 cars we turned up with a bog standard car no fancy tyres or suspension no spot lights. We had never plotted a route so both got a bit flustered We plotted a fair bit of the route but ran out of time bugger it we will sort rest out later what will be will be.

Off we went as standard as you get got to the start section control off we went I was driving steady to be fair as I didn't know how the car would go but we completed the 1st section then seemed to get into a bit of a flow a couple of minor mistakes but all was good. Had an excursion onto the grass, whoops, on a slippery tight section.

Finally we got a tad lost but it happens we had a go.

Thanks to all the Marshals and Harry Walshaw for giving a different to our normal stage rallying a go. Did I like it? Yes would I do it again. Yes if anyone would like to navigate for me, in a bog standard as it comes night road rallying car, a go give me a shout.

I'd love to have Harry nav again think we might need to do some 12 cars soon.

I'm going to try and promote this StreetCar thing through De Lacey motor club to prove you don't need all the gear if I do have no idea.



Andy Walshaw : De Lacey MC


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Clitheroe & DMC
The Trevor Roberts
Primrose Trophy Rally
Sponsored by QBEX Exhibitions
12/13 November

Neil Raven : Ilkley & DMC

The weekend of the 12/13th of November saw us compete on our second road rally which was the same event as our first one, the Primrose organised by the Clitheroe Motor Club.

We have been enjoying pedalling our Peugeot 205 through the lanes on historic regularity events with speed changes which can see you driving at 18 mph, for what feels like mile upon mile, then move up to 26mph for two miles then down to 22mph and so on. You then arrive at a control that can be anywhere on the route and have a time to a second you have to be there for!

There are two big differences between these events and night rallies. One, on night rallies you know where all the controls, code boards and average speed and two, you can only use a car with a single colour scheme. The first difference is part of the event, the second is down to the competitor to understand the rule, or at least remember it! After a week of bugging around trying to fit a 1.9 Gti steering rack to Sticky I had to put the old one back on because I couldn't get the bit that connects the road wheels to the steering wheel, a fairly useful part! I also put a second fan in to keep the car cool and new fresh K&N filter to help it breathe freely. A few trips with a boot loads of logs was a perfect shakedown for Sticky and she did show up a misfire after running well. A wiggle of the HT leads seemed to get rid of it but I didn't actually find the fault.

After the road rally I had the York autotest to compete on so the MX5 was all ready to go for that as I wouldn't have time in the morning to Fanny around putting wheels and tyres in the boot as our expected finish time was 4.30am and the autotest started at 10am.

We were all set for the rally and headed off to Bentham in the Peugeot for our scrutineering time of 7.30pm. Claire Nevvar was wondering what we would do for the three hours between scrutineering and getting our plot info. The answer wasn't far off! As we queued up to get Sticky checked out we enjoyed chatting to other competitors, there was a great atmosphere at the Harrison Autocare centre and the mild November weather allowed us all to get out of the cars.

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Primrose Trophy Rally **Continued from page 18**

Our turn came to drive down into the scrutineering bay and as we approached scrutineer Chris Woodcock was shaking his head. We jumped out full of enthusiasm but Chris reminded us that after 11pm the cars had to be one colour, Sticky has lots of stickers on her and isn't one colour. Plan B immediately jumped in to action which was to go home and get the MX5! Sticky was sulking and struggled to start, the misfire had started again and we spluttered our way through the competitors and headed back home. A quick stop and twiddle of wires cleared the misfire and we had a spirited drive back, swapped the spill kit and other paraphernalia in to the MX5 and set back off to Bentham, a 75 mile round trip. Chris had said he'd keep scrutineering open for us and we got there for 10.30. Mrs Rave had filled the 3 hours with a quick trip home!!

The one thing we couldn't swap off Sticky were the spot-lights and driving on fast twisty roads on standard lights is hard work to say the least. Ayrton at Harrison Autocare, a fellow Mx5 devotee, stepped in with a swap to some clearer vision bulbs for the headlights which helped no end. Chris was happy with the Mazda and we were all set. Fortunately I had fitted some bucket seats, harnesses and a roll bar to Beryl so we felt safe in the car. Other than that it was a completely standard hairdresser transporter! I use it mostly for mincing around town picking up pizzas and doing trips to Halfords! It's a great auto test car and has done a targa but has only had safety changes since leaving the production line in Japan. it's a super cheap car to run and sounds superb!

After all the excitement of swapping cars we got down to some plotting. We waited for our due time of 23.34 and collected our plot instructions. We had an hour to plot around 70 grid references which is usually a straightforward affair. However, in a cold garage with rally cars running in the background and three hours of change behind us Mrs Rave had a mind block. At one point I thought we were going home but she got her head around the six digit references and the plotting started to flow. We completed all but 15 plots and headed for the start, MTC1. Again, this is normally a straightforward affair but it was dark, the car was steamed up and I managed to drive the low slung Mx5 off a curb and beached it. Rather than reverse and start pulling bits off I just kept going and dragged Beryl's belly across the kerb! She looked like a dog dragging its arse across the carpet! Not a good start!

It could only get better, and it did! We arrived at the start with seconds to spare and the click of the final harness strap into the buckle coincided with the time marshals'GO!' We were off! I have no idea where we went but it wasn't long until we were in a queue to start the first section. We had both settled and the MX5 was purring away, ready to take on the nights events



Photos Above Courtesy of Duncan Littler



Primrose Trophy Rally **Continued from page 19**

Mrs Rave was happy and started calling out instructions clearly and concisely and we completed the first section in good shape. I love these events! They are run on open public roads but at times when there are very few, if any, members of the public on them! They are a test of driving skills, communication and interpretation. The navigator has to communicate what they can see on a map to the driver who is looking at trees, Wallis and blind crests. When it goes right it's, great, however, there are times a turn is passed and a reverse is required! That's when it isn't so much fun! Every second counts and if you arrive at a control more than 15 minutes over your due time you are out of the event!

We had dropped 6 minutes on the first section and had another 65 miles to complete! We lost another 2 minutes on the next section but then managed to maintain our time. Our night was made up of three periods. The first third was steady and we got in to the flow for the second third where

we enjoyed some good sections. The last third was challenging! It started with a competitor beached halfway off the road and we had to queue to get round them. This did allow us to catch up with the cars in-front and they gave us an idea of where the road went, it was straight! We flew down a narrow roller coaster road for about two miles then Mrs Rave's commentary warned of a very tight right hand hairpin that led into a tight left hand hairpin turn. The corner came into view and I hit the brakes to slow the soft top to get it round. As I turned in the front left dropped and an odd scraping noise coincided with a lack of steering! We got round but I had to pull in, the MX5 had turned into Del Boys three wheeler! The wheel had detached itself from the bit holding it in to the car! Bugger.

We pulled over and while I jacked up the car Mrs Rave went in search of the wheel, it had a recent tyre on it!! She does all our washing so sees some decent striation marks in my boxers but reported how she was impressed by the lines left on the tarmac!!! A quick wheel change saw us back on the road and heading for the next control, there was no time to loose. I was getting tired now, it was 3.30am and we were an hour from the finish. A couple of missed turns didn't help our time struggles but the final control came into view after a very slippery drive through a farmyard. I wanted to play on the greasy roads but a finish was more important.

We'd had a superb night and enjoyed the meticulous planning, time consuming PR'ing, and checking of the plots and instructions by the organisers along with the recruitment of marshals and the time everyone on the night had given up to let us play. It really is an impressive effort which takes hundreds of hours to pull together to get us chasing seconds. A big thank you to all involved, it really is much appreciated. A big shout out to the marshals who were sweating cobs under their hi viz in the unseasonably warm Lancastrian weather, every time control and code board check greeted us with a smile and friendly chat, you really do make such a difference and a great event.

A loving thank you to Mrs Rave who took all the car changing and wheel failure in her stride and tightened her harnesses as we sped home in the Peugeot but didn't comment on the pace! And as we were gliding towards a tree on the outside of a hairpin she didn't falter, the photograph of us both smiling as we reversed out is priceless

It also looks like we may have found a new, cheap rear wheel drive rally car! The MX5 has been great, apart from the minor issue of her wheel falling off, it's cheap to run, fix and buy parts for. It sounds wonderful in the lanes and has a great stereo as well!! We got home and to bed at 5.30am on Sunday, 2 ½ hours later I was firing the MX5 up to go and do the York November club day autotest at Acaster. That's another write up!



Clitheroe & DMC
The Trevor Roberts
Primrose Trophy Rally
Sponsored by QBEX Exhibitions
12/13 November

Sam Spencer

After a snapped clutch pedal put us into retirement just after petrol on the Clitheronian Sam had worked hard to get the car ready for the Primrose, so flywheel failure 48 hours before the start was an unwelcome disaster. Thankfully after a long nights work Sam had a standard gearbox, clutch and flywheel fitted and complete with new spotlights we were ready for a (half) night in the Lancashire lanes.

Starting at Tony Harrison's garage in Bentham there was speculation aplenty at the start about what roads we would be using, the obvious choices being Lythe Fell, Gisburn and the Trough of Bowland. With plenty of plotting time we got the route down without issue and after a route check with historic rallying supremo Niall Frost we both agreed on where we were going and headed for the first control. As we queued for MTC1 Sam posed the important question, if it's a choice between going quickly or a bit slower and sideways what are we doing? The answer was simple, send it in sideways!

The opening section took us North from Bentham with a couple of simple NAM's early on to slow us and the deceptive as-map triangle section at Green Close could have resulted in a hesitation had Sam not shouted up "don't worry, I know this bit". As soon as we slotted straight on at the oddly located give-way I recognised it as well and we dropped 1:45 on our way to fourth fastest, 23s behind early pace setter Jon Bossen in his 250bhp Escort. The next section took us South down map 98 via Black Bank, a section that cost me in excess of four minutes on a previous Primrose so I was cautious not to make the same error. We'd have been hard pressed to do it again though as an arrow on the unseen slot left rather gave the game away. 2:44 dropped kept us in touch with the top crews and having slithered around some of the tighter lanes we agreed that gravel tyres were definitely the correct choice.

Next up was Gisburn forest going North, the first time in a long time I can remember doing it in that direction. We were only using one of the NAM's and with the section ending before we headed up over Gisburn Moor (thanks to the now obligatory quiet just before crossing onto Map 98) it looked cleanable, and low and behold we stopped the clock with time to spare.

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Primrose Trophy Rally **Continued from page 21**

After the short quiet we headed over the moors, spotting the layby NAM with ease due in part to the motorhome parked in it, then it was slot left at Keasden cross-road and round the Buffet Hill loop into the finish control. 1:34 put us third fastest, nearly 30s behind the flying Subaru of Steve Cotton and 20s behind the ever impressive Richard Hunter, but we did manage to take 3s off John and Martin Gornall, a crew that are proving very hard to beat in their deceptively quick Peugeot.

A short section West to Wray saw us drop just 12s to the fastest time before we headed South to the infamous Haylots white. Starting just South of Butt Yeats this was the longest section of the night. We seemed to be going well over the quick moorland section heading to the white then some impressive drifting took us over the white in good time despite overshooting the tight hairpin right half way up it. Heading west we went over Stock-a-Ban which didn't seem nearly as sketchy as it does going east. Just as we dropped onto Map 98 (for all of one junction) we caught site of the Suzuki Swift of Will Banks and eventually reeled him in just before a slot right past photographer Duncan Littler which resulted in a rather disappointingly un-flamboyant photo. As we neared the finish control South of Caton we had a moment under braking for a 9R and ended up pointing left into a hedge, the very hedge in fact that collected the N/S front of Richard Hunter's Escort just a few minutes earlier. As we made a hasty three point turn we spotted lights behind and assumed it was Will Banks catching us back up, only to be passed by the Gornall's on their way to second fastest time. We were slightly disappointed at being caught and passed but despite dropping a minute to the top three we still managed fourth fastest, a respectable time behind three local drivers.

The final section started at Halton Green and went past Halton Park (a road the GP Memorial seemed to use every year without fail), skirted Nether Kellet, up the B6254 then down Gunnerthwaite white to Newton. This is the sort of section that suited us, tighter lanes with lots of slots and not for the first time I got Gunnerthwaite white bang on despite it always looking like you're going to slot right into a farm yard. Towards the end of the section though the car seemed to be unwilling to rev and Sam feared the gearbox was about to seize. Despite the loss of power towards the end we dropped just 31s.

With no finish venue to speak of we clocked in at the final control and headed back to the trailer park in the ailing BMW.



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Primrose Trophy Rally **Continued from page 22**

he gearbox issue eventually turned out to be a clutch slave cylinder problem and it had got so bad that Sam was unable to even drive it off the trailer once home. After a few results queries were resolved we finished a pleasing fourth overall behind three very quick local crews. It was no surprise to see Steve Cotton and Niall Frost take the win, it seems Niall has been an unstoppable force on the maps this year and the combination of Niall, Steve and the immaculate Impreza are a tough act to beat. I had thoroughly enjoyed the event and a night without error was a much needed morale boost after an abysmal performance on the Cilwendeg. A big thanks has to go to Matthew, Maurice and the team at Clitheroe & DMC for putting on the event and of course to Mr Collis for a very entertaining night that never involved taking things too seriously.

Sam Spencer : Malton MC



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End of season Review

Andrew Crawley : Warrington & DMC

From being a competitor to helping organise the long running Wern Ddu gravel PCA , 2022 has been a great journey, with a growing list of competitors experts and newcomers, I've met a great bunch people and learned a lot about running events and have had some really good fun along the way.

In 2022 there were 6 events, 24 test routes and over 1200 timed runs were completed by more than 60 different drivers.

The event format

This event is firmly a 'Grass roots' event although it must be noted you would be very lucky to actually find a blade of grass left after an event.

Building on the event's previous heritage and the fantastic venue we continued to increase accessibility to all, encouraging entrants from 14 years old upwards, with a Taster class giving 2 laps driving in the club car with an experienced driver, in the silly seat.

The test routes

The courses have been expertly designed by Barry Glover are intuitive, 24 variations were employed during the year, largely due to the landowner performing on going terra forming. The course is usually reversed for the afternoon and importantly competitors are allowed to drop their slowest run on each course- no win until the last run on this event often a mere 15 seconds spread across the class. The emphasis is on car control and not trying to get you lost, however all our efforts in this direction still point to the importance of a good co-pilot.

Competing

The course is designed for road cars . many cars run without sump guards and the courses have included fast / slow , slalom , chicanes spin turns and more it was great to see drivers grappling with the course on event 1 are now professional at event 6.



The Event

There is always a buzz of excitement in the paddock as the course car wheel spins off the line at 9am, so starts a full-on day of motorsport by 3 o'clock the runs are complete. The whole entry system and scoring system is managed off site by Tracey Smith using timing app live, the results going final 30mins later, with the presentations.

The awards are crafted from 'Genuine Welsh Rally Slate' and presented for class wins and there is famous 'Cone Meister award', for greatest artistry or destruction of cones. The winter series is a qualifying event for SD34msg & ANWCC championships, and the winter series is open free to all entrants. The EUAN 18 AWARD is presented to fastest U17 driver and was won by Ben Briggs (U17MCNW). Congratulations to Harry and Ben.

The people

It's been great to see seasoned rally drivers and new U17 drivers alike thank you all for making it such a memorable year.

During the year many people have helped the organisers, the marshals have been great, and we do try to look after and appreciate you all, Food vouchers and hot drinks galore, Thank you guys.

2023 6x events + New 2day format summer event, new tests

The regulations and event dates will be available on the Warrington & District Car Club, SD34MSG web sites – find us on the WernDdu PCA Face book group.

Andrew Crawley : Warrington & DMC

Photos Courtesy of Troy Huxley





Andrew Lester : Warrington & DMC

The quarry and surrounding tracks which the PCA's are run on are pure gravel tracks so you spend as much time looking out of the side window as you do the front window, if side-ways isn't for you then stick to tarmac events would be my suggestion.

The event is very well prepared each time and constantly being re-graded which makes for an excellent surface, a venue like this I have not experienced anywhere else.

The organisation by WDMC led by Andrew Crawley is faultless, from entry, signing on, scrutineering, live stage timing and presentations all run like clockwork.

So on to the day of the competition, they are a great bunch of people of which I class many of them as my friends, they will all go out of their way to help you with spare parts or repairs, everyone "mucks in" and the emphasis is really on everyone being involved and doing the best that they can. Every competitor assists with marshalling once they have completed their runs which helps the organisers ensure the day runs smoothly.

It's as competitive as you want it to be and I have noticed over the last few years that suspension has got higher and stiffer, rally tyres have become newer, rally seats and harnesses are common, rear wheel drive is becoming more popular but having said all of that, some people drive to the event, fit some part worn rally tyres on to their road car and have one of the best days of their life with a huge smile on their face, then drive home. All cars are placed in different classes so everyone has the chance to win and take home one of the coveted pieces of slate.

Regardless of what car you are sat in, when the starter starts the countdown 5, 4, 3 suddenly the car starts revving wildly and you realise that it's you that is doing it, 2, 1, GO and you are off. If you haven't experienced it then I would suggest you try it, the feeling and the noise of driving on gravel has to be experienced, it cannot be explained.

The age range is from teens to mid 70's, I am 60 years old and I hope you can feel the excitement I feel every time I climb in to the car, we also offer junior rides in the club cars and the look on their faces when they get out of the car is fantastic.

My only regret in life is "why didn't I try it sooner"

Andrew Lester : Warrington & DMC



Photos Courtesy of Troy Huxley

Newcastle & Durham Region of the Mini Cooper Register

Northumberland Borders Rally

November 19th

Lynsey Procter : Hexham & DMC

The 2022 running of the Northumberland Borders Rally saw 14 classic minis converge on the Hogs Head Inn near Alnwick for the start of another wonderful event headed up by clerk of the course Dave Ross

This event is unique as it is only open to classic mini owners, and the format of daytime tests followed by a half night rally is very popular amongst its faithful following. Several competitors attend this event each year, for some it is the only event they do. This year saw the first international crew, Anthony Devine and Robert Magee, travel from Ireland to join in. They were warmly welcomed by the crews if not by the weather.

Niall had angered the rallying Gods earlier in the week by forecasting good weather and so after several days of rain, it was inevitable that this would impact upon the event slightly causing an evening section to be scrubbed and re-routed.

But first crews enjoyed 8 special tests based at the Alcan Aluminum plant near Ashington and a farmer's track near Longhirst. These tests are designed exclusively for minis, taking advantage of their petite size and agility. This year's tests were long with plenty of cones to keep both sides of the car awake and concentrating.

After the tests, crews retired to the drift café near Cresswell for some warming up and a refuel, of both cars and crews. At this point, Graeme Cornthwaite and Ali Procter in car 1 were leading with a total time of 19:15 followed closely behind by Paul Crosby and Andy Pullan on 20:35. Sadly John Nicholson and Phil Savage had retired on the tests due to a clutch issue. Phil showed great sportsmanship by staying up for the evening and marshalling. He was joined by Andy Lane and Iain Tullie, who were competing on the Ilkley the next day and thought whilst they were up North, they may as well travel a little further and join the event as marshals. However, true credit goes to the Irish crew who travelled all the distance, but enjoyed none of the event having retired on the way to the first test. Unfortunately, that's rallying, but they earned the respect of every crew member by joining in as marshals and still seeming very cheery! Once it got dark, the minis were once again raring to go for the second half of the event.

For the night section, the instructions are tailored to a crew's experience. Novices are provided with marked maps and have a slightly shorter route, semi experts receive a mix of simplified plot and bash instructions along with a few marked map sections to allow for a rest and to catch up any lost time. Experts receive what I believe to be the hardest plot and bash instructions I've seen outside of a Scottish tabletop event.



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Northumberland Borders Rally Continued from Page 27

The sections are tight for time, and unless a crew can plot these on the move, they will lose time. But, the Borders uses a fail system and so being the quickest does not necessarily determine the winner. Crews must visit all controls and not as maps to find all 40 code boards. Therefore sometimes, the tortoise does win the race!

Crews enjoyed a 75/90 mile night section visiting some of the best roads map 81 and 75 can offer starting just outside Shilbottle. The NAM were a variety of farmyards, back of trees, triangles and laybys, again taking time out of crews trying to find them and avoid any fails.

This proved impossible with both top cars ending up with one fail a piece. Results were sorted quickly due to several competitors needing to leave early to get some sleep before tackling the Ilkley Jubilee the next day in Yorkshire.

Results showed Paul Crosby winning on his Borders debut in his newly built mini JDF accompanied by 2017s winning navigator, Andy Pullan, ending Graeme Cornthwaite and Ali Procters winning streak and resigning them to second place.

1st semi-expert winners were Keith Proudfoot and James Heron with Chris Pettite and John MacWhirter taking the novice title. Chris and John only met last week after the Borders dating service paired them up, and having enjoyed a successful event together they will hopefully do some more events together in the future.

This rally epitomizes the best of grassroots motorsport. A considered and well organized event by an experienced volunteer team with presentation comparable to that provided by professional rallying organisations. A friendly and welcoming atmosphere, supported by local motor clubs and marshals with excellent test venues and classic Northumbrian roads. Yes, the navigation is hard and most crews don't want to enter plot and bash events, but the team would help with this and share past navigational examples to practice. Sadly, this year's event clashed with the Ilkley after they had to rearrange their date, I hope next year they can tempt a few more mini crews to make a weekend of it up north and experience the challenge that is the Northumberland Borders Rally.



Lynsey Procter : Hexham & DMC



Saltire RC

Saltire Classic & Targa Rally

12th November

Geoff Bateman West Cumbria MC/Saltire RC

The second weekend in November saw Maggy and me head North once more for what seems to be becoming an annual pilgrimage to Blair Atholl for the Saltire Classic rally. It's as much a social gathering of the northern motor sport clans as it is a competitive event with many faces appearing year after year for a couple of days of good sport and good company well lubricated by a few beers.

The club secures a deal with the hotel and so a good number of crews stay for a couple of nights and make a weekend of it.

The road route instructions were sent out as a pre-plot on the Wednesday before which allowed me to print off the relevant map sections and get them all marked up for Maggy and the plot revealed that there would be some new test areas that we had not been to before around the Pitlochry area.

We like to make a bit of a break of it so booked in at the hotel for 3 nights which allowed us a steady trip up on the Thursday morning which was just as well as it was blowing a hooley and raining hard all the way up the M74 and beyond which regulated progress somewhat. It made a change for us to actually be the first to park up in the trailer park and after unloading and moving the cars to the hotel it was getting a bit gloomy so after a short walk the call of the bar and the prospect of food won the day and we settled in for the night.

The weather improved on Friday morning as the wind had eased and we popped over to Pitlochry for a look round the shops and do a bit of sightseeing before getting the car down to scrutineering at 5pm, just in time for the rain to start. Fortunately scrutineering was under cover on the premises of Blair Atholl Garage, the event sponsor, so everyone was able to keep fairly dry. Returning to the hotel we picked up our documentation packs and after having a meal, meeting friends old and new and a couple of beers we went up to our room to study the diagrams and get our stuff sorted out for the next day.

Saturday morning the hotel had arranged early breakfast for the rally people which allowed us time to have a decent meal, a bit more chat and then sort ourselves and the car out ready for the day ahead.

We were running car 12 and left the start at Blair Atholl Garage on our minute for the first test which was only about 400 metres up the road and was a run up the driveway of the Lude Estate and was run as a short (approx 0.75 miles) regularity with one speed change after 0.4 miles and a secret control.



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Saltire Classic Rally ***Continued from Page 29***

Never our best way to start the day but we managed to get to the end relatively calmly before a slow transport section past Lude House to the second test which was a fairly straight blast down a mixed surface track with a diversion into a field for a quick run round a cone with a couple of slippery bits thrown in to make it interesting. We cleaned test 2 with no penalties and feeling more settled we tackled the first road section out of Blair Atholl along to Calvine where we then took the B847 down to Trinafour to the next 2 tests up to and back from the Errochty Dam. Test 3 up to the dam was uphill on loose gravel but was in much better condition than in 2021 as it appeared to have been regraded. It's a good test with minimal cones but with 3 stop boxes and it's fun to drive. Our time was a bit off the pace for some reason but we made up a bit on the next test down from the dam which was on the mostly sealed surface of the dam service road. Mostly straight and downhill with a 360 off on the right and a tighter 360 on the left further down topped off with a stop box in sight of the finish seemed to work well for us and we picked up a little bit of time.

Back down in Trinafour and we headed towards Kinloch Rannoch before turning off down a yellow through Tummel Forest down to Tummel Bridge. Lovely little yellow, great views and the opportunity for a comfort stop. Over the bridge and immediate right down a track saw us arrive at test 5, a bit of a cone chaser in the yards of the SSE maintenance department, followed by a nice run out uphill on loose to the start of the first regularity.

Reg 1 was a short run about 2.3 miles long but with 4 speed changes and 2 intermediate controls it keeps you quite busy! Unfortunately we had a bit of confusion at the first turn as there was a construction yard there for SSE works and we dropped a bit of time before realising we were on the right route, however we got to the end with minimal marital friction and made our way back out on to the road for the short section down to the start of Reg 2, just past the power station. The route took us down General Wade's Military Road for a few miles before taking the 90 plus right on to the Schiehallion road towards Kinloch Rannoch. The section finished just above Dunalastair Reservoir where we then entered test 6, a nice farm track test with a loose surface which was quite slippery in places due to all the recent wet weather but with a slippery slalom to negotiate and a tight "free turn" it did have it's challenges and the grip in places was quite entertaining.

Leaving the test we continued down to Kinloch Rannoch via a passage control before turning back towards Tummel Bridge to get to test 7, a short test around "Wullie's Shed" which although only having 3 cones to negotiate saw us pick up our only penalty of the day for clipping one of the little buggers. Suitably admonished we exited the test and returned to the B846 to proceed through Tummel Bridge and along the North side of Loch Tummel to reach our final test of the morning at the loch side caravan park at Ardualich Farm followed by MTC 2.



Photos Courtesy of Kryton Photography

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Saltire Classic Rally : Continued from Page 30

We've visited this test several times now aware of our infamous "tree" incident in 2018 which we have no wish to repeat and so treated the hairpin left with due respect before the charge around the caravans to the finish and car parking for lunch.

The restart after lunch was a modified version of the pre-lunch test which took us back round the caravan site and back up to the road. An added bit off to the side for a 180 round a cone in a tight muddy area always adds a little extra for this test but we got round without incident and headed out for a short run of about 250 metres before slotting left in to the Allean Forest for the start of regularity 3. This comprised about 14 miles of forest tracks to negotiate before reaching the road to Calvine for the final few miles to RFC3. There were 3 intermediate controls and 7 speed changes which kept things busy in the car but at least we were able to finish it in good daylight before heading off via Blair Atholl for petrol and down to Killiecrankie where a left slot led us over the narrow and steep yellow past the "Soldiers Leap" before heading downhill to Garry Bridge for test 10, a short run down a track to a free turn and return. Always described as "loose" but a more apt description would be "slippery" as it always seems to be.

We were then headed for Pitlochry and to a new test area at Dunfallandy which was most entertaining. A short run up a driveway to kink to the left of a couple of cones led to a steep gravel track with a tight left hander up to a small area for a free turn. The run back down was slowed by a stop box before exiting the test through a farm yard and a rough track down to the finish. We created some entertainment for the gathered spectators as we nearly got stuck on a bank but with the foot in we managed to pull over it with much revving and a bit of applause from the crowd, it was great fun!

A brief run through Pitlochry and up towards Milton of Edradour took us to test 12 which, was a good way up a good gravel track which would have made a good test in itself. The test was a 2 lapper around a building, various heaps and some cones and looked complicated on the diagram but actually flowed quite well when you got in to it. Another clean run round here and then back down the gravel track and a short trip further up the road for 13 which was a short and tight farm test with a wet and brown surface which may have been mud, but they do keep a lot of cattle up here! The diagram was a bit confusing as it looked like we would be going between 2 out of 3 buildings when there were only 2 building on the site. It took a few seconds to realise that we were going through a building and in the gathering gloom it was lights full on to avoid collision with the contents. It was tight and slippery but we got through again with no penalty and headed towards the last new test of the day which took us up the road to Moulin and steep uphill on to a private road up an even steeper grade on gravel to arrive at the test area which turned out to be an old quarry. The marshal at the start briefed us that the steep down hill to the left was very slippery and to take care not to overshoot at the bottom whereas the area on the right was "ok". In reality the area to the right which involved going round a couple of cones was like driving through a mud bath before crossing over the track for the slippery descent which was very steep before negotiating the slippery uphill to get out which was equally slippery. We had to work quite hard to get the grip but the 205 dragged itself up and on to the lane for the downhill run to the turn which despite being a good firm surface was covered in wet leaves, mud and various other detritus which made it very greasy. The free turn at the bottom was negotiated and the run back up with provided a couple of moments before once more heading in to the mud bath for the final manoeuvre before the finish. The car which, up till now, had kept reasonably clean now looked like we had been doing rallycross for a couple of hours in a sugar beet field!

The final road route took us back down to Moulin and Pitlochry and back to Blair Atholl for the final 2 tests which were a repeat of the first 2 tests of the day at the Lude Estate. By now lights were required as the daylight was nearly gone and the last 2 tests were managed without penalty before returning to the Atholl Arms hotel for the final MTC and a trip to the bar for the first beer of the evening.

There followed a most convivial evening with a very nice meal and several beers and some good crack with friends old and new and some who we hadn't seen since this event last year. There was a superb raffle which raised over £800 for the local air ambulance before the results were made available for all to see.

The winning crew were Ali and Lynsey Procter in their 205 Gti but only 8 seconds clear of Michael Reid and John Lindsay in the Midget who were a further 11 seconds clear of Andy Beaumont and Andrew Fish in the Sunbeam Rapier. With less than a minute separating the first 6 crews it had been a close competition all day and we were pleased with our eventual 13th overall just one second behind Andy Tong and Emma Steely in their 205 Gti. My cone penalty on Wullie's shed cost us 3 places the times were so close. Having won the best on regularities last year we handed the trophy back so it could be awarded to this year's winners Andy Beaumont and Andrew Fish who managed an incredible 19 seconds of penalties over the 3 sections beating us by 25 seconds on the day. Ben Blanchard and Bob Hargreaves in the Avenger managed an exceptional 23 seconds, hot on the heels of the two Andrews.

So after a great evening we retired for the night before having a super Scottish breakfast the next morning before loading up and starting the homeward journey. Another superb Saltire Rally Club promotion with one of the best road books and test diagram books we see in a year, smashing scenery, good tests and great crack. A big thank you to all involved with the organisation and the event sponsors Blair Atholl Garage and, of course, to the marshals and officials on the day without whom we would not be able to have the fun that we do.

Geoff and Maggy Bateman – Car 12 – West Cumbria MC/Saltire RC

Wigton MC

12 Car Rally

23rd November

Barry Allman : Clitheroe & DMC



This was my second event of four in a week after a trip round the lanes of East Yorkshire on the Beaver Road Rally. This was West Cumbria for Wigton Motor Clubs first 12 car in ages, this of course being on Geoff Batemans Home lanes.

Only 10 minutes from Geoff's house to the start area.

Dust off OS map 89 and we arrived at the club house at Moota on the top edge of the map. All the usual checks done and a quick chat with friends old and new, then back to work. Plotting the blackspots and quiet points. Then we had 30 minutes to plot down the route which was two sides of A4 references and so that would be tight. Tonight to make it more interesting we were running car ONE ! A big change from where we normally run in Geoff's every faithful Peugeot 205.

It was going to be 55 miles of fun on some classic roads, definitely one to enjoy.

First off was some lanes to the East of Cockermouth, leaving MTC1 and straight away NAM1 which we got. Followed by some nice lanes with more NAMS to pick up a codeboard or two. Into NTC2 by Dubwrath lead to short neutral then heading West and South into some more new lanes for me. The map was very accurate and we didn't have any issues apart from the standing water and some flooded lanes! A good run down through TC4 through Loweswater then back upto TC5. Onto some open moorland roads and a few Manned gates RC1/RC2.

Thanks to all the Marshall's out there on a very wet night ... CHEERS.

We were heading East now and towards Whinlatter forest and a couple of Car Park NAM's on our way to

Braithwaite as a neutral and my favourite bridge in that area. We were going nice and steady and enjoying the lanes but not the weather. Heading South of Keswick and on the "Catbells" yellow now that was fun and pleased to say Geoff's new PIAA spotlights were working brilliant. Just before that we couldn't find TC8 ! maybe just not there and so pushed on. Up now towards Keswick and the finish in The Skiddaw Hotel, after a follow The Arrows white into the rear of the car park. Yet again we were pleased with our pace, in fact being quickest of the crews on the night.

We found out TC8 was there, we had missed out the direction of the departure! which would have sent us the long way around the hidden triangle. Bit gutted but another finish with no damage to Geoff's car, he had another event on at the weekend and more experience. That was two rallies of of two this week and another the next one!

Big Thanks as always to Joe and his team who put on a great event in very trying conditions.

Well done Wigton and yes we will be back.

Barry Allman : Clitheroe & DMC

Be a Co driver, they said.



It'll be fun, they said.

Kirkby Lonsdale MC

12 Car Rally

24th November

Barry Allman : Clitheroe & DMC

After the Beaver Road Rally at the weekend, then Wednesdays Wigton 12 car. Thursday saw me meeting up with Peter Wilkinson and his black Suzuki Swift Sport for the third round of the Kirkby and Lonsdale MC's 12 car series.

It was going to be another rally using the RallyAppLive system, we have used a few times now, which uses a smartphone as time card and route check. It was going to be a 40 miler on OS map 97, one we had been on before. A quick trip from the Burnley area saw us arriving at Otter Bank layby just to the North of Kendal. at last a area I knew! should be a fun night. All the checks done we meet up with Phil S, Tony H, Steve H, Adam G, Martin O and Rod C from Clitheroe my club. Plus all the usual crews that contest the local 12 car rallies organised by the teams from Kirkby Lonsdale, Wigton, Eden Valley. Pete and I have even ventured over to Yorkshire for the De Lacy 12 car rallies as well.

Being my third event of the week I was in The Zone and looking forward to some lanes we knew! We quickly plotted the first route sheets quiet and lackspots, etc. Then straight onto the second route sheet a bit of Plot and Bash instructions it all made sense 7 controls and 8 NAM codeboards. 20.06 came and away we went from MTC1 on a short loop to the East of the A6 leading to TC2 including the first NAM codeboard. Already we came across two other crews, it was definately going to be a fun night!

We crossed the A6 now heading West for another section of tight and twisty lanes heading towards Staveley including a very tight hairpin/NAM which we got. It was made for our short Suzuki Sport which now had a pair of THE spotlight of the moment the PIAA's, wow they are great and worth the money. A short neutral through the village and we were heading towards Ings slotting left onto the moorland roads. I was happy to get past Staveley as I had a "Ret Mare" going through there a few months ago with Joe S, not this time, yes. NTC4 to TC5 headed south skirting Bowness and some more cracking lanes. All going well so far, the APP was working well, it means you can run a club event with only a few marshalls. At the NAM codeboards the APP gives you 6 (3 letter/number) combinations and you choose the correct one. It tells you where the SGW's (Standing Give Ways) are, you have to stop for 5 seconds. At the TC's it displays the time which you either accept or wait for the time you need.

The last couple of sections headed south again with some complicated slots, which we got picking up the four codeboards NAM's. Finally we had a trip down Whitbarrow yellow where we came across the last codeboard NAM 8, problem here as it didn't fit the APP options and so we guessed. MTC7 came way too soon as we have a good night. Popping along the A590 we got to the finish at The Gilpin Bridge Inn for a well deserved drink and Buffet. Lots of tales, as usual, of tight bends and hard to find slots plus thoughts on the APP. We had had a good run and managed 2nd o/a might have been 1 o/a if we had got the last codeboard correct. Another good night in the lanes and the car in one piece too, otherwise a LONG push back home!

Thanks as always to ALL the team at Kirkby Lonsdale for putting on a super event we all enjoyed and wow those lanes ...

On Friday started my prep for Saturdays trip down to Devon for The Exmouth road rally a near 210 miler !!

But as folks say . That is another story !! To Be Continued



Barry Allman : Clitheroe & DMC

Northallerton AC

Swift Digns & Shirts

Winter Stages Rally

27th November



Rallying made a welcome return to Croft Circuit in North Yorkshire today where a huge crowd witnessed a superb battle for the victory in the Swift Signs and Shirts Winter Stages Rally but for Cumbrian driver Frank Bird, he just missed out on retaining his title. In their Dom Buckley Motorsport-prepared and Frank Bird Poultry-backed Ford Fiesta Rally 2 with assistance from Hager, Dragon Energy and Mac Tools, Penrith-born Frank and County Durham co-driver Jack Morton ended the eight stages just nine seconds adrift of winners David and Katie Henderson in a similar car.

With mild temperatures but a wet track because of overnight rain, Frank was three seconds down on Henderson on the opening stage but clawed a second back on SS2 and then a further two seconds on the following test meaning they could not be separated after SS3. With the track continuing to dry, Frank dropped four seconds on SS4 going into the lunch halt.

The gap increased to five seconds after SS5, but Bird gallantly set fastest time by a second on SS6 but as darkness fell, Henderson stretched his lead on the final two stages to win by nine seconds with Frank and Jack having to settle for runner-up spot.



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

A Rally Busy November

Ali Procter : Hexham & DMC

My rally calendar for 2022 consisted of 23 events, a mix of navigating on historic road events, Co driving on stages and driving on targa's. The final 6 events were all crammed into November, and it's been quite a month. You best sit down with a brew as I talk you through it.

Rally 1

Wednesday 2nd November saw me skiving off work for a week and heading to Blackpool for the start of Rally of the Tests. It was the biggest historic rally of the year for me, and definitely one of the hardest.

This was my third attempt at RoTT in a mini having competed alongside Steve Entwistle in 2017 & 18 when he borrowed the late Paddy Hopkirk's mini. This year however I was sitting alongside my regular driver Paul Crosby in his beautifully prepared cooper s. Paul has spent two years rebuilding the car, that had previously been campaigned by Geoff Hall for many years. We had completed two smaller events since the build was finished and as you'd expect a number of teething issues had arisen. Paul worked flat out as always to eliminate everything and was confident for a proper assault on 'The Tests'.

On Thursday evening we got underway with the prologue, two regularities and one test all in the dark providing a nice little warm up ahead of three full days of the organisers throwing everything at us.

On Friday morning the event got started in earnest with 9 tests and 10 regularities to deal with. It didn't start well for me, two fundamental mistakes and lots of swearing resulted in 4 minutes of penalties. I wasn't happy so it was Paul's job to keep me focused whilst still trying to master the mini. Paul is well known for throwing his distinctive green 911 around on rallies, so the FWD mini is a totally different ball game, but these 3 days would see his confidence levels grow massively.

Once darkness came in the late afternoon we headed out for three regularities in Derbyshire. All were plotted on the map so other than dealing with a few speed changes and a couple of NAM diagrams it was pure map reading at night, just what I wanted. A good performance from us both saw a slight recovery from my earlier mistakes, but the leaders in their Volvo's were miles ahead. That said, having completed this event on 7 previous occasions, I know it's long and anything can happen so never give up.



2022

*Rally of the Tests
3rd - 6th November*



Continued on Page 36

Busy November : Continued from Page 35

After a night in Stoke, it was back on the road at 8am. We were 17th on the road when we headed out for what looked like the most intense day of competition I've ever experienced on RoTT's. There were to be 8 tests, 8 regularities and 3 TC sections. This included sections on Epynt army ranges on both tarmac and gravel with the final two TC sections run in the dark round Caerwent, both notoriously challenging bits of MoD land. We had a fantastic day with no mistakes and a lot of fun.

The final day was looming and it was now about maintaining our position having put our earlier mistakes behind us and moving into the top 5.

Despite some nervous moments, a puncture and the steering on the car becoming a bit vague, we held it together to reach Torquay in 3rd overall having gained another place through the final day.

It felt like a win for us as the car had run faultlessly for three and a half days, which is all credit to Paul, and based on the locations we rallied at, there was no way we could match the pace of the two Volvo's ahead. On top of that, we got to celebrate with Dan & Niall who took a well deserved 1st place, it's fair to say we had a couple of drinks that night!

After a long journey up north on the Monday it was back to reality, catching up with the family and a few busy days at work.

Rally 2

Thursday soon came round and it was time to get ready for another rally, but this time I'd be in the drivers seat, with Lynsey alongside.

I went to load our 205 on to the trailer Thursday night ready for a Friday evening departure to take part in The Saltire Classic. Unfortunately I realised we soon had a major problem. The headlights suddenly went out and a few seconds later I saw smoke coming from the steering column, mild panic set in!

A quick call to the mechanic who looks after the car for me, and it was booked in for an emergency appointment the following morning. Thanks to his experience and ability the problem was quickly diagnosed as a faulty relay, that was replaced along with the three melted wires. Disaster averted and we were on our way north hoping that our problems were now behind us.

The Saltire classic is an event I've competed on numerous times as a navigator so I was always keen to see it from the drivers seat. The organisers always get use of cracking venues including farms, forests and castle grounds for the tests and regularities that make up the event. It was based out of Blair Athol hotel meaning a lot of competitors stay in rally HQ, making for a great social event also. The social side is a big part of rallying in our view, and we all know that it's important to have the chance to discuss how we all would have won the event had this or that not happened! The rally of what if's?

The next morning saw us head out to complete the measured distance so our trip was nice and accurate, but at that point I realised the handling of the car was less than accurate! I needed a quick check over to keep my confidence, so with the help of a fellow competitor we pulled and tugged at each corner. We couldn't find any loose parts so I tried to forget about it. We rushed to the main time control with just a couple of minutes to spare, not an ideal start!

It was then straight into the morning's tests and it started well with a really enjoyable run up a fairly quick half tarmac half gravel road with a few cones to avoid. A solid start so now I could calm down.



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Busy November : Continued from Page 36

The rest of the morning saw us complete 7 Tests and 2 regularities, we had great fun on all the tests especially the ones in the forests. The lunch halt was at the traditional caravan park where you get to watch each car completing the test as they arrive at lunch, and the thought of spectators always pushes the drivers to put on more of a display than usual, I was instructed not to show off!

The afternoon started with a long regularity through Errochty forest which was a great test for both sides of the car, but once that was out of the way there were a further 8 Tests to complete before the finish. There was a great mix of tests round a number of farms and a quarry, with the final test being a repeat of test 1, which was completed in the dark. A great job by Lynsey on the maps all day had seen us really enjoy the event and our earlier car worries were a distant memory.

Lots of banter was enjoyed back at the bar in rally HQ whilst the results were finalised. It was a close run thing between ourselves, Andy Beaumont/Fish and the Irish pairing of Michael Reid/John Lindsay. We came out on top with a margin of 8 seconds over the Irish MG Midget. We were really pleased obviously, and for me it was great to be the first winner on both sides of the car.

Rally 3

A return to work to get started on a kitchen refurbishment kept me busy for the next 5 days, before heading back to the navigators seat for two events in one weekend! Both Lynsey and I were doing the same two events so massive thanks to my parents for basically letting our kids move in for the month!

Saturday was the Northumberland Borders Mini Rally. This is a unique event organised by members of the Mini Cooper register (Newcastle & Durham region) it consists of daytime tests on private land, then following a couple of hours break while it goes dark, there is a half night navigational rally in the Northumberland lanes.

My driver was Graeme Cornthwaite, whom I've competed alongside on this event for the past 8 years. He brings along his beautifully prepared Morris mini and we always have a great laugh. As an auto tester Graeme has a great memory for tests making it fairly easy as a navigator for the day leg. Thanks to the torrential rain that had plagued the three days prior to the event, the tests had plenty of big puddles and lots of unpredictable grip levels.

We really enjoyed the day leg as it was very challenging, although I'm not sure everyone thought the same as us.

Lynsey was navigating as well alongside Thomas Robinson who she's done a number of events with, and due to their success last year they had moved up to the expert class. Running as car 2 was Paul Crosby, able to compete for the first time now he had a mini, and he was navigated by Andy Pullan, a former winner in 2017.

After some welcoming fish and chips, a bit of plotting for tomorrow's event and the sun going down, it was time to get ready for the night leg.

There aren't many true 'plot n bash' events left in the U.K. but this one is just that, and in the expert class it certainly isn't easy. When I started rallying in and around Northumberland it was all PnB, so I really enjoy this challenge, but I appreciate it isn't for everyone.

It was as tough as usual, but when it comes together it's really satisfying and enjoyable. We were clean half way through the event but then suddenly we realised we'd missed a code board whilst we were in a control. We went back to find it and dropped a load of time doing so, but then I went through the control again which resulted in me picking up a fail anyway. Not my finest moment but in the heat of the moment and under pressure I made the wrong decision.

At the end of the night we came away 2nd behind Crosby/Pullan who also picked up one fail, but didn't have any notable time loss.

Lynsey found the night leg a real challenge and was heard using words such as 'I'm quitting rallying' this didn't bode well for tomorrow's event!

Despite our disappointment, it was still a brilliant rally that presents a unique challenge every year and always deserves a better entry. If you own a mini you must do this event, the novice and semi expert instructions are much more reasonable so don't be put off!

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Rally 4

After a few hours sleep it was time for an early alarm clock so that we could make scrutineering for the Ilkley Jubilee Historic Rally, the final HRCR clubmans rally of the year.

Again both Lynsey and I were navigating, but this time she was with Graeme and I was back in with Paul. Pullan was also there but he was working on the organisation side of things.

The event was reverse seeded to assist the novices with the last regularity that would potentially be run in the dark for the later cars, so it was the experts who would have the most challenging conditions. A good idea, and in this instance it gave us a bit more time to get ready having been late arrivals.

The event consisted of 9 tests and six regularities. Everything was going fine for us until the 3rd regularity when we accidentally got stuck in a big ditch whilst trying to avoid a massive pot hole on a white. There were only two competing cars that passed us whilst the car was in the wet ditch slowly filling with water. They were both willing to stop and try to tow us out, as is the friendly nature of this sport. Last years winners did in fact stop and have a go, putting their own result at risk, thanks lads, but a 4WD was needed! As we were at the back of the field we didn't have to wait long for a suitable vehicle to arrive and the car was quickly extracted.

Thankfully there was no damage, but I was left with a footwell full of water. Paul quickly released the bung, the water drained, we regrouped and set off again to complete the rest of the event.

The afternoon was all going well until half way through the last regularity of the day when without warning we suddenly lost drive resulting in retirement, it certainly wasn't our event!

While we were having a disaster, Lynsey and Graeme on the other hand were enjoying a cracking performance in their mini finishing a brilliant 6th overall. This quickly restored her faith in navigating, somewhat different to her comments just last night!

It was another really good event where we enjoyed some post rally banter back at the finish venue, while Lynsey collated reports from as many competitors as possible to form into a report for Motorsport News. Then it was time to head home very tired after two rallies in two days and hope that the kids remembered who we were?

Ilkley & DMC

ILKLEY JUBILEE HISTORIC RALLY



Rally 5

Back to reality on Monday morning, more kitchen work and some light car preparation in the evenings, then it was back to the drivers seat for Sunday the 27th and the Solway Coast Targa with Lynsey on the maps.

It wasn't without a little bit of uncertainty during the week however, as the car was sat in the garage minus a rear axle! Following its last outing on the Saltire the handling issue was traced to a failed bearing on the swing arm, but unfortunately it wasn't possible to pull it apart and just replace the bearing, so a replacement axle was quickly sourced.

When I mentioned car prep above, that was me hurriedly trying to prep the backup car in case the axle didn't arrive in time! Thankfully it did however and the mechanics made light work of installing it ready for a quick test drive just before loading it onto the trailer.

The Solway Coast Targa is a relatively new event and not particularly well known, but after enjoying it last year I was keen to go back. A strong entry of 35 headed to Kirkcudbright to enjoy 16 challenging tests on the Dunndrennan army ranges.

Running as car 1 added a little pressure for us, it was Lynsey's first experience of this and also mine as a driver. The drivers briefing didn't help as it mostly consisted of caution notes about slippery corners, large concrete kerbs and a lake!

We set away into the first loop of 4 tests, and it was true to the words of the briefing, F'ing slippery! We were nearly off the road on numerous occasions just getting away with it.

We completed the first 4 tests without damage and I was pleased to find the replacement rear axle had resolved the issues and Rufus the Pug was performing well. We had a good chat with the other competitors as there was a re-group before returning for a second go at that loop.

The results were slick and easy to view immediately online, so we could see we were on the pace and it was going to be a very competitive day.

The second loop went well and was followed by a relaxed lunch while we shared more stories of all the moments we were each having.

The afternoon section was reduced slightly to allow for the fast approaching darkness that comes with this time of year. We headed back out for three new tests that would be run twice. I was pushing Rufus as hard as I could and we were trading seconds with the MX5 of Mark McCulloch/Mairi Riddick. Interestingly, our 205 was Mark's first rally car, he and his dad built it into a stage car back in 2006.



Busy November :

Continued from Page 38

We drove the last few tests as fast as we could knowing the results would be very close, and in the end we finished 2nd, just 1 second behind the winners after 27m 30s of rallying. A great day was had by both of us, and the result really didn't matter.

Rally 6, sort of!

With only a few days left of November there was time for one last event of the year, our local 12 Car, or at least I thought there was! It was 26 years ago when I navigated on my first ever event, a Hexham 12 car. I still love competing on these and for the last few years since we bought a car I've been able to drive on them.

Unfortunately in this instance it was over subscribed and we were too late getting our entry in, so I volunteered to marshal instead. There were a good mix of novices and experts out there so it's great that the events are still getting people hooked on a great sport just as they did for me.

It was a cold and foggy night making it very difficult for all crews. I was manning RC10 which was 15 miles into the event and it ran without issue, all crews finding me and departing in the correct direction.

From there I met up with Luke Tait and we went to observe the cars negotiate a tight hairpin left at a triangle in the final section. Lucky we did as two cars found the hairpin a bit tight and they discovered that the long grass on the outside was hiding a ditch! I quickly found my tow rope that I'd subconsciously put in the car earlier in the evening and we hooked them up to Luke's 4WD and sent them on their way. The assistance was covered by a beer back at the finish just a few miles away along with tales of near misses in the thick fog that spoils the fantastic Northumbrian roads.

If you've read this far through my report then you deserve some kind of prize, although I'm not offering anything it's just I'm not the most imaginative scribe. Like marshalling on an event, it's good to give a bit back to the sport and Moz does a great job of pulling this magazine together so I thought I'd offer something.

We've both enjoyed highs and lows this month, but all I can say is whatever happens on a rally, we generally have a brilliant time, we've made lots of friends and it's a great sport to enjoy. The calendar for next year is already filling up and I can't wait for it to start again in about 6 weeks! But now it's time for a bit of family life, work and the 'C' word.



Ali Procter : Hexham & DMC

Liverpool Motor Club Annual Awards Dinner

Saturday the 26th November



On Saturday the 26th November Liverpool Motor Club had their annual awards dinner which also celebrated 120 years of activity.

The event took place at Woolton Golf Club, Doe Park, Liverpool. We gathered together at 7:30pm and after a brief speech by our President we had an enjoyable meal.

As you can see from David Hunt's photos, we had a good turn out with packed tables and the event finished at roughly half past ten. Obviously, the chatter ranged from "how I nearly won my class" through "what are you doing next year?" via "I wish I had never sold my old jalopy" to "I can't imagine what my old car would be worth now!"

Thanks to the award winners, competitors, marshals, new and old friends of LMC who attended to help celebrate and mark this milestone. Special thanks to Judith who worked behind the scenes to pull it all together.

And one final thank you to everyone, we raised £425 with the raffle for North West Air Ambulance.



Lancashire Automobile Club **Motorsport Lunch Stirk House**

Sunday November 20th

Sunday the 20th November saw Lancashire Automobile Club's 9th Triennial Motorsport Luncheon at The Stirk House Hotel, Gisburn.

Following an enjoyable lunch almost 100 LAC members and fellow motorsport enthusiasts were entertained by International Driver, Tutor & Designer Mike Knight in conversation with former F1 Driver & Le Mans Winner Richard Attwood.

For the uninitiated Mike Knight is the force behind the Winfield School of Motor Racing for F1 Drivers at Magny Cours & Paul Ricard Circuit, France.

Amongst others "The Playboys" – Pironi, Laffite, Arnoux, Prost, Jarier & Jabouille passed through the hands of instructors Richard & Mike Knight at Magny-Cours.

With over 90 pole positions, 90 Grand Prix wins & 2 F1 World Champions to his credit, we heard the inside story of F1 drivers in the making.

Great day all round with a donation going to the Salvation Army. Here's to the next Sportsmans in 2025.



PLAINS RALLY 2023

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PLAINS RALLY
SATURDAY 20 MAY 2023

Tony Lynch officially crowned Retro Rallycross Champion

Wigan racer Tony Lynch has belatedly been crowned as the 2022 Retro Rallycross Championship title winner after the cancellation of the planned season finale at Lydden Hill.

Tony and his Landsail Tyres Team Geriatric outfit had made the trip to the Kent circuit on the weekend of 5/6 November having already wrapped up the Retro class title, and with an advantage over Super Retro champion John Cross in the battle for overall honours.

On his first outing on the revised Lydden Hill layout, which underwent extensive work earlier this year to re-profile the opening turn and install a new jump, Tony enjoyed a solid start to the weekend when he led the way in the opening qualifying heat.

Weather related issues then prevented the field from being able to run the planned second qualifying heat on Saturday evening, with plans to run the remaining qualifying heats and the season finale on Sunday.

Unfortunately, worsening weather conditions overnight would leave event organisers with no option but to abandon the meeting before any track action was possible on the second day, with no decision taken on how the abandonment would impact the championship standings.

After initial suggestions that points may be awarded based on the results of the qualifying heats run, it has now been confirmed that the Lydden meeting would be declared null and void, with the championship instead being decided based on the standings following the penultimate weekend of action at Pembrey.

As a result, Tony and the team were able to celebrate a second championship victory of the year to add more silverware to an already impressive resume.

"Obviously it isn't the way that we wanted to wrap up the championship title, but at the same time, we're delighted to have clinched the overall Retro Rallycross crown," he said. "We've had some fantastic battles on track in our class this season, particularly with Terry Moore and Simon Hart, and it's been a really enjoyable year going up against them.

"This wouldn't have been possible without the support of the various sponsors who have backed us this year, and of course, without the hard work of my team behind the scenes to continually improve the car and get it into a position where we could consistently push for wins.

"Now we know the title is secured, we can start to focus on 2023, and hopefully we'll be able to return to try and defend our crown!"





Solway C.C.

Solway Coast Targa Rally

November 27th

Lynsey Procter : Hexham & DMC

November 27th 2022 was the 3rd time of running this event after a pause due to covid in 2020. Ran by Solway Car club and clerk of the course Albert Connelly. It used the Sportity app to share info and the results were published after every 4 tests.

The start venue of Arden house hotel was just outside Kirkcudbright and saw everyone gather for a coffee and a bacon sarnie before the drivers briefing to warn of high kerbs, slippery pine needles and potholes. It sounded fun already!

The weather the day before had been biblical, so it was a nice surprise to be enjoying an unusually sunny Scottish morning. It was a nice and relaxed start with no road timing, so off we all popped to find test 1 on Dundrennan, Torrs Point. A quick blast on tarmac with a few slaloms and a 360 to wake everyone up.

A short drive of 0.45 led everyone onto test 2, Little Balmae. The start was at the top of a long straight, allowing for a stunning view of the local coastline. After a quick photo, we set off to tackle the loop with careful attention paid to the cones and which side of what on that loop. It also held the high kerbs we were warned about that would claim the Batemans 205 on their second run through.

Test 3, Howwell took us to a part of Dundrennan I'd spent some time on in April 2019 when I'd marshalled on the Flying Scotsman.

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Solway Coast Targa Rally ***Continued from Page 44***

I'd written 'slippy' twice on the diagram and after the first run through I underlined and highlighted these words having nearly ended the rally early on the 360 round the triangle. Luckily Alex caught the car in time and we stayed on the road and in the fight.

The final test in the morning loop, Balig, had me flummoxed the first time we attempted it but luckily Alex remembered it from last year and nailed it. After the first 4 tests, we had our time cards photographed and were awarded with a cup of juice and a tunnocks caramel.

We were able to almost instantly see our results online and could see it was a tight battle at the top between ourselves, the rwd MX5 of McCulloch and Riddick and the 4wd Subaru of Cotton and Williams. The next 4 tests flowed without issue and it was quickly lunchtime. We returned to Arden house for soup and sarnies, with Josh Davison having seconds, thirds and probably fourths!

Everyone swapped tales of their morning escapades. Chris Dodds had been off in hedge. Simon Jennings had swapped his summer tyres to the rear and after tyre based discussion, Doddsy headed off to swap his tyres in the hope of finding more grip. Josh and Hannah Davison had been enjoying themselves and couldn't wait to get going again.

Liam Charlton was praying he wouldn't see his lunch again later that afternoon. The afternoon tests were longer and trickier, with many a pitfall for driver and nav to find. The Subaru dropped out of the leaders race after performing a wrong test. But we continued to trade seconds with the MX5 and went into the final loop of 4 only one second ahead.

They cancelled one of the tests due to run twice in the hope of avoiding the darkness but due to the final test taking 3 minutes to clear and get each crew in, the back runners ended up completing the event in the black. This time delay allowed competitors to get out their cars and watch the first two cones of the final test. A left 360 of A and a left 180 of B that ensured the RWD cars had a blast drifting round and making it look effortless. It was inevitable that unless one of us made a mistake, the result was going to be tight. I hoped for a draw, but it wasn't to be. Having been one second up, we lost 2 seconds to the MX5 over the final 4 and they took the win by one second.

A worthy win for Mark and Mairi and a friendly battle. Congratulations to the event organisers for putting on one of the best events I've enjoyed this year. This targa should be in everyone's diary next year. Thank you to the marshals for their smiles and banter, what a welcoming team. I can't wait to return.

Lynsey Procter : Hexham & DMC



Beverley & DMC Maple Garage Beaver Rally

19/20 November 2022

Ken Quinn



So. The Beaver has come and gone for another year. Out of all the road rallies I have done on and off over the last 30 years, it is the one event I have done more than any other, and have a 100% finish record on it. Highest achievement on it was in 1995 with a joint 3rd overall, and in fact my highest ever road rally result.

However, I can never understand why this event never gets a better entry than it does. Is it the fact it is plot and bash that puts people off? It is an outstanding event, ran on some rather fine roads in the East and North East part of Yorkshire. Beverley have utilised around something like 4 maps over the years, so the variation that is given is enormous. Long fast straights, twisty sections, smooth, semi smooth, reasonable whites, it has something for everyone.

And so to this year's offerings.....

Teaming up with Arthur Heaton once again in the Yellow Banzai machine, at 1497 cc, we meet at the Yorkshire Water Park just outside that well known rally village, Wykeham in North Yorkshire. Formalities over, we sit down to find De Lacy members Mark Jones and Corey Powell Jones have put in a last minute entry, so we natter about the night ahead. Neither Mark nor Corey have done a Beaver, so we give them an idea of what lies ahead, and we await the first set of instructions, which turned out to be plotting of the second part of the route around Wykeham forest area. It has lots of complicated bits in it, and looks a little daunting. The good thing was, the entire route was on 101. During our discussions, we even saw Clitheroes own Crocmeister in his usual attire, a pair black ones.

Out of MTC1, and the route is heading south of the very fast roads of the Yorkshire Wolds. Here, local navigator James Greenough, who was in our class at Car 15, would have the class advantage, as the roads were part of the Yorkshire Wolds Targa earlier this year. This turned out to be the case, as James blitzed most of the field. It was at the end of the first section, that we came across Car 1 parked up about 100 yards from the finish. The marshals saying they heard the engine destroy itself on the approach. Ouch. Sadly for me, I picked up a slow puncture on the front right, and rather than change it at this point, I kept blowing it up between selectives, but had to bite the bullet at the restart in the second half, as it was costing us time. The cheat way of tyre weld at petrol didn't want to play either.

With Beverley's idea of code boards on junctions to stop you falling foul of any misdemeanours, we began to pick up confidence, and by our standards, quickened our pace as the night wore on. The only bit were there was a cock up, was we missed a loop, but realised quick enough to be able to turn around, and despite the marshal instigating that he was going to give us a WD, we stated that we never entered his control on a road to our left, instead driving straight past it to retrace our steps, and we found a code board and then came in the correct way around the loop and still cleaned it!!!! The sad thing was, that time loss cost us 2nd in class overall, as the difference at the end was a mere 13 seconds. Hey ho.

Despite the recent rainfall, the weather Gods were kind to us all, only appearing with rain on the very last selective. Which meant the PS3's on the Yaris, were working well, with the exception of the punctured one of course. So 13th overall, and 3rd in class, and apart from minutes dropped, we, like a lot of others, remained clean right until the finish. Long time since I did that on a road rally, I can tell you. This was our reward for a good nights thrash around North Yorkshire, and yes it could have been so different, but nowadays I go out to enjoy myself, get home safely, and if I pick up an award, it is a Brucie bonus.

Finally to anyone thinking about entering a future Beaver, (Oeerr missus.) then take it from me as a Beaver veteran. Beverley run a cracking event with a great experienced team behind it, and a no nonsense approach with a mix of navigation to suit all. What are you waiting for?

Ken Quinn/Arthur Heaton Car 14 Toyota Yaris T Sport.

Beverley & DMC Maple Garage Beaver Rally

19/20 November 2022

AN EXPLORATION OF MAP 101

Featuring Ken Quinn, Arthur Heaton and the bright yellow Yaris.

So, our favourite road rally has reappeared, the first one I ever drove on, some 30 years ago, the Beaver, organised very well by Beverly & District motor club. Ken has a long history on this event, as well.

The start venue at North Yorkshire Water park, Wykeham, was really good, fresh coffee with waitress service and spotless—even the loos! Of course, we were first in the scrutineering queue, so Mark gave us yellow tape for earth lead, and pointed out a couple of things that needed sorting before the next event. One of these was a very salient one about how shoulder straps should be mounted to the cage—there has been a recent bulletin about this.

The event format was plot and bash to petrol, and then pre plot. Of course there was a lot of hanging about and catching up to do before the briefing and our MTC at 23.14, when we had an hour to do the pre-plot, in a nice warm cafe. MTC1 bought hand out to STC8, plenty of time to plot on run to NTC2, which took us up the white south of Staxton—it was rough as an Ursine Stern. We took it steady, got caught by our minute man, passed a stricken Darren Moon, whose engine had gone big bang, then we realised we had a problem, which turned out to be a slow puncture, we dropped at least 12 minutes keeping some air in it before we changed it at petrol!

The route after used the usual mixture of out of order Grid lines, spot heights, grid squares (with avoids), and simple herringbones—most of which could be plotted on the move. Of course a few NAMs and code boards on SGWs. We wended our way westwards, passing through Foxholes, turning south near Sherburn to the bottom of the map, before heading north, east and south again to The Kilham. Thence in the general direction of Hunmanby including a slippery slot left near Burton Agnes.....

After petrol, the pre plot took us north into Wykeham forest, then up Troutsdale (that would make a good tarmac stage), a loop around Harwood Dale and to Scalby. I nearly had to walk home from here as a misplot didn't take us around a triangle, but Ken spotted the control, so we looped round and still cleaned the section!

The sting in the tail took us through part of the old Wykeham East stage and back to an excellent breakfast where we found we missed second in class by 14 seconds! What could have been! My navigation was a bit hesitant due to rust, and the puncture didn't help, but wouldn't have missed the rally for anything!

Arthur Heaton : Ilkley & DMC



Photo Credit : Matthew Rudd



Beverley & DMC Maple Garage Beaver Rally

19/20 November 2022

Barry Allman : Clitheroe & DMC

With this being the last round of a few championships and ANCC points up from grabs it was off to the Northern Waterpark near Scarborough for The Maple Garage Beaver Road Rally.

First time on OS map 101 it was going to be fun, to-nights driver was Geoff Bateman in his trusty Peugeot 205. He does prep his car/cars really well and really work well together too. That really helps on a rally which was Plot and Bash with the route given out for the next section as you leave the controls. It was split into three sections with the last section given out as map references at MC0 with plenty of time to plot before leaving. The usual noise check and scrutineering went without problem as we parked up and went into a great start venue. The usual suspects where all there with chats about the seasons rallies and plans for the night ahead. My close rival Corey Powell-Jones was there as well and we had a good grin our scores where so close that this rally would decide who would win the class.

Geoff raided his piggy bank to buy a sandwich and a brew I was on my usual Lucosade ready for the challenge ahead. The third section we plotted looked really interesting with a long section through the roads of Wykeham forest with a long white road towards the end. The start was just outside West Ayrton MTC 1 we got the first handout that took us

south and onto NTC2 (neutral time control form MTC1) plotted quickly up to the next neutral section and set off. We ended up on a white coloured road right next to an RAF base (somebody told me later it has been used on a Targa Rally ? All tulips on this first section which plotted quite quickly and that gets us down to STC 8. The road wasn't too rough and we got up to speed getting the first route check (RC2a) or code board. Then drat we flew passed the next code board, just before the visible time control at IRTC3, note to self keep the handout to hand. We found out later we where not alone doing that ... All you can do is forget it and push on. As usual on this type of event lots of the controls are on the route between main controls and so eyes wide open. A short run got us to the next section starting at NTC5 heading South again on some cracking roads a double codeboard at a crossroads we manage to gat and so back on it. A few more RC's and intermediate controls got us to STC8 our pace was looking ok with only a few minutes dropped. In fact Corey and Mark and us where very close on our pace with us second in class at this point. On plot and bash events it is important to keep one eye on the time as it is so easy to start dropping lots of time. This event as usual had a time limit of 30 minutes. We where well within our limit at the end of the first second but with the next MTC (main Control) being at the petrol halt and the end of the next section. Lets see what the Clerk of Course was going to give us as route instruction next.



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Beaver Rally **Continued from Page 48**

The handout we got at STC8 to get us to STC12 (use all roads, important to read all the instructions) it was OK spot heights, grid lines and map features. We had the idea of plotting the next few controls then setting off, that worked well and we cleaned the sections between STC 12 to NTC 14 where we handed in the first time control.

Onto time card and it's first hand out, our favourite Herringbones, sometimes they plot easily, this time it did. There were a few slots which were hard to find, great relief as you go past code boards, that meant we were on the correct route, Phew. Cleaned the next section up to STC16, happy days. The next was tulips and a quiet zone wasn't too bad and dropped some time again but nothing to worry about. Next was avoid or transverse but the squares were not in order, dropped a bit of time to STC18 but cleaned up to NTC19.

NTC19 to NTC22 via other controls was Herringbones again! we lost some time until we realised you used All Roads but only plotted coloured roads Grrrr. A frantic few minutes got on the correct route and we arrived at NTC22, Phew. Now with both eyes on our time ! The first part of spot heights plotted easily then I struggled to find the remaining spot heights to get us to the next control. That was a double issue as we had to get to the following control to get the next handout. Ummmm time to make a decision. We were at STC24 and had to get to petrol and MTC28 within our time limit to be classified as finishers. Knowing where we were and where MTC28 was we cut some of the route and got to Petrol halt within our time, Phew.

It was a shame but had to be done, even with hindsight to get us a finish but got us three fails ...

I had quick check of the last third on my map and a chat with Corey who were having gearbox issues. It was all still to play for ANCC championship wise.

The last third was to the North of the start venue to the West of Scarborough deep into the forests. With it all already plotted and with time on our side again we set off, refuelled. Back on the pace we really enjoyed some cracking roads, very like the roads in Cumbria, lots of narrow roads and tight slots. It was great to see that most of the roads were as the map, which always cuts down on MOMENTS ! Finishing off with a super white onto a fast yellow heading back to the Start/Finish venue. Just one issue where a flash from a camera led us going up the wrong slot, only seconds lost. A great drive as always from Geoff and his trusty 205 never missed a beat. Our master plan worked to a certain extent of getting a finish with a clean a run as we could get, then let the results do the talking.

Even without our fails (self inflicted) we would still have finished behind Corey and Mark who had a great run. It looks like Corey is the ANCC Novice champ with me first loser or in second place.

Thanks as always to All the team at Beverley Motor Club and all the helpers. It takes all of time and effort to put on an event, and we all appreciated your efforts.



Photos Courtesy of Matthew Rudd Photography

CAERNARVONSHIRE & ANGLESEY MC

PENTRAETH GLYN MEMORIAL STAGES

19 / 20 NOVEMBER

Oliver Waggett : Hartlepool MC

The 19/20th November saw myself and Co-Driver Paul Hudson take on the Pentraeth Glyn Memorial stages in my PD Extinguishers backed Citroen C1. Trac Mon Circuit, Anglesey, North Wales would be the venue for the 2022 British Junior 1000 Rally Championship season finale.

Arriving at the circuit on Friday Afternoon allowed us to get the car scrutineered and meet up with fellow competitors ahead of the weekend's action. The aims for the weekend were to go out and have fun but most importantly aim to improve on driving lines and gaining speed but most importantly of all finish the event to achieve the 100% finish rate this year.

Onto Saturday then and we had 8 stages to look forward to including the night stages in the evening. After SS1/2 myself and Paul were sat 12th Overall in the event and 7th English J1000 competitor. Stages 3 and 4 complete with clean runs which meant it was onto the night stages. Arriving at the startline of stage 5 as the night began to fall I decided it was best to turn the light bar on. Setting a pair of top 5 stage times in 5 and 6 I was more than happy with my pace. Onto the final 2 stages of the day and as the excitement built the rain started to pour and it was coming down fast. Lights on, wipers on we set off into the darkness. 2 very slippery stages including a large spin in stage 8 meant for an interesting but extremely enjoyable evening. Ending Leg one of the event in 10th Overall and 5th English Junior.

Onto Sunday and we had 6 stages to complete. The first 2 stages of the day were shorter versions of Saturday's stages so onto SS9/10 and a new set of tyres on the front meant the car felt amazing. Ahead of the final 4 stages, heavy rain started to come down and made the circuit slippery once again. An extremely fun final 4 stages with lots of big and crowd entertaining slides and some great pace meant we finished this year's Pentraeth Glyn Memorial Stages 10th Overall and 6th English Junior. Lots of positives to take away from this weekend including 5 more top 5 stage times and some proof of pace starting to break through.

I'm really happy with my season and already can't wait for 2023. I'd like to say a huge thank you to Chris Woodcock from PD Extinguishers who joined me this season as my first sponsor. A massive thank you to everyone else that's helped out and supported me this year including J W Bainbridge Contractors Ltd, Trevor Atkinson & Co Ltd, Lightning Signs, Questmead.

Oliver Waggett : Hartlepool MC

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NORTH WEST RACERS

With Dave Williams

NORTH WEST RACERS END THEIR SEASON

The North West racing championships ended their season with the CNC Heads Sports/Saloons Championship, Avon Tyres Northern & Super Classic Formula Ford 1600 Championship and Vinyl Detail ST-XR Challenge all staging their final two rounds at their home circuit of Oulton Park.

CNC HEADS SPORTS/SALOON CHAMPIONSHIP:

15th October

With the track damp, but drying, and a capacity entry for qualifying it was anyone's guess who would set the fastest time. At the end of the session, Garry Wardle topped the classification in his Seat Cupra TCR – Wardle revelled in the wet conditions. Championship leader Jon Woolfitt's Spire GTR was only third quickest with Roddie Paterson's Caterham C400 separating him from Wardle. The four-wheel-drive Subaru Impreza of Oliver Thomas had potentially more grip than many other cars but it was running on old tyres and so the drivers took things easy. He was fourth quickest.

When race 1 got underway, the sun was shining although, given the time of year, the circuit was drying out slowly and there was still an element of greasiness. Wardle had a poor start which dropped him to sixth. This allowed Woolfitt to seize the moment and take the lead before the first corner. He began to dominate the contest in a style that has been the norm during 2022 – he had a 5 second advantage after just a single lap.

In the drier conditions, Ric Wood was one of those drivers with high powered cars who were finding more traction than during qualifying. His mighty V8-engined Holden Commodore was showing its true pace. He charged through from eighth on the grid to take second from Paterson at Druids on lap 2.

Chasing Wood up the order was Andrew Southcott who had started his MG Midget Lenham 1 place ahead of the Commodore. He passed Wood at Lodge at the end of lap 6 just as the rain looked set to return. Before the precipitation became heavy, the race was red flagged – Piers Grange had gone into the barriers heavily on the approach to Cascades after he clipped a car he was lapping. While the driver was ok, his Mk2 Escort sustained serious damage.

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John Woolfitt claimed the 2022 CNC Heads Championship



Roddie Paterson leads Oliver Thomas



Andrew Southcott moved into second on the last lap of race

North West Racers : Continued from page 51

The results were declared at the end of lap 6 with Woolfitt taking another comfortable win both overall and in Class B. Southcott's pass on what turned out to be the last corner of the last lap meant he pipped Wood to the Class A honours.

Behind Paterson, Thomas won Class D in fifth overall although Wardle was closing in on him when the drizzle began.

With the retirement of the Caterham of Bod Buckby, two more Caterhams in the hands of Jon Curry and Connor Harvey finished first and second in Class C less than 4 tenths apart.

The clouds remained above Oulton Park for the second race of the day and the tarmac was drying once again. Sadly, both Andrew Southcott and Ric Wood were missing from this encounter.

Roddie Paterson made the best start to lead the field with Oliver Thomas behind him... but not for long as Thomas spun at Shell. Although it put him out of contention for the overall podium, the Subaru driver had a ball working his way back up the order to sixth... and he still won Class D!

Wardle had made another poor start but quickly regained a couple of places and was in position to move into the runner-up spot when Thomas gyrated – the Seat driver was lucky not to be collected.

On the cusp of claiming the 2022 Championship, Jon Woolfitt ran third on the road – all he wanted to do was make it to the finish and claim the points.

Despite using old tyres from two different manufacturers - six year old Avons on the front and three year old Michelins on the rear – Paterson cruised along en route to being the first to see the chequered flag. He also took the Class B honours 13 secs ahead of Class A winner Wardle.

Third overall and second in Class B was enough to secure the title for Woolfitt. In the closing stages, Class B rival Aaron Armiger was closing in on the champion-elect but the Vauxhall Tigra driver got over-excited, took too much kerb at Brittens and had a quick spin – although he still finished fourth overall.

This time Connor Harvey beat Jon Curry to Class C honours while outgoing champion, Jamie Cryer (Ginetta G20), and Graeme Smith (Mazda MX5) did the double in Classes E and F respectively.

VINYL DETAIL ST-XR CHALLENGE: 22nd October

At the Croft Triple Header in September, Sum Beckett won the first and third races. Only a fluffed gearchange at the start of the second outing which put Chris Jones in control of the contest denied Beckett from recording a hat-trick.

These were Beckett's maiden victories and, heading into the final 2 rounds at Oulton Park, they put him second in the Championship standings behind Michael Blackburn.

Like the CNC Heads meeting the week before, qualifying took place on a track which was very wet initially but was drying all the time. Beckett struggled to increase his pace as the conditions improved and could only set the fourth fastest time.

Blackburn topped the classification for much of the session but was circumspect through Old Hall at the start of his final lap and found himself pushed down to second by Jones who put in a flyer having made a mid-session pit-stop to adjust his set up.

The first race was staged a couple of hours after qualifying and, on a chill October morning, the track hadn't had much chance to dry. It was still very wet in places, for example under the trees at Druids.

When the red lights went out the 2 front row starters, Jones and Blackburn, charged down to Old Hall neck and neck without truly knowing how much grip would be available when they got there.



Chris Jones leads the way in the ST-XR Challenge

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North West Racers : Continued from page 52

Jones decided not to brake for the first corner until after Blackburn slammed on his anchors. This came very close to being a huge mistake for Jones as the rear of his car lost grip turning him very sideways.

As he was right on the limit of the available grip, Blackburn was unable to take advantage of Jones' first corner moment. Had he jumped the gas, Blackburn's Fiesta would have straightened up and gone into the side of the 2021 champion therefore he had to hold back while somehow Jones regained control without leaving the tarmac and headed down The Avenue still in the lead. According to Jones the save was down to "unrivalled skill and a bucket full of luck"! Meanwhile, the closely following pack let out a collective sigh of relief!

After that initial excitement, Jones got his head down and concentrated on finding as much grip as possible. Old Hall and Druids were particularly slippery.

Usually, all racing drivers think about is being the first to see the chequered flag however for Championship leader, Blackburn, things were rather more complicated. Ahead of him was Jones who wasn't in contention for the title but right on his back bumper was his closest challenger in the points standings, Sam Beckett. Thus, Blackburn's focus was on keeping ahead of Beckett rather than trying to get out in front.

Making the choices for Blackburn even harder was the fact he often was carrying more speed than Jones but he was very reluctant to put his championship chances at risk by attempting a pass – particularly as conditions were so treacherous off the racing line.

Adding to Blackburn's dilemma, Beckett was feeling racey – both driver and car felt fast. At one point he had a look down the inside of Blackburn at Old Hall but the tarmac was too slippery and he slithered round the corner. The man in second place needed to have his eyes everywhere... but then the Safety Car appeared due to a midfield incident at Druids allowing him to relax and gather his thoughts.

When the contest went back to green flag conditions, Beckett lost a little time when his car fish-tailed through Old Hall. This gave Blackburn some breathing space and as the race drew to a close, he considered challenging Jones for the lead but thought better of it.

Jones kept on the driest parts of the track – the racing line – to take the win as Blackburn slightly increased his points advantage over Beckett. A little more than 6 tenths covered the leading trio at the finish.

Race 2 took place towards the end of the day and the track was now dry. With the grid decided by the results of the earlier race, Chris Jones was on pole and made such a good start that he arrived at Old Hall 3 or 4 lengths ahead of everyone else. This time he managed to control his ambitions and there was no lurid slide at the first corner.

Jones maintained his advantage and was a second ahead at the end of the opening lap. The gap to the leader was actually good news for second placed Michael Blackburn as it meant there was no car immediately ahead of him and he could focus solely on his championship rival, Sam Beckett, who was right on his tail.

Blackburn, however, was confident he had the pace to keep in front of Beckett... but the story of the race took a dramatic twist at the end of lap 3 when Jones' left front wheel tucked under the car at the apex of Lodge Corner sending him across the track and into the barriers at the bottom of Deer Leap. The trackrod had failed.



***He's still there!
Michael Blackburn checks his mirror
and sees Sam Beckett***



***Mark Blunt (3) battles with
Matthew Pimlott (24)***

North West Racers : Continued from page 53

So now the battle between Blackburn and Beckett was for the race win as well as the championship. When they were running second and third there was only a one point difference and Blackburn would still have taken the crown if Beckett overtook him but now the difference between first and second was 4 points so it was winner takes all!

Blackburn was feeling the pressure – he knew he couldn't afford to make any mistakes as Beckett was ready to pounce. He had to get every braking point spot on and hit every apex to ensure he was carrying as much speed as possible down each straight to prevent Beckett from drawing alongside him. Although, at the same time, he didn't feel as though he was driving flat out – just with maximum accuracy.

Beckett was gaining under braking for Hislops and reckoned he was faster all the way from Druids to Cascades although Blackburn was quicker through the Shell Hairpin and Brittens Chicane.

Beckett made a passing attempt at Old Hall but Blackburn had already committed to the corner when he saw him coming. The trajectory of the cars meant there was contact and Blackburn lost his driver's side door mirror.

A few laps later, the battle got even more intense when Beckett gained on Blackburn faster than he realised and hit the rear of Blackburn on the approach to Hislops sending the leader across the grass triangle in the middle of the complex where he kept his car as straight as he could on the wet turf.

As Beckett remained on the black stuff, he could easily have passed his rival but that is not how he wanted to win and he flashed his lights to encourage Blackburn to re-join ahead of him.

The pair remained locked together for the remainder of the contest. Beckett could not quite engineer another passing attempt thus it was Blackburn who won both the race and the 2022 ST-XR Challenge.

Such was the pressure that Beckett had put him under, this had been the longest 20 minutes of Blackburn's life. When he saw the chequered flag, his over-riding feeling was one of relief. He had achieved his goal of taking the title in his second season with a ST150.

Matthew Pimlott and Mark Blunt battled it out just behind the leaders in both races with Pimlott coming out on top each time.

Only Class D cars – for the Mk6 Fiesta ST150 – took part in this meeting. The other classes were poorly supported throughout the season. For 2023, Class D will morph into a stand-alone championship – the Fiesta ST150 Challenge. This will have a National rather than North Western focus and will run alongside its sister series, the Fiesta ST240 Championship for the Mk7 models.

AVON TYRES NORTHERN & SUPER CLASSIC FORMULA FORD 1600: 22nd October

The fastest driver in the Avon Tyres Northern & Super Classic Formula Ford 1600 Championship's qualifying session, Doug Crosbie, hadn't raced since the corresponding meeting last season when he crashed in the wet. This year, things couldn't have gone better. He took pole for race 1 by 2 and three-quarter seconds before taking a brace of victories by comfortable margins in a Class B Van Diemen RF89 prepared by his Dad, Paul, and Paul Brooker. The car ran perfectly and to cap things off, Crosbie was voted the Formula Ford 1600 Driver of the Day.

Crosbie didn't have everything completely his own way. On the opening lap of race 1, John Murphy was pushing him hard in his Van Diemen RF90 but the contest was quickly neutralised with the introduction of a Safety Car due to a coming together at the first corner.



***Doug Crosbie stretches his lead
over John Murphy***

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North West Racers : Continued from page 54

When the field was unleashed at the start of the third lap, Murphy passed Crosbie at Cascades but a mistake at Lodge by Murphy allowed Crosbie to get back ahead after which he was able to pull away – Murphy suspected he had an engine issue.

The second encounter, which was the final race of the season at Oulton Park, saw John Murphy once again harrying Crosbie in the early stages before his challenge faded. On this occasion he was caught and passed by Nick Barnes' Swift FB89 which had finished third earlier in the day. Murphy did the double in Class A, confirming himself as the champion in that category as Barnes took the Class B title.

Paul Crosbie was the champion in Class C but was absent from this meeting. The only Class C entrant at Oulton was Ben Tinkler (Van Diemen RF80) but he failed to finish race 1. He and fellow DNFer, Richard Freye (Reynard FF88), were stars of the final thrash as they battled through the field to finish fifth (Freye) and sixth.

Phil Nelson (Hawke DL2B) did the double in Class D confirming himself as the 2022 Champion in that category

All Photos Courtesy of PS Images

Richard Freye (68) and Ben Tinkler (18) close in on Richard Kettermann (53) and Neil Hunt (114) during their charge up the order



Dave Williams



**IT'S WEIRD BEING
THE SAME AGE
AS OLD PEOPLE.**

Ilkley & DMC

ILKLEY JUBILEE HISTORIC RALLY

20th November 2022

Lynsey Procter : Hexham & DMC

After the loss of their primary test venue and the change of date, finally, Ilkley 2022 ran this weekend in the Yorkshire lanes. Credit is due to clerk of the course Ian Mitchell and his team for persevering and continuing to offer this much loved event despite these setbacks.

The host venue this year was once again Leyburn Auction mart, and a dry and sunny Sunday greeted 47 crews as they arrived ready to start. The team had chosen to reverse the seeding, allowing the novices to run at the head of the field and avoid doing the final regularity in darkness. This worked in my favour as I had been competing on the Northumberland Borders rally the previous day and had only gone to bed at 00:30. I had the usual post-event adrenaline with cones and junctions dancing in my head, so had struggled to get a good night's sleep. The alarm at 05:15 was most unwelcome. However, gathering in the sunshine and seeing friends soon blew away any tiredness and running at car 50 meant I had time to compose myself before heading off to the first regularity of the day.

Ilkley had laid on 6 regularities and 9 tests for us to enjoy. I very much enjoyed the mix of reg style, as they used jogularity and delearity as well as the pre-plot and plot and bash format on the maps. The tests flowed nicely and were a pleasure to call. Graeme certainly seemed to enjoy them too and beat the bogey on at least two tests.

This was a great event hosted by an experienced and dedicated team, the marshals were all friendly and I hoped I managed to express my gratitude for you giving up your time when I saw you, but if not then let me say it now, thank you! Without the volunteers behind the event and the marshals assisting them, we really wouldn't be able to enjoy the weekend rallying. I not only enjoy the challenge of finishing an event and hopefully doing well, but I enjoy seeing friends as well. Whether that be in the cars competing around me, or the marshals at the side of the road, rallying is a truly friendly and welcoming sport.

This was demonstrated when Paul Crosby and Ali Procter fell off the road on reg 3 into a steep, water-filled ditch and fellow competitors Steve Head and Mark Appleton stopped to assist. Despite this costing them time and a potential result, they didn't hesitate to help out a fellow competitor. Unfortunately, despite being pulled out and continuing, the mini gave up during reg 6 as it lost its drive. JDF had done well having tackled the Borders rally the day before, winning the tough event overall.



Photo Credit : Marcus Andrews

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Ilkley Jubilee Historic Rally ***Continued from Page 56***

No-one was without issue or fault on this event, demonstrating that Ilkley had once again provided a challenging round in the HRCR calendar.

Martin Phaff had issues around the mole catchers NAM (if you know, you know) when he knocked his trip off which then affected the rest of the reg.

Overall winner Nikki Staniforth missed a slot right on the last section causing them to back up and drop a few vital seconds.

Always the bridesmaid and never the bride (his own words) Henry Carr made a few mistakes in reg 2 but managed to keep the rest of the day clean and tidy to take 2nd overall.

Championship winning navigator Brian Goff and his driver Leigh Powley lost 35 seconds on test 6 when a coil lead came off and 35 seconds on the final reg when Brian missed a speed change. Some would call reg 6 the sting in the tail of the event, being plot and bash using a London map and being the longest reg of the day, running into darkness. Yet, despite these errors they still came away with a 3rd finish overall.

Finishing 4th were Steve Head and Mark Appleton who in their own words had no major disasters but a few mid-level errors that knocked them off the podium.

Coming in 5th overall were Nick Pullan and Ian Canavan in the newly acquired 205. Having only been MOT'd earlier in the week, the crew were hoping for a finish. The pug lived up to its French reputation when every puddle caused a stoppage, the exhaust broke, the dizzy cap needed replacing and they lost lights on Askrigg moor. I feel Bevan Blacker may be getting the car back with a long list of jobs, ready to prepare the little car for the 2023 season.

I'm going to include 6th overall in this roundup, since it was Graeme Cornthwaite and myself. We were both tired after the borders, the car was mucky at the start and no cleaner by the end. We had no mechanical or electrical gremlins and overall had a superb days rallying together. It's not about the end result, or the trophy. For me, it's about enjoying the weekend, not making mistakes, growing in confidence and doing the best I can. I am extremely happy with 1st expert, my thanks to Graeme for his patience with me when I make mistakes and being an excellent partner in the car.

There were fewer class awards this year due to the entry list changing as a result of the alternative date, but credit has to go to the first novice crew of Chris Haygarth and Colin Martin in the Toyota MR2 for finishing an amazing 7th overall on a tough event. They will certainly be a crew to watch in the future.

Paul and Sandra Heaney, this year's novice champions, tried to run one of the tests using the wrong diagram but managed to quickly sort it out and took the class win again.

Thanks to Ilkley motor club, Ian Mitchell, Chris Tindall, Niall Frost, Andy Pullan, Sam Wainwright, Les McGuffog, Claire and Neil Raven and everyone else associated with running the final round of the HRCR championship. I look forward to a repeat event next year.

Thanks also to everyone involved in the HRCR clubmans road rally championship, especially secretary Ken Binstead who writes and collates the reviews and reports for each event and is currently busy organising the upcoming awards dinner in February. I shall sadly miss this due to half term commitments, but wish all award winners congratulations and hope everyone has a fabulous time socializing and relaxing after a hard fought season.



Ilkley & DMC

ILKLEY JUBILEE HISTORIC RALLY

Henry Carr : Ilkley & DMC

After the postponement in September forty seven crews assembled in Leyburn for the start of Ilkley and District Motor Club's Jubilee Historic Rally. For a change it was the Masters who had plenty of time at the start the reason being as the event would end in darkness the Novices would be first on the road giving them the best of the daylight hours so at 08:31 it was Pete Jagger taking part in his first historic event in his Peugeot 205 Rallye with Andrew Millington who led the way with last year's winners Steve Head and Mark Appleton Escort RS2000 being last car away.

After a short run out, it was a jogularity to start with handed out as you left the start and with the comments that timing points *may* be located anywhere not necessarily at the landmarks to try and keep the navigators from guessing the control locations. With five pages of instructions for the 16.5 miles and three timing points it was a gentle introduction to the event with the majority of crews just dropping a few seconds. From the start the route went via the first timing point and at a landmark before Finghall then through Hunton and the second timing point on a loop around Arrathorne to then go via Hornby and East Appleton to the final timing point on a small white lay by before Lime Kiln Farm. Eventual winners Darell Staniforth Nicky Staniforth Mini Cooper S cleaned the section followed by Ken and Sarah Binstead MG B on one second.

With the first regularity done it was straight into the second regularity with the plotting instructions already issued it was already on the map but the average speeds which was a cumulative speed table containing additional not as map instructions was handed out as you left the start in Leyburn. The regularity started with two not as map route checks before and after Great Langton within the speed table instructions then another speed table instruction taking you the long way round a triangle and the first timing point at Langton Hall. The route then went via Thirntoft and the second timing point before Streetlam to the third and final timing point at Kiplin Hall just before the morning halt. Best on this regularity were Paul Crosby Ali Procter Mini Cooper S on six seconds and were now leading the event by two seconds from Darren Everitt Susan Dixon Triumph 2000 with leading Experts Simon Malins Suzanne Barker Hillman Hunter a further five seconds behind.



Photos Courtesy of Henry Kitching

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Ilkley Jubilee Historic Rally ***Continued from Page 58***

From the break it was into regularity three issued as you arrived at the break. The navigation being junction road colours along with plenty of speed changes that also followed on from the second regularity by also containing a not as map instruction route check and the use of a private land white it was a sterner test for the navigators. A gentle start up the old A1 and onto map 92 then via Gilling West and Hartforth and the first timing point. A loop round to Whashton and the route check on a not as map triangle being the phone number for the local mole catcher rather than an organisers code board was only missed by a handful of crews but notably by the winner of the last event the Dansport John Haygarth in his Opel Kadett Rallye this time with John Youd. The second timing point was shortly after Ravensworth and soon followed by the third on the white but before this timing point the white had already accounted for the Novice crew of Robert Clifton Julie Clifton who found a Vauxhall Magnum size hole to park in and also the current leaders Crosby / Proctor who trying to avoid a Mini sized hole slid off the track onto the soaking wet grass verge and were stranded. Once the white had been negotiated it was a straight forward run to the final timing point just before Marske. Best was Leigh Powley Brian Goff Toyota Corolla on 9 seconds followed by Experts Graeme Cornthwaite Lynsey Procter Morris Mini on 13 seconds. With Crosby / Proctor getting a maximum at the third timing point and Everitt / Dixon a maximum at the second as they had to return to obtain the mole catchers phone number the leaders were now Powley and Goff.

At last, it was now time for the navigators to put the maps and their romer away as five tests followed before the lunch halt back in Leyburn. Although not taking part at the originally planned venue of the Catterick ranges the organisers had secured the use of a large farm complex near Leyburn for the test venue. The first test used the farm tracks leading to the farm itself with Novice crew Chris Haygarth Colin Martin Toyota MR2 along with the Staniforth's stopping the clock on 1:36. A number of crews picked up a maximum by missing the two code boards including Everitt / Dixon who were later to retire from the event with ball joint failure. With a bit of a queue building up before the second test which was a figure of eight around the Slurry tank it allowed a bit of a pleasant break for the latter crews helped by the sun making a brief appearance from the constant downpour of rain in the days leading up to the event. The bogey on this test was beaten by Jonathan Amery Tom Van der Gucht Renault 5 Gordini Turbo who were in the clubman class. The quarry test followed and the clubman crew beat the bogey again on this test along with twenty other crews. A slalom test followed on the concrete access road and the bogey on this test was beaten by four crews. A more complex test followed at a MOD site near the farm here Powley / Goff tied with Jon Dunning Henry Carr Ford Escort RS2000 then the Staniforth's following a brief mid test hesitation by them to ensure they went the correct way. At the lunch break Powley and Goff had a twelve second lead over the Staniforth's. Leading Experts were now Cornthwaite and Procter and fine a fourth overall. Also, inside the top ten and the leading Novice crew were Haygarth / Martin along with the crew currently leading the Novice category in the HRCR Motorsport News Road Rally Championship Paul and Sandra Heaney Triumph TR6.



Photos Courtesy of Henry Kitching

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Ilkley Jubilee Historic Rally

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From lunch the format from the morning continued with another three regularities interspersed by a repeat visit to the test venue. The fourth regularity was an allocated start and a set of deeliarity instructions given out as you left the lunch halt. These are designed to be read on the move, only one page but with four timing points and again the use private land it looked like it was going to follow on the format of the previous regularity. From the start it went via Wensley and then onto Middleton Moor and the first timing point after Penhill Farm at 4.88 miles being half way onto the regularity. The second followed at Low Wood 2.57 miles from the first to be quickly followed by the third just 0.68 miles away on the private

property at Holme Hill to the final one near the finish at Middleton. Best was expert crew David Mann Ian Doble MGC GT on three seconds followed on four seconds by the current leaders Powley and Goff and the Staniforth's.

Regularity five quickly followed which was pre plotted with the average speeds given out at the regularity start which started at Ulshaw and again containing a not as map instruction which directed crews into a farm yard shortly after the start at Hutton Hang and the first timing point. The second timing point soon followed at Stoop House Farm and the regularity was then soon over at the third and final timing point just after Barden. It was the leaders Powley and Goff best on four seconds closely followed by the Staniforth's on five.

A repeat of four of the morning tests now followed the farm tracks surface holding up well after the weeks deluge of rain and the first run through of cars. Test five started at different location on the farm tracks before joining the track used in the morning to finish before the slurry tank. Quickest here were Dunning / Carr on 1:10 followed by novices Richard Wardle Gareth Frank Escort on 1:13 and the leaders on 1:14. Next up was the slurry tank figure of eight test this time run in the opposite direction and in trouble here were the leaders Powley and Goff as the engine stopped mid test. The coil lead had come off and by the time it was back on 30 seconds and the lead had been lost. The quarry test followed and with bogey now adjusted to match the change in test layout due to a stock pile no longer being there it was not beaten this time with Powley and Goff trying to recover some of the time lost on the previous test on 49 seconds followed by Haygarth / Martin on 51 seconds. One more test remained again the same one as the morning at the MOD venue Tim Tordoff Ian Frazer Peugeot 205 GTi beating the bogey followed by Dunning / Carr. Stopping on this test with a suspected broken driveshaft were James Griffiths James Howell Mini 1275GT.

All that remained was the final regularity but a definite string in the tail thirty miles with seven timing points and four route checks. The route was defined by a London Rally map, you had been given an old one-inch map showing the lettered point locations and at the regularity start you were given the instructions of which points to visit and the average speeds. The organisers expected this section to change the leader board as it was going to be tackled in the dark for the later crews on some of the classic Yorkshire roads from the road rallies of the past. With the time loss on test seven by Powley / Goff the Staniforth's now had an eleven second lead with Dunning / Carr in third nine seconds behind Powley / Goff so it was all to play for. In the expert class Cornthwaite / Procter had a commanding two minute lead over Malins / Barker and in the novice class it was a bit closer with Haygarth / Martin thirty seconds in front of the Heaney's who at the finish thought it had been an excellent event with the right number of tricks and they found all the code boards. It was really good fun and enjoyed the darkness, wanting to end the season with a good result which they did with first in class.

The start was near the test venue and headed north across Grinton Moor which had more traffic on it than usual as the B road from Grinton to Richmond was closed. The first route check was another not as map location the car park south of Grinton as the route then headed south towards Redmire using the gated road over Redmire Pasture and the Wensleydale railway white.



Photo Courtesy of Henry Kitching

Ilkley Jubilee Historic Rally **Continued from Page 60**

The next route check on a small section of an old road white at Carperby saw the final demise of Crosby / Proctor with the loss of drive. Then via Aysgarth and the white leading to Thoraby followed, before going via Thornton Rust, Worton and the impossible junction at Newbiggin the organisers making it a bit easier for crews by going short way round. It was then back on the moor roads over Summer Lodge where Nick Pullan Ian Canavan Peugeot 205 GTi lost the use of their spot lamps and some time. The section finished at Low Whita at the penultimate timing point as there was an issue with the clock at the final control. Best over the six timing points were the leaders on 26 seconds. Second on 27 seconds were Dun-



nning and Carr and with Powley / Goff getting the speed change wrong before the fifth timing point this moved Dunning / Carr into second place eight seconds behind the leaders. Powley / Goff dropped to third. No change in the other categories so first Expert and sixth overall were Cornthwaite / Procter and one place behind and first Novice were Haygarth and Martin.

In terms of the 2022 HRCR Motorsport News Road Rally Championship thanks must go to Ken Binstead for co ordinating this year's successful championship. The Speedsport Design Trophies for overall driver and navigator had already been decided on the Dansport with Dan Willan the championship driver and Brian Goff the championship navigator. With James Griffiths and James Howell stopping on test eight Leigh Powley consolidated his runner up driver position and Henry Carr took the navigators runner up spot. With solid performances from both the championship Expert and Novice crews on the Jubilee the Ian Kelloway Memorial Trophies for the first Experts went to Les Andrew as driver and Suzanne Barker as navigator. The Speedsport Design Novices were Paul and Sandra Heaney who had to change car from the originally entered Lancia to their TR6 after the gearbox on the Lancia failed on Rally of the Tests. This caused a bit of a problem for Crow's HRCR Internet Table Top championship running at the same time as one of the legs used the Jubilee entry list and specifically the age of the car entered.

Thanks to Ian Mitchell and his team along with the rest of Ilkley and District Motor Club for putting on a well balanced event between the regularities and tests in a new area for the Jubilee that was well received by all those who took part.

Henry Carr : Ilkley & DMC



Radio Mutterings November

Ian Davies : Gemini 23

Salford Van Hire

Neil Howard Stages

Saturday 5th November 2022

It's an early rise at 5am for the short hop across into Cheshire and the Oulton Park Circuit. Working Radio Control with Bill, I make for the marshals signing on hut for 06:30 to organise the radio and safety teams signing on, as Chief Marshal Ian Swallow sorts put the 'orange army', a mix of 'proban' wearing circuit marshals and the more 'relaxed' overall style, but none the less professional rally crew. The 35th running of the event by Bolton-le-Moors Car Club, sees a refreshed organising team and a new key sponsor for this favourite event.

By 07:20 all of the radios are signed on, along with the two Rescue units and accompanying medics and the three Recovery units. I make my way into the paddock area and join Bill in Rally Control. We are joined in control by Steve one of the MSV circuit team and we have direct radio comms out to the Clerk of Course and his team. As a world class circuit venue we benefit in Rally Control from the extensive network of cameras around the circuit with Steve's ability to pan and zoom into incidents and also play back the action when needed.

Around 07:45 the final checks are being made around the circuit and the Safety Car transits the stage to make sure all is close to or ready for the first stage to run. On schedule at 08:30 Car 1, driven by Frank Bird storms into the stage and passes our window outside through the chicane in a blur.

The action from the very start is fast and furious as it seems all from the very top to the bottom of the field are out to try their very hardest. First sadly to hit trouble is the unlucky Car 13, who stops restarts and then limps into the Stop Line on 'hazards'. Car 30 manages a rather fine '360' spin before a safety shout from Gemini Recovery out at Post 9. John has Car 51 stopped with them, in clouds of smoke or steam and the first car to be added to the recovery schedule. Car 150 then hits some of the bales and is briefly stranded before restarting and then Car 78 'gently kisses' the barriers out at Knickerbrook before continuing on their way. In the end we have an excellent 96 starters into the stage and 95 out by 09:29.

With permission from the CoC, Swift 39 soon has the next stage running at 09:41 with Car 1. Unfortunately, we don't get to see Car 5 this time around as they apparently drop out between stages with a snapped prop shaft. Car 21 is the first to hit some sort of trouble and comes into the Stop Line with a smashed windscreen ?. Although Car 160 is reported by Quinton 5 at Post 17 "hitting the bales hard", this is the last drama on this second run and all 93 starters are safely, more or less in and through the stage and into service.

Just before 11 the stage changes are made and after the Safety Car has been through once again, the CoC gives us the 'green light' and at 11:13 the action resumes with Stage 3. This time around the watersplash is in use, although to be honest it more resembles a section of canal as the water is deep and long. We zoom the cameras into this area and are treated to some spectacular scenes as some cars choose the 'kamikaze' option of full speed ahead and sod the possible consequence, whilst others more or less stop first to assess the depth of the water !.



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Radio Mutterings : Continued from Page 62

Each option has its merits but the large adjacent crowds are treated to some great action. Although one or two cars seem to splutter their way out of the water on this first run only Car 95 'drowns' and is pushed to the side of the canal by I imagine some rather damp marshals. With 95 the only loss into stage, a total this time around of 91 cars enter and 90 cars exit the stage.

Six minutes after the last car is clear we start Stage 4 at 12:15, with the weather beginning to darken and threatening rain clouds gather overhead. This next stage is hectic from the start with multiple calls of cars on and off the circuit, as the slippery conditions begin to challenge. Gemini 37 is first to call Control as Car 29 stops with them at Post 11, although after some fettling they re-join the action. Car 28 stops briefly after the watersplash, possibly to empty their boots but continues. Car 46 then has the good manners to park off the circuit immediately in front of us with a snapped drive shaft and we add them to the recovery schedule. Summit 5 then calls in with Car 29 stopped around Post 2, although they also manage to eventually affect repairs and continue. Eagle 9 approaching the woods reports a similar brief stoppage for Car 88. Over at the 'canal' area the deep water finally catches out Car 89 and Car 90 who both pull up just at the end of the water and continue no more. In the end we see 88 of the 91 starters into this stage manage to get to the Stop Line.

After Stage 4 we have the change around of the stages as the direction is reversed to the 'correct' racing line, making our life in Control so much easier as the tracking cameras now follow the action in race order !. After the change of direction is completed and the safety checks made we have permission to start Stage 5 at 13:48. Almost immediately the action turns up a notch or two, as Car 3 whacks the barrels on the exit of the chicane in front of us at speed, neatly peeling back the front nearside wing like a 'tin opener', we warn Oak 8 at the Stop Line to alert the timekeepers. Meanwhile Car 2 stops between the Flying Finish and Stop Line and is eventually pushed into the Paddock. A short while later Gemini 69 calls in a medical emergency as a spectator is reported to them as "collapsed", close to the Fogarty Moss Centre. As I am taking down the details, Steve from the circuit team alongside us is mobilising their medical teams off circuit to the scene, ensuring an immediate response to the incident. Meanwhile back out on the rally, the cars keep circulating and manage to keep themselves more or less on the black stuff and all 88 starters are safely through this fifth stage.

By 14:50 we have Stage 6 underway as wave after wave of what can only be described as torrential rain blows in. The circuit in front of us begins to resemble one long watersplash as the cars slip and slide under braking approaching the chicane on the main straight. By some miracle all of the initial cars get through or in a couple of cases around the chicane without hitting anything. Out at Post 5 Gemini 17 calls 'safety' as Car 31 stops with them as a consequence of the engine apparently cutting out, possibly due to water ingress, although a later radio report suggests a gearbox issue of some sort. Car 43 then manages to hit one of the chicanes and is next reported as off in the deep gravel around Post 3. A quick rewind of the cameras and Steve is able to play back their sideways slide down Cascades and into the gravel from which they will definitely not return under their own steam. Despite the horrendous wet conditions we only lose two cars in the stage, making for 84 into the Stop Line. As Gemini Recovery is tasked to pick up Car 31, we dispatch the 'dynamic duo' of Bulldog and Katseye Recovery to the task of extracting Car 43 from the gravel trap, all broadcast live into Rally Control.

The penultimate Stage 7 starts just after 4 o'clock as at last the very heavy rain eases off and the sky lightens. For this last pair of stages the wooded rally stage comes into play, making for some very slippery conditions off the rapidly draining race circuit. Conway 8 is at the exit to the woods and back onto the circuit proper and first calls in Car 23 as stopped and pushed off the stage by marshals. A quick search of the cameras and some clever focussing and Steve gets us some blurred but helpful views of the stricken car. Next our attention is drawn to reports that a Silver Mark III Escort has hit the barriers hard but continued around Post 19. After much reviewing of the recorded video feeds we finally identify Car 43 and watch their slide off the circuit, bouncing off the Armco and back into the circuit, but continuing on.

Some light relief is then brought into Control via the circuit radios as they report that a visitor has mislaid their Mercedes flatbed recovery truck in the car park and can't find it !! One car that doesn't immediately continue is Car 99, reported as stopped on the exit from the woods by Conway 8, although they manage to get themselves going, with a total of 84 cars out.

Ahead of schedule, we have to pause the start of the final stage for approximately fifteen minutes to accommodate the circuit's planned start time for the bonfire and fireworks display. An unusual occurrence, as normally the event sees many more cars off and in need of recovery, challenging the timetable for the event and bonfire night celebrations.

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At 17:12 we have the first car into Arrival and three minutes later we get the final stage of the day underway. We almost immediately witness some unscheduled fireworks as Conway 8 calls in a car on fire in the pitlane beneath us. Thankfully after a few seconds, that feel like hours, Oak 8 calls in 'relevant' and explains that it is the turbo of Car 4 that has blown in spectacular fashion in clouds of thick smoke and we stand down from any 'emergency' response. More worrying Eagle 9 shortly afterwards reports that marshals out of sight have seen a car stop in the wooded area and are having to slow competitors down ?. After some very clever camera manipulation by Steve we manage to get some dark and grainy shots of a car apparently end on, off the track with marshals waving cars to slow down and keep left of the stranded car. I call the CoC into Control to view the incident as we have 40 odd more cars to pass the scene and it looks somewhat dangerous. After observing the scene and getting reports from a sector marshal / official at scene (it's Car 30), it is decided to keep the stage running and issue a verbal warning to crews at the start line. Our final drama for the day is reserved for Car 93 who slides off into the deep gravel between Posts 9 & 10, another 'long' winch recovery for the teams at the end of the event. With the drama over, the final cars make it safely through the stage, making for a very creditable 83 finishers, perhaps a record for this event.

As the recovery crews set about their final tasks, I help Bill derig the radios and we make good time in packing everything up as the firework display booms overhead. All packed up we quietly make our way onto the race circuit and exit the venue by the Lodge Corner gates, avoiding the long queues to exit via the main circuit entrance. All in all an excellent day, with good company in Rally Control, first class communications and above all an enjoyable and safe event. Next time in two weeks I'm off to Anglesey for the Glynn Memorial Trophy Rally.

Ian Davies : Gemini 23 : Motorsport UK Radio Controller

Salford Van Hire

Neil Howard Stages

Saturday 5th November 2022

Following on from their victory on the same event last year last year, Cumbrian driver Frank Bird and Northumberland co-driver Jack Morton successfully defended their title by taking a comprehensive win on today's Salford Van Hire Neil Howard Stages Rally held at Oulton Park.

With another top-quality entry, there was plenty of opposition for the Penrith-born driver and his Hexham navigator around the Cheshire racetrack but despite the tricky conditions, Frank led from start to finish in the Dom Buckley Motorsport-prepared Ford Fiesta Rally2. The pair started the fireworks early after stopping the clocks 12 seconds faster than their nearest rival on the opening stage and upped the advantage to 21 seconds after SS2. By the halfway point of SS4. They had the Frank Bird Poultry-backed Ford Fiesta with assistance from Hager, MCE, Dragon Energy and Mac Tools some 33 seconds ahead.

The afternoon stages followed a similar pattern and Bird managed the lead to eventually cross the winning ramp 67 seconds ahead of triple winner Steve Simpson/Chris Williams in a similar car with another three-times winner of the event, Kevin Procter and co-driver Laura Connell claiming third in their Ford Fiesta S2000T, as Frank won six of the eight stages.

The victory followed Frank's recent victory on his debut at the Roberts Garages Jersey Rally and his next outing is later this month when he hopes to defend another title, this one being the Swift Signs and Shirts Winter Stages Rally at Croft.

Frank Bird: *"Another great day back at Oulton Park for the Neil Howard Stages which saw us come out on top and defend our title. Conditions were pretty tricky all day so once we got in the groove of things, we just kept it neat and tidy with no risk and brought it back for the win. The car felt great all day so thanks to the Dom Buckley team and to Jack for an excellent job as normal. As ever, a massive thanks to my dad and our sponsors, we look forward to continuing our good recent form at Croft in three weeks' time."*



***Photos courtesy of
Andy Ellis Photography.***

Radio Mutterings November

Ian Davies : Gemini 23

Caernarvonshire & Anglesey MC

Glyn Memorial Stages supported by Pentraeth Subaru

Saturday 19th November 2022

Two weeks after Oulton Park I find myself up early and heading along the North Wales coast and across to Anglesey for day one of this two day event. Unfortunately work commitments mean I can only help out on the first day of the event, which boasts the late running into the inky blackness of the night, with all of the challenges that brings. It's a fine morning for the two hour drive across, but a bit of a shock to the system as the car's ice warning alarm chirps into action just as I cross the Britannia Bridge onto the island.

After checking in with Ian and Bill in the radio control at the top of the circuit tower, there is just about time to nip across to the café and make use of the much appreciated breakfast voucher from the C&A organising club. After making a 'meals on wheels' run for Bill, I head back out onto the circuit and head for Post 10, opposite the tower and which boasts a tight tyre chicane and split / merge depending upon the stage layout.

With radio checks complete and the organisers happy with the stage layout we start the first of two runs of the main field at 10:05, with the Juniors to follow once the main field are clear of this first pair of stages. The conditions are excellent, with clear autumn blue skies and a chilly wind, perfect conditions for the start of the rally. From almost the very start the airwaves are 'singing' to the tune of various safety shouts as this first stages seems to signal the 'red

mist' coming down as cars explore every inch of the tarmac circuit, roads and beyond. Gemini 62 is the first to pipe up with a car 'properly' off, in this case Car 17 at Post 7 on three wheels. Apparently, they have smashed one of the front wheels off and are added to the recovery log. Car 20 then decides to coast through my chicane and pull off onto the nearside grass, the marshals confirming what I suspected as a broken driveshaft. Gemini 64 calls in another car in trouble as Car 42 loses a wheel around Post 9. Moments later and Caron 3 is calling in Car 44 stopped with them at Post 3, with another broken driveshaft. Completing the Stage 1 misery is Car 55, who simply slides off onto the muddy grass between Posts 13-12 and can't re-join the circuit, at least without the later assistance of Gemini Recovery. So for this first run of the main field we have a total of 65 cars in and 60 out, hopefully a batting average we can improve on.



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Glyn Memorial Stages

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On the start radio for this event we have two of the Gemini teams elder statesmen, aka Maurice Gemini 59 and Derek Gemini 21, looking after the 81 and highband radio sets respectively.

With Bill in Control, aided by Ian W there is a certain amount of confusion as the callsigns and channels get muddled, before we eventually settle on using 'Gemini 59' for all radio comms from the start. Once Oak 8 at the Stop line confirms all cars are out and the CoC grants permission, we get Stage 2 for the main field underway at 10:51. The action is no less exciting than the first run, as the crews really throw heart and soul into their efforts, although in some cases luck is just not on their side today. Car 29 hits trouble some 200m before Post 11 and is reported by some rather breathless marshals as "possible engine mounting, bonnet up and crew OK". Car 53 has an equally terminal end to their run at Post 22 with Sport 2 reporting variously a "blown engine, driveshaft or possibly steering arm", all of which signal another one for the Bulldog and Gemini Recovery teams. Mysteriously the Stop Line don't have a record of Car 38, missing in stage, but the organisers vis their radio net seem to have the car stopped but most importantly safe. So that makes for a total of 58 cars out of the first pair of stages for the main field.

Once the main field are clear we have permission at 11:34 for the Juniors to begin their battle and a fine show indeed is put on by these plucky little cars. What they may lack in horsepower is certainly made up for in bags full of enthusiasm. At the chicane at my Post 10, they all seem to chuck the cars into the tyre chicane and almost hope for the best that they will come out the other side. With wheels locking, tyres screaming out in agony and masses of steering lock all make it through, with only a couple of black tyre lines to show for their efforts. The 18 Juniors all make it safely clear of the first stage and at 11:53 they begin their second run, which is equally enthralling to observe. As the last three cars head safely towards the finish, there is one brief moment of concern as out of the corner of my eye I see the crew and service crew of Car 20 pushing their previously stopped car WD onto the stage. With the last Juniors yet to finish I warn Bill and we both hope that the last Juniors can count laps, as if not we have a serious problem on our hands. Thankfully all of the cars head correctly into the Stop Line and disaster is averted. It just goes to show that there must be no movement on a live stage unless Control declares the stage complete. I'm sure the crew of Car 20 didn't mean anything by their actions and believed that the last car was heading towards the finish, but history tells us that not every competitor can count laps and we have all experienced cars occasionally not just doing too few laps but in extreme cases an extra lap or even two !!.

As the Bulldog and Gemini Recovery teams begin to recover the stranded cars from the first two runs, the set up crews alter the stage layout and make ready for SS3 & 4. Stage 3 for the main field starts at just before half past twelve, as the fine but cold weather continues at least for now. Maybe the first pair of stages has shaken off the cobwebs or exorcised the demons but the action is still fast and furious but is mostly kept on the black stuff. Our start radio confusion lessons, although Maurice answers to Derek and vice versa and Bill ploughs on regardless. Car 57 is the only car to really hit trouble in stage and stops with a reported "electrical problem" with Gemini 50 out at Post 23. After a lengthy period of tinkering 'wire A is connected to wire B' and the car restarts and makes it safely out of the stage under their own steam, making for a perfect run of 56 cars in and out of the stage.

Stage 4 starts at just after one and may earlier thoughts of a quiet run, the word no radio crew should ever utter or even think, is shattered. Car 7 flies past my location with a little smoke showing from the rear nearside wheel, moments later the car is stopping at the top of the hill around the old 'gun turret' with a puncture. After a long walk there and back marshals report that the car has no jack to change the wheel with and can someone call 'Kwik fit' !!. Next a call comes into Control from Gemini 62 around Post 23, who reports Car 25 stopped with them, "possible driveshaft". Over at Post 1 we have Car 55 beached on some tyres, apparently going nowhere. Miraculously after the marshals find some wood and use a jack they manage to free the car, who restarts thanks to their efforts. Summit 5 is next to call in, with Car 61 stopped at their location, but restarting minus most of their exhaust system to be later collected and dropped off for them by Bulldog Recovery. An eventful Stage 4 ends up with 56 cars in and a total of 54 cars into the Stop Line.

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Glyn Memorial Stages

Continued from Page 66

The action resumes almost immediately at 13:51 with the turn of the Juniors, after their clean first two runs this stage proves a little more challenging. After one or two near misses, Caron 13 at Post 3 reports Car 114 stopped with them, suffering from "transmission" issues ?. Thankfully Car 119 now boasts a full set of door numbers making for monitoring the cars through the stage that much easier.

I can't however not moan about the number of cars in the event with matt black numbers on a very dark paint background, cars 3 and 62 particular offenders. It's hard enough to see their numbers in daylight, but impossible once the light fades. I just can't for the life of me see how these cars are allowed to compete without clear door numbers, anyway rant over. After 18 cars in and 17 out of Stage 3, it's back to the action and the rally resumes with Stage J4 at 14:13 and these might be Juniors but they are certainly great fun to watch. For this second run we lose Car 107, who pull off after my chicane with a suspected blown head gasket, another customer for Gemini Recovery as 16 cars finish the stage run.

It's now time for the big stage turnaround as the layout is reversed, giving marshals and radio crews a short comfort break. By 15:00 or so we are all back in position and Ian W carries out a quick radio check as crews and some posts have relocated to accommodate the new stage layout. At 15:21 Stage 5 for the main field commences as the clouds darken overhead and the light begins to slowly fade. To begin with all appears well then Tartan 22 and Summit 5 call in a slow car, that ends up with Car 42 stopped around Post 5 with no drive. Car 57 then stops around Post 9+ but restarts making for 55 out of 56 starters clear of the stage with Oak 8.

Just after four o'clock the main field starts Stage 6 and it begins to rain. At first it's nowt but a shower, which soon evolves into stinging horizontal rain of biblical proportions. As cars adjust to the challenging conditions Car 12 stops around Post 20 with some sort of "throttle" problem with Tartan 22. The only other drama is Car 33, who picks up a traffic come out on the circuit, which makes for some interesting handling !. With a reduced 51 starters and losing a couple of cars in service, 50 make it out of this sixth run.

By the time the Juniors start their fifth stage of the day at 16:40 the conditions have deteriorated further and visibility out of my window is nine tenths of buggar all !. After manging to spot a few car numbers in the gloom and lashing rain, by the end of the first run all I can do is try and observe the lights of cars and react to any incident that might occur. As the cars come screaming past the pit wall it's more a regatta than a rally !!. To give the plucky Juniors some credit despite the odd '360' and grass cutting all 17 cars are through both SS5 & 6.

After a very efficient stage turnaround the final pair of stages for the day starts with the main field at 17:41. As the yachting conditions continue the main field endure the worsening conditions, now joined by some rather strong side winds, making for the split junction just before my chicane and the chicane itself a real challenge. Although I try and preserve my night vision with a 'Das boot' like red light inside the car, the modern LED lightbars on many competitors do nothing but make me see stars as they pass, even if they had ten foot illuminated numbers I doubt I would have seen any !!. In the end somehow all 50 starters are safely through the first run and their final run of the day commences with Stage 8 at 18:18.

Unfortunately, we lose a few more cars between stages, probably due to the extreme wet conditions and 47 crews are into this final run of the first day. With a second day beckoning and the rain still pelting down, common sense seems to kick in and all of the cars safely navigate through the atrocious conditions. The second Oak 8 confirms all of the main field are clear, the Juniors begin Stage J7 at a couple of minutes before seven o'clock. With fingers crossed for a safe run, Car 115 is sadly the only loss in this first run as they stop out at Post 23 after the jump, losing a driveshaft. The second and final run as Stage J8, passes off without incident and by 19:38 the racing for today is over.

As I head home, I wish my colleagues and the remaining competitors a safe second days sport and personally look ahead to next months monster Grizedale Stages.

Ian Davies : Gemini 23 / Motorsport UK Radio Controller

Gemini Communications 2022



Gemini Team Awards & Social Afternoon December 27th



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

November has been another very busy month.

No sooner had I been marshalling on the Cambrian at Alwen than I was back out at Weeton on the Rally of the Tests. I was manning the Stop line on the first Test at Weeton on the Thursday night and then back again early on Friday morning to do it all over again. It seemed a lot easier in the daylight on Friday than in the dark of Thursday - Cant figure out why.

Saturday and I am off to Manchester Airport to collect a young trainee Timekeeper from the Isle of Man and take him up to Pickering to shadow Richard Blackshaw. I meet up with the rest of the Clitheroe crew who had been setting up the Langdale Stage. After an Indian and a few sherberts in Pickering it was supposed to be an early night but wasn't and in the morning I was loath to leave the comfort of my bed. Up a sparrow fart and its foggy. I make my way to Langdale and in the fog take a wrong turn and find myself at Service. Turn around and remedy the error and I am rather relieved to find myself at Langdale start. I am on Post 7A. Other than an odd error or two, resulting in no offs by competitors, at this junction I had very little to do (still good watching though).

Then it was 'The Primrose Road Rally' time. With 2 weeks to go and lots of none Primrose stuff to do I still had a vast quantity of documents to print off and I thought that there was insufficient time to get everything done. Turns out I was wrong. Everything was ready 6 days before the rally and then it was just a matter of putting everything in either Competitor or Marshals packs. On the night everything (as far as I could tell) went with very few hitches and everyone seemed to have enjoyed themselves. The weather was dry and the evening quiet warm for November. Not a lot more to wish for.

The week after the Primrose and I am at Trac Mon (Anglesey) for the Saturday and Sunday doing Start Radio/ This means you are always busy and there is no time to spectate. Read Ian Davies report on the Glyn Memorial Stages on pages 47 to 49. Saturday and I have Derek Bedson for company. On the Sunday I am all on my own, however, the timing crew for both days is Rob Joss and his wife and daughter - they are excellent and cope with everything thrown at them with ease. (Clock Failure, me, horrendous rain and more)

Saturday the 26th and I am off to Corby. Lincoln MC&CC are running a SV Stage Rally at Deenethorpe Airfield. 8 Stages and 50 stage miles last used in 1994 as a stage on the Rutland Stages. When the seeded entry list is published I am surprised that they only have 39 entries.

After a unexpected diversion around Stoke (the A500 closed with no official diversion) I eventually get to Corby. On Sunday morning I initially struggle to find the marshals entrance to Deenethorpe Airfield. It's a big Airfield and the Stages are 6 miles long (ish).

On SS1 Car 6 has a big off opposite my marshalling post. Flat in 5th on a long straight destroying a tree and their Mk2 Escort in the process - crew ok - a little shaken but fine.

Eight stages are run but with an entry of only 39 and approx. 10 retirements we are over and done before 3pm.

Then I lose my phone. Not sure if its in the grass at the side of the runway, in my car or elsewhere. Katie Woodcock rings my number and Chris Woodcock answers. Its been handed in at Rally Control - Phew !!!

Grumpy Old Git

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



Inside the Industry

November 2022

with Paul Gilligan

The Fiesta's Over

Although there had been rumours it still came as a shock when Ford announced a few weeks ago that it was to stop producing Fiestas entirely in the middle of next year. Since its launch in 1976 the Fiesta has been an extremely important part of the Ford business both for manufacturer and dealers. Almost 5 million have been sold, and from 2009 to 2020 it was Britain's top selling car. Our local friends at M Sport ensured that the Fiesta was in many variants one of the most successful rally cars of all time. One long standing Ford dealer said the news was "Like a death in the family".

The problem is Ford just can't make money on a small car any more. Manufacturing Fiestas in Germany can't have helped given the high labour costs there but I'm sure Ford will have looked at switching production elsewhere and concluded even then they couldn't make money on a small car. Then boss Henry Ford II was against the project right from the start around 1970 repeating "Small Cars Small Profits" again and again, but he was eventually persuaded, and I'm sure that for many years Fiestas made Ford a lot of money. But the increasing demands of safety and environmental legislation means that even a small car must be loaded with lots of expansive components. Forthcoming Euro 7 emissions laws were probably the final nail in the coffin. And it's not just Ford. VW have already said they don't see a way to sell a Euro 7 Polo and do anything but lose money. So that must apply to the other members of the VW family like SEAT and Skoda. My own view is that pretty soon the only new small cars you'll be able to buy will be those made in Korea, Japan or increasingly China.

Of course this leaves Ford dealers with a problem. They each of hundreds, probably thousands of Fiesta customers. Most of these will be unable or unwilling to make the financial jump to a Puma which is the next model up, so will defect to another manufacturer. Ford dealers I know are already talking to the manufacturers who they believe will be able to supply competitively priced small cars in the future. The timing couldn't be better for the Chinese car companies looking to establish sound dealer networks in the UK.

Loyal Fiesta customers don't want to make the switch. Dealers are reporting many being in touch to ensure they could get a new Fiesta before production stops, just as Land Rover Defender customers did a few years ago.

Sudden Departure Of JLR Chief Executive

It was another shock when news landed that JLR boss Thierry Bolloré was to leave with immediate effect. No reason was given but a JLR spokesman was at pains to emphasise that the move was "not health related". M. Bolloré had been in post for less than two years. His first action was to cancel the all electric XJ replacement in which Jaguar had invested hundreds of millions of pounds. It was very close to public launch and Jag insiders were very excited about it. The new boss also announced that Jaguar would only produce 100% electric cars by 2025, and that they would switch to the agency model by some time in 2025.

None of this went down well with Jaguar dealers. Although XJ was never a big seller it represented half of Jaguar's heritage as a large luxury saloon, the other half being sports cars of course. Like the 7 Series to BMW and the S Class to Mercedes it represented what the manufacturer could do and cast a halo effect over the rest of the range. Big saloons sell best in China and the US where it's loss is more keenly felt. The fact that all of the new model development is being focused on the electric cars coming 3 years down the track means that no significant model changes or improvement will happen to the current range. And the F Type sports car (the other half of the heritage) ceases production next summer. Although Jaguar won't say "never" to an electric sports car such a thing is not part of the current plan.

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Inside the Industry : Continued from Page 70

Like all manufacturers JLR have been putting their rare semi conductors in to the more profitable models which are of course Range Rovers and Land Rover Defenders. So much so that the slow selling and low profit Jaguar XE small saloon has virtually ceased to exist. Only 72 have been registered in the UK of September. As I reported last month in the recent survey of UK new car dealers and how they rated their manufacturer Jaguar came 24th out of 24.

So what happens now? Temporarily the Finance Director is taking over the No 1 role but that is not expected to be a permanent solution. When the replacement is appointed or recruited how much can he or she change? Fortunes will have been invested already in the new electric ranges, surely that money can't be flushed away as the XJ development costs were? BUT the current ICE powered cars could be refreshed and continue in production to supply those markets not going pure electric until some time in the 2030s like Europe, China, North America etc. And you could keep making F Types, achieving more volume by reducing the price on the 2 litre which you can afford to do because the development costs were written off long ago. And as currently you don't plan to sell any if you do sell some after 2023 all you have to recover is the direct labour and material cost of building the car. Anything over that is profit.

Or owner TATA decides they love the Land Rover profits but hate the Jaguar losses so close or sell?

Will The Agency Model Work In A Weaker Market?

Not just JLR are introducing the agency model where the manufacturer sets the selling price of the cars, there is no negotiation, and the dealer receives a commission for all the facilities they provide within the sales process. Mercedes UK go that route in January, VW already have done so for their electric cars, and others are planning to follow. And few have any doubts this will work in the current short supply situation. But many wonder what will happen when the component shortages eventually come to an end and the factories return to full production. It looks like that will coincide with most if not all major economies being in recession. So unless all the manufacturers hold down production to match a lower level of demand (and it could be a LOT lower) then we're back to oversupply. Which means discounting in one form or another, maybe even pre registration, will be needed to shift the surplus cars. Which is exactly the opposite of what the agency model does.

Time will tell!

“Car Hater” Becomes Director Of VW Group

When the British Military Administration handed over control of VW in 1949 they passed the company to the State of Lower Saxony where VW's Wolfsburg factory was located making them the biggest employer in the State. When VW were reprivatised in 1960 the State retained 20% of the shares and 20% of the shareholder votes. And the State is therefore entitled to appoint two directors to the more powerful part of the two tier VW Board.

For many years these posts have been held by senior state ministers of the SPD or CDU, both parties with similar views to VW themselves. However following recent elections the SPD now govern Lower Saxony in coalition with the Green Party, who therefore have the right to choose one of those two Directors. The Greens have chosen to appoint a lady called Julie Hamburg who is an avowed opponent of anything motor related. She doesn't drive or fly, travels only by bike or train and has consistently voted against the construction of new motorways. Investor groups are considering mounting a legal challenge saying her policies make her entirely unsuitable to be a director of Germany's biggest car manufacturer. They also say she has “No grasp of numbers”. (See Aston Martin below).

MG Pushes Upmarket

I've written recently about the rapid progress MG is making in the UK market. So far this year sales are almost 70% up in a static market. At the moment the most expensive MG on sale in the UK is priced at just under £35000. However in Europe they offer the Marvel R at the equivalent of around £42000. At the time when MG had to make a decision on whether or not to engineer a RHD version for the UK MG were selling 9000 cars a year here.

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To the end of October this year they have sold over 43000 in ten months! Of course they now regret not having Marvel Rs available which they reckon would have given them an extra 7000 sales this year and profitable ones at that. So when the replacement comes, probably in 2024 or 2025, it will definitely be coming here. Asked to identify their principal target an MG UK spokesman simply said "Audi"!

Ford Good News For UK

In contrast to the sadness at the demise of the Fiesta Ford had some good news as well, revolving around their highly successful commercial vehicle business. They are moving towards fully electric vans and forecast that around half of the Transit Customs vans they sell will use that power by 2027. But Ford believe that electric power is not suitable for their heavier and larger "full size" Transits where they see hydrogen fuel cells as the answer. Good news is the main hydrogen fuel cell production plant is to be located at Dagenham in Essex where Ford stopped making cars over 20 years ago.

Are Used Electric Cars Good News Or Bad?

Opinions in the trade are very divided on this subject. Until quite recently there were so few around that nobody really new. The only one available in any volume was the Nissan Leaf, but things are changing fast now. The next one to be available in significant volume was the Tesla Model 3 which was sought after until increasing supply hit diminishing demand. Supply increasing because the first of this model were sold in early 2019 so many have come to the end of a typical 3 year change cycle in the last 6 months. Most of these will have been company cars where drivers were attracted by the very low Benefit In Kind tax charges. Demand is diminishing because of increasing cost of electricity. The result is that whilst last month average trade values for a 3 year old car with 60000 miles (typical ex company car) dropped by only 0.6% Tesla Model 3s dropped by 6%, ten times as much and over £2000 per car. The trend is true across the sector with other electric cars also dropping significantly in value. Yet some traders say they can't get enough used EVs, although this seems to be confined to certain areas of the country. One thing is for sure there are very many more electric cars coming onto the used market in the coming months and years, they are out there now. If used demand remains weak then what the owners have saved in fuel costs they will spend on depreciation.

Now Crash Dummies are Getting Fatter!

At the moment the heaviest crash test dummy in use in the UK to test air bags, seat belts etc is 15 and a half stone. These safety devices are however optimised for an average weight of 11 and a half stone. Which is now extremely inaccurate. 28% of the adults in the UK are obese with a BMI of over 30. 25% of 11 year old children are obese and a further 9% overweight. An obese adult will overwhelm the airbag, effectively crashing through it and hitting the steering wheel. In the UK we don't record the weight of road casualties, But in the US where 40% of adults are obese they do, and have proved that obese adults are 79% more likely to suffer serious injury in a road accident than the average. Older drivers also suffer more than the average, partly because as their bones are more fragile they can be injured by the airbag itself. Airbags deploy at 200 mph with up to 2000 lbs of force.

Quite how manufacturers are supposed to supply an airbag capable of safely stopping a 24 stone man of middle age whilst not hurting an old lady one third that weight is not easy. Volvo (as ever the leaders in safety) are working on using sensors that will measure the size and weight of the driver and passenger and adjust seat belts and airbags accordingly.

Aston Martin Have More Bad News

Aston recently announced more disappointing financial news saying they would miss sales and revenue targets for this year by more than previously thought. They blamed component shortages (fair enough) for reducing the volume of cars produced, and also the weakness of the £ for reducing margins.

The second bit puzzled me as it's always been said that one of the few advantages of a weak £ is that it makes exporters more competitive and/or more profitable. According to my trusty calculator if you are selling a £100,000 car and the exchange rate is \$2 to £1 then you will have to charge \$200,000 for the car. If the dollar drops to \$1 to £1 you only have to charge \$100,000 which makes it likely you will sell more cars?

Anyway the shares dropped by 15% and the company has lost more than 80% of its stock market value so far this year. Maybe they need some new calculator batteries?

When Will The Component Shortage End?

That is for whole industry the \$64000 dollar question. And it depends who you ask. One of those times when of you ask two "experts" you'll get at least three answers. One of Thierry Bollore's last public statements as head of JLR was that he thought it would be "years". Stellantis (Citroen, Fiat, Opel, Peugeot, Vauxhall etc) boss Carlos Tavares reckons things will be back to normal within a year. And he has a rather better track record than M. Bollore. VW bosses are somewhere in the middle (those that like cars that is). Two things are absolutely certain in my view. The first is that nobody really knows. The second is that it won't be an overnight change but a gradual one, and that the big hitters like VW who have more buying power will get back to normal quicker than the minnows like JLR.

Across the worldwide industry between 25000-50000 vehicles go unbuilt EACH WEEK due to component shortages. Last year over 10 million vehicles were "lost", this year is likely to finish at just under 4 million. However help may be coming from an unlikely quarter. Chip manufacturers are reporting a marked slowdown in demand from computer and mobile phone manufacturers as consumers cut back.

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2022

Rally of the Tests 3rd - 6th November

Dan Wil I an : Kirkby Lonsdale MC

20th Anniversary

Wednesday

Come on Niall, I've been ready for three hours. That's the thing with Rally of the Tests. The nervous anticipation is all consuming. The biggest and best Historic Road Rally of the year also has a deserved reputation of being the hardest. You never quite know what the organisers are going to throw at you. Starting and finishing in a different place every year keeps the route fresh and new. 2022 saw us starting in Blackpool and, all being well, finishing four days later in Torquay. I was ready to set off to Blackpool. I just needed a navigator.

I'll make a brew to pass the time. Lovely. Ah! Here he is. Let's go.

Biblical rain on the M6. PV floating along between the trucks. Not quite in its element.

Noise & Scrutineering passed. Village Hotel, food, several pints, aaahhhhhh.....we're ready.

Thursday

Tried to sleep late but too excited. Suppose we'd better do the measured mile. Mythop. Isn't that a character from Lord of the Rings?!?

Right. We've got an hour. Anyone for a swim? Gotta love a heated outdoor pool. Lush.

Niall's got plotting to do – map based, not plans to take over the world – so I take the PV for a cruise along Blackpool seafront. Fuelled up, glass cleaned, can we start yet?

The Prologue. A gentle evening warm up for the main event. Yeah, right. Straight into a Regularity, then a Test and a short fast Regularity around Weeton Army Camp. Doing it in the dark. Brilliant. Back to the hotel. Decent grub, couple of pints, Jack along for the craic, good times. Most importantly we don't have the curse of leading after the Prologue. Kurt Vanderspinnen and Bjorn Vanoverschelde take that honour in their stunning Lotus Cortina. I was just happy and relieved to get round after last year's holed engine episode!

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Rally of the Tests ***Continued from page 74***

Friday

Breakfast consists of three Tests at Weeton. Kurt & Bjorn break a halfshaft in the third. Who'd want to lead after the Prologue eh?

A great Regularity around rarely rallied roads follows, with a cheeky little farmyard loop thrown in the catch the unwary. A slight hesitation is all that's needed to make 29mph round a muddy gravel track very exciting. First double figure drop. No drama – pretty sure it won't be the last.

A scenic Regularity around Rivington precedes a slightly tedious but necessary transport section through and around Horwich, Wigan and the M6 to reach Cheshire Showground for two Tests then a private land Regularity. Immense! So much fun we were 3 seconds early at the first timing point. I blame Graham Raeburn for egging me on. Oulton Park next. Specifically the rally stage for two Tests. First time driving this circuit in the wet. Its slippery in the dry – in the wet – jeepers!!! Lunch was hard to get down with adrenaline still pulsing. Crikey that was fun.

Three further Regularities then two Tests, the second of which included a slight outbraking moment into a hairpin left, necessitating a little pinch of banking to get round. Pretty sure I got away with that. Oh, wait, there's a couple of cameras. Oh, even better, there's the Hagerty insurance broker who covers the PV! More evidence.....

Following this we're back into the dark for three classic Derbyshire/Peak District Regularities. Getting the spotlights glowing always creates more atmosphere and an added level of concentration is required. All going well, despite a bit of a knocking noise. Hmmm, quite a persistent, loud knocking noise actually. Niall hasn't asked yet. Should I broach the subject? "Can you hear that Niall?" "Errr, just a bit.....!" Last timing point cleared, lets have a look. Ah, its ok, its just a rear shock absorber hanging off. Oh, and there's the axle mounting, still attached the to flailing shock. Ah. Bugger.

Nice and steady round the last Regularity then to the overnight halt at Stoke Holiday Inn. The mechanics will be able to sort this, I'm sure. No welder. No other way to re-attach. Should we just take the shocker off and run on one rear? It'll probably be ok. Just need to remove the fuel tank to get to the top mount. Sod that!

Saturday

A Volvo 1-2-3, in position and age order (us PV544, Dyas/Taylor Amazon, Callum Guy/Amy Henchoz 142) started the day by heading back to Seighton for a reverse attempt at the previous evening's Tests.

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Rally of the Tests

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No dramas, car feels ok, crack on. A tricky to plot Reg next, looping up, down and around using a couple of great Whites, one of which is arrow straight across a field. Sounds easy. Would've been if not for the sheep!

They were all there – Baaabara, Shaun, Flossy, Britney Shears – and all of them intent on sitting on the track rather than the nice soft grass. I know how much sheep are worth, so a gentle, non-nudging approach sees us farm 8 seconds at the end. We were fleeced!

Morning coffee and cake then a run to Ditton Priors for a Test and a Reg, both of which are masses of fun and go well (best on Reg in fact). From great heights.....on the very next Regularity we mis-understood the instructions at a triangle, realising quickly but not before 30 seconds had been dropped with the timing point just around the corner. Back on it with a 1 at the next TP, but then a local in a Shogun turned into a very narrow lane just in front of us and preceded to amble all the way down to the next road at 15mph, where of course the timing point was situated. Another 35 seconds dropped and car 1 right behind us. Can't be helped!

Lunch at the legendary Metropole Hotel in Llandrindod

Wells got us ready for what was going to be an intense afternoon and evening, starting with Epynt Army Ranges. Shrouded in rain and mist, naturally. Proper rallying conditions! Four Regularities, four Tests and a TC section utilising all of this incredible venue's private tarmac and gravel forest tracks.

What a buzz! Conscious of the repaired rear shock mount we took a slightly gentler approach to the gravel sections, pushing harder on the tarmac and the smoother tracks. A couple of hours later we emerged back onto the public highway, slightly frazzled, jaws agape, wow! That was tough fun. Unfortunately we lost the 142 of Callum & Amy here with carb failure, a real shame after such a strong start.

The military based madness wasn't over yet – a long road section with a couple of dark Regularities took us to Caerwent for the last blast. Two TC sections and a Test around this tight, nadgy, slippery and kerbacious MoD base. Niall had a map, I the wheel, spotlights on, 5,4,3,2,1,GO! Junctions come up thick and fast, 1st and 2nd gear with an occasional dip into 3rd, miss a slot and you've dropped 5 seconds easily. Not the best start from me – a couple of hesitations and a real desire to turn right at a T-junction despite Niall shouting left, but no big errors and safely round the first section. The next one went much better – everything in sync – and the Test at the end was marvellous! 24 seconds out of our main competitors to take a 1:27 lead overnight. Crikey.

To coin a phrase, that really had been a Super Saturday, and it had left us all elated, exhausted and just a little delirious. 'A well known moustachioed character' summed it up over dinner. "I don't actually know what I'm eating. Does anyone know?" "That's gnocchi Croz." "Gnocchi? I thought it was pasta! What the **** is gnocchi?" Someone get that man another glass of wine.....

Sunday

Awake at 04:30. Nervous. So very nervous. I honestly think I would've rather been in 2nd place, ideally 1 second behind 1st! Car checked over, handbrake adjusted, nothing more to do but go for it.

Two Tests at Chepstow Racecourse are a great way to start the day. I'm sure we weren't the only ones to outbrake ourselves along a misty straight looking for left at cone D. A little mirth calms the nerves. **Continued on Page 77**



Rally of the Tests

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Another way to get rid of nerves is to simply have a howler of a Regularity, which we now did. Not seeing a road on the right at an oddly shaped crossroads, we sailed off down the wrong lane for approximately 2 miles before thinking "This doesn't feel right." Penalties on Regularities are capped at 1:30 – we were already a good 5 minutes late and on the wrong route, so we backtracked as quickly and safely as we could, took whatever time they had at the next timing point then simply reset for the next section. No point dwelling.

Getting lowest penalties on the very next Regularity really showed Niall's mental strength. It was a tricky little so-and-so too, incorporating several bits of private land, farm tracks and even someone's garden! I tried to throw him off his stride by getting temporarily stuck on a tiny little grass triangle, but he remained unruffled. Fair play young man! Morning coffee revealed all the top runners had had Sunday morning misdemeanours, so positions remained relatively unchanged. This event gets everyone at some point!

Another legendary venue next in Worthy Farm, usually host to Glastonbury Festival but today a torrential mud bath for us to play in. A short test then into the Regularity, on a map, with a multitude of tracks and slots to catch you out. A sensible approach saw us make just one slight overshoot past a very sneaky slot left between a hedge, but overall a clean run and another 26 seconds added to our lead.

Lunch at the imperious Dillington Hall was a carvery – I love a Sunday roast! – but getting it down was tough. My stomach appeared to be elsewhere. Five Tests next, two at the Mansell Raceway kart circuit, two at Wiscombe hill-climb (which was great!) and two at Honiton Showground, a lovely mixture of gravel, mud and grass. I've never driven so carefully on Tests in my life. Easing the clutch out off the start line, short shifting, not hanging the rear out at every opportunity. Its not half as much fun!

One Regularity to go, very short, but a cracker! Starting in a farmyard with a steep climb up a concrete road. 1st gear to set off, then into 2nd.....bogging down a little bit.....don't want to go back into first.....it'll pull, it'll pull.....very slowly.....just reaching the top of the hill it finally clears and comes on cam. "15 seconds down." Aye, thanks Niall. Bit of a push now along the private tracks, first timing point in sight, come on PV! 1 early. That'll do. More private tracks and another three timing points in quick succession, but we're in the swing of it now with a 0, a 2 and a 1 to finish. A few metres out of the timing point we pulled over and had the biggest sigh and release of tension ever. We'd made it, and we'd done all we could.



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Rally of the Tests

Continued from page 76

Now just the drive into Torquay, England's windy and rainy Riviera. We hadn't seen any results since morning coffee so, although it felt ok, we didn't really know what the final outcome might be. Paul Dyas & Martyn Taylor, last years winners and our main competition, seemed sure and were the first over to congratulate us after what had been a nip & tuck battle all the way. To cap it off Paul Crosby & Ali Procter had put a tricky Friday behind them and fought back to 3rd Overall in the newly built Mini.

Arriving at the Imperial Hotel to be greeted by the HERO team was genuinely a moving moment. Three and a half days in the car, two of which were 13 hour marathons, is a fairly intense way to spend a weekend. Good job Niall and I get on.

The rest of the evening was a bit of a blur to be honest. Lots of beer, a pocket full of nuts, spraying champagne over the cars, each other and ultimately Guy Woodcock outside the hotel, more beer, a dodgy speech and the now obligatory tequilas for all on our table. The dream end to what's been a pretty awesome year.

All that remained was the Monday morning drive home. It's a long way from Torquay to Kirkby Lonsdale in a 4 speed PV. I wouldn't have missed it for anything.

Dan Willan/Niall Frost

- The mighty SF 1962 Volvo PV544
- 1st Overall RAC Rally of the Tests
- Test Pilot award
- Clockwatcher award

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2022

Rally of the Tests 3rd - 6th November

Stuart Bankier : Berwick & DMC

I spent four days marshalling with Ed Barber and John Harris and we had a great time. Day 1 saw us at Weeton Camp near Blackpool marshalling a regularity control at around 18.45 and despite the route appearing quite complicated to us and running in the dark most people seemed to be keeping up with the tulips and going very quickly.

Day 2, Friday, saw us up bright and early for a mid regularity timing point in a farmyard just off the A6 near St Michaels at 08.45. Crews had to find a narrow gap in a hedge and run along a couple of farm tracks before appearing at our location next to a huge slurry tank. It was very entertaining as the concrete got slipperier and slipperier the more cars that passed. Once we had seen the closing car we packed up and headed south to Staffordshire and a control near Market Drayton. Luckily the sun kept shining and we again saw nearly all of the cars with only the odd one going missing due to either to mechanical issues or the challenging navigation. The event has at least two mechanical breakdown crews who seem equipped for most eventualities and most mechanical casualties were promptly fixed and back on the road. A quick pit stop at McDonalds saw us heading back in the direction of Stoke for our last control of the day which was the competitor's final timing point. By now it was dark and a road traffic accident closed a major road somewhere west of Stoke and the ensuing delays meant that we had some big gaps between the crews rather than one minute intervals. We were pleased to see the closing car and head south to our hotel near Telford eventually getting there at 22.30

Day 3, Saturday, had a slightly more relaxed start which saw us heading south west towards Leominster and another regularity timing point in a total labyrinth of narrow lanes. This one was just after a small grass triangle which caused all manner of confusion as the first four cars all headed off in the wrong direction only to realise their mistake after about 100 yards when they saw the NO board but of course the clock was ticking. Then it was over the Welsh border and onto the military ranges at Epynt where we ran the final control at the end of a long section on a gravel road. By the time we saw the closing car at 18.30 we were starting to get a bit weary and it was 100 miles to our hotel at Wookey Hole in Somerset .



Photos Courtesy of Tony North

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Unfortunately our evening meal was again a McDonalds. Wookey Hole looks like an interesting place and worth going back to explore some other weekend.

Day 4, Sunday, saw us managing breakfast at the hotel and full marks to them for being able to accommodate us at 07.30 on a Sunday morning. A five mile run up the road saw us arrive at our location, another mid regularity timing point which again was just after a small grass triangle. Again the first few cars wrong slotted at the triangle and unlike the previous day we had horse riders and dog walkers to contend with. Then one of the locals who turned up and announced he was going "dogging". I thought that this was an unusual sexual practice carried out by people late at night in laybys however in Somerset, as the Head Gamekeeper later explained, it involves chasing pheasants out of hedgerows and back into the woods before shooting days. The Head Gamekeeper managed to placate the locals and he was a real classic car enthusiast who was reeling off makes and models as soon as he saw one approaching at a distance.

We managed to call in at the lunch halt at Dillington House near Ilminster where we got our first chance to get a leisurely look at the cars and a chat to the crews. Then it was off south to our final control which was a regularity start control at Ide near Exeter. This was the icing on the cake really, a start control at the foot of a private estate road with a 1 in 4 hill on a very sunny afternoon. We had a very appreciative crowd of locals complete with picnic table, wine and nibbles whose chanting would not have gone amiss at Wembley. Luckily the competitors were equal to the challenge with everyone doing their best to play to the crowd. The hill however was so steep that one crew had to roll back down for a second attempt when their engine "fell off the cam" and a few others really struggled. The closing car arrived just as it was getting the dusk so we promptly packed up and set the satnav for Catterick. 323 miles, five hours and eight minutes and one KFC later we arrived back at John's house and crawled into bed.

We had a great weekend.

A very entertaining weekend. Many of the crews will be familiar to those who marshal on the Berwick Classic and well done to Peter Humphrey and Graham Couser on flying the flag and getting to the finish with a good result. It was tough enough marshalling, those competing would have had a really challenging weekend.

Stuart Bankier : Berwick & DMC





2022

Rally of the Tests 3rd - 6th November

Photos Courtesy of Tony North

Running out of time?

Amy Henchoz : Ilkley & DMC

I've spent the last month slowly coming to the conclusion that next year I'm not rallying. I decided that motorsport is too much stress, too much travelling and too long to recover from when I should be training on my bike. I decided that my mental faculties will probably remain with me for a lot longer than my physical ability and I wanted to throw everything into mountain biking, see how far I could get with it and be happy knowing I gave it absolutely 100%. And that's probably true.

What I didn't account for though, and what ended up being the cause of yet another wrong slot on a transport section, was that road rallying, as we know it, probably doesn't have that many years left either.

But to back up for a moment, because it's going to be a dreary report if this is all I'm going to talk about!

I have to say I was really struggling to find enthusiasm to do the Tests again this year after last years mediocre performance, especially with even less seat time this year. But after half a day of the Gremlin (broken trackrod end before lunch) I was reminded how much I loved it and I was soon on the phone to Callum, trying to convince him that he really did want to do Rally of the Tests. Of course that wasn't an easy sell since he didn't have a car even close to ready. This is where everyone will be rolling their eyes because this is now the second RotT our 142 has done with someone else driving! But having followed Callum on the icy Scottish roads on LEJoG and watching some awesome car handling that I couldn't hope to match, I was fairly sure he wasn't going to destroy her – of course he never claimed he wouldn't destroy my wheels and the Dansport left us with 2 very dented rims; lets blame the soft W-Drives for that though!

So finally armed with some nice grippy, strong sidewalled gravel tyres, a new set of rims and only one event sat in the car together, we headed off to Blackpool for what was, without a doubt one of the hardest events I've ever done, properly bringing to the forefront that regularity rallying is very much a team sport.

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Rally of the Tests

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We had a few mis-communications, a couple of oppsies here and there but that's to be expected when sat with someone new, and serious hats off to Callum because having done only 3 regularity rallies before I couldn't believe how fast he picked it all up and how easy it was to navigate for him. It just goes to show that when being in the car is easy the rally just falls into place by itself and despite every trick in the book being thrown at us our only major wrong slots were on the transport sections when we were too busy chatting away, not paying the blindest bit of attention. So thank you to everyone that kept letting us jump back into the queue as we leap-frogged our way up and down the field.

It's hard to pick a highlight of the event, especially since we only did two thirds of it but the tricky navigation combined with constant timing problems meant every single reg had a point to it; either the plotting was hard, the navigation was hard or the timing was hard, each one had the potential to drop time and that's why we keep coming back for this event - because it doesn't take much to loose or gain it all! What sticks in my mind though was the sections in the Cheshire Showground and the Eppynt TC section. There was no chance I was slowing Callum down in the Showground and we were wildly early into the first control, a fact I realised about 3 seconds too late to do anything about as we turned a corner straight into a control. But by god was it worth being early! I definitely think my driving has some serious work to go and a lot of practice needed for my line choice!

But it was watching the rest of the cars handbrake it around the Eppynt hairpin as we were sat despondently, that made me think how lucky we were to be out here doing these things. That high of being fastest on the TC section by 12s, followed by the lowest of the low of carburetor failure that made me sure I wasn't done with this sport next year. As more and more of the field passed us, I was hit by how special this event is, few events these days can claim to have almost every car being Cat1 or 2. It's the only event that still enforces a Cat1 eligibility and encourages a bit of fun dressing in period during an event that is the most competitive and highly sought after result in the calendar.

Which brings me back to my original thought: have I got time to give up rallying? Maybe I do, but actually we came to the conclusion that maybe not as we know it. With more and more environmental pushes, protests and changes in public opinion our sport is rapidly in danger of running out of time.



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Rally of the Tests **Continued from page 82**

Currently, sections get scrubbed and cancelled because people get frustrated with the noise, but soon that will change to being about pollution. Of course, HERO are doing a great job of being sustainable with their NET ZERO initiatives but you have to actively go looking to find that. When the public see 70 cars driving past the reaction is rarely to go and look up what the environmental policies are or to question their own hobbies and how environmentally friendly they really are. We might be driving up and down the country in cars with no catalytic converter but, in my other life, bicycle racers drive 6 hours across the country to do a 40 minute race then drive 6 hours home again. Just a couple of months ago Niall and I drove 12 hours to mid France on a Friday, did a 6 hour mountain bike race on the Sunday then drove all the way home again on the Monday. If you ask me that's worse! And that's before you even start getting into people buying environmentally friendly hybrids that they replace every 3-5 years. Is that fully plastic, lithium consuming vehicle really eco-friendly when you crash it or scrap it after only a few years, especially compared to our cars that have used very little resources since coming out the factory 50 years ago?

But this isn't what the general populous sees.

So, if they only see what they want to see, how can we soften the motorsport image and give ourselves a few more years of playing about in the showground, ranges and public road?

If you ask me the RAC Rally of the Tests has had it right all along. People want to see the cars of their youths driving about, there's a lot more nostalgia and smiles for a Morris Minor or a PV544 than for an MX5 or Golf GTI driving past. That's what gets people out of their houses in the pouring rain and makes those pub goers stand in the cold and jump up and down for us to give it large (Callum got a solid drift on for them!). No one is going to get cold and wet to see 70 Cat4 cars go by. But that's the danger of where our sport is going. Sure there will always be unnecessarily talented people like Dan that can bring home fastest test times in one of the earlier Cat1 cars, but the rest of us mere mortals are heading more and more towards more powerful Cat4s in an attempt to stay competitive, maybe if we want to keep doing this we should reevaluate if we absolutely need those extra 3s on tests at the cost of 3 years less of the sport?

But I don't think that's the only reason RotTs has it right. 140 people travelling the length of the country all dressed in period does wonders! The event becomes more whimsical to outsiders, and while we all know there's nothing whimsical about it, I think that just one event going through an area like that makes a massive difference to public opinion.

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Rally of the Tests Continued from page 83

No, I don't think we should be dressing in period for every event but maybe we should bring back the 1 minute penalties for no hat at a control on **this** event. For the sake of the sport is it really too much to ask to put a flatcap in your bag?

So, I'll still be out next year, and maybe I will actually do more events than I've found time to do this year, because at the end of the day I love it, and sometimes I forget that, when it's been a while but right now I couldn't imagine doing no events next year. So the car is back at AmazonCars for an carb and engine rebuild, and this time a B18 is going in so she's a Cat1 and I have every intention of using her to her fullest for the remaining time we have left; maybe a decade, maybe more if we sort ourselves out, maybe less if we continue to commit to this harsh, oil consuming image we have built for ourselves. I really hope it's more because I don't know what I'm going to do when I can't keep falling off my mountain bike anymore, and ragging the Volvo around stops being an option.

Amy Henchoz : Ilkley & DMC

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York MC Club Day Autotest 13th November

Neil Raven : Ilkley & DMC



After our adventures on the Primrose I had 2 1/2 hours Kip before the alarm rang out to get me up for the York November club day autotest! Mrs Rave was fast asleep and no doubt dreaming of her amazing husbands skill and control of the MX5 automobile through the Trough of Bowland

The engine of the MX5 was still warm and my coffee flask was full of Taylor's finest strong ground coffee in a tea bag. The test diagrams had been issued three days prior to the event so I had committed them to memory for flawless recall at any given time, well that was the theory! The reality was I had to relate my 32bit memory to a foggy world war two runway with poles placed in a precise order and a very slippery surface!

I swapped the rear road rally wheels over to my cheapy autotest ones and finished off the last bit of luke warm coffee. I felt surprisingly fresh and the tens of minutes spent revising the test diagrams started to pay off. I recognised test 1 and had a wander round it. Test 2 tested my addled brain and test three was a fairly straightforward blast through the various piles of rubble.

Having walked test 2 last I decided to do that one first so I set off to get the car and found myself sitting on the start line of test 1!!

Continued on Page 85

Club Day Autotest Continued from page 84

I've no idea how that happened but a quick reset of test location in my brain and I was off. A clean run with a slight hesitation settled me in to the day and I managed to do tests 1 and 2 correctly three times each. Fortunately the MX5 held on to all four of its wheels so progress was swift. Test three also ran faultlessly so I was very pleased with myself.

The tests laid out by Mark Walker looked quite challenging and were a bit of a test of the Sunday morning brain but once you'd done each one once they seemed to flow, although Peter Clegg decided to make his own test up on the third run of test 1! As it was Remembrance Sunday we paused the event to respect the two minutes silence at 11am. It was quite fitting that we were enjoying our freedom to play autotesters on a site where so many had flown from and given their lives to allow us to be able to do that. Poppies grow in the soil around the Acaster airfield site, a fitting reminder of the spoils of war and our proud history.

The crackle of Andrew Cohen Dutton signified the end of the two minutes and the memory v's speed battle continued. It's amazing how a test that looks quite straightforward on paper can mess with your head when you are trying to stop your car from sliding into the hedge! The foggy view didn't help matters and the lack of grip was a real challenge. I managed to stay awake for the entirety of the event but needed a Maccy D's coffee boost on the way home. I'd got all the tests right and avoided flattening any posts. The MX5 continued from where she left off and Saturday nights pizza kept the energy levels up.

Another great event put on by York with a friendly atmosphere and great tests. Thank you to the marshals who were, the organisers Mark and Megan, a frustrated competitor - Alister, and Tammy, mum of yoof competitor Oliver Mathison who was recovering from navigating his dad Marc around the Primrose rally. All I needed now was my bed which I found at 2pm and went straight to sleep. Another fantastic weekend of Motorsport made all the better by the people involved. And of course the amazing Mrs Rave who made sure I got to bed and prepared a fab Sunday tea for me when I woke up. I'm a lucky bugger!



Neil Raven : Ilkley & DMC

Wigton Motor Club

Donate £2000 to Charities



Wigton Motor Club have handed over £2000 to their nominated charities for 2022, the £1000 each was raised from the annual Drive It Day and rounded up from other events.

Club Vice President Ron Palmer handed over the cheque to Tony Rutherford of Blood Bikes Cumbria and committee member John Sloan presented Joanne Bowe of Hospice at Home West Cumbria with their £1000 cheque.

A club spokesperson said that ; "the Club supported different local charities each year with Drive It Day and collections at their other events. Both Blood Bikes and Hospice and Home do vital work for our communities."

The presentation took place at the final Cars and Coffee meet of the year at the Motor House.

ARCHIE SWINSCOE

I had an awesome time on Saturday evening at the North of England Tarmac Rally Championship awards! The atmosphere was amazing and it was great to share an evening with some of the other competitors, all of whom performed the Macarena faultlessly!

It feels great to have finished the Championship 1st in the 1600 class and 1st newcomer after a year full of ups and downs.

I want to thank all of the organisers and marshalls who have helped to run a brilliant Championship all year, you have made my first year in senior rallying one to remember.

I also want to thank my Mum and Dad for everything they have done for me this year and every year, the list of things that they do for me is endless and for that I am so grateful.

To all of my sponsors and supporters you have been brilliant all year giving me the advice and confidence to give it my all throughout the year.

What's next?

My driving is finished for the year however, I have the John Easson Award final to attend in just over a weeks time which I'm looking forward to. 2300 Club

I can't wait to share with all of you my plans for next year, but I can say that they are bigger and better, keep your eyes peeled!!

JOHN EASSON 2022 AWARD

The 2300 Club of Blackburn is pleased to announce the finalists for the 2022 John Easson Award.

Following a record number of entries, a panel of judges led by JEA manager John Cope, assessed each application in detail.

He said: "The quality of the entries was outstanding, and the judges had a very hard time picking the best candidates. In the end, we settled on four potential winners instead of the usual three, and they will all go through to a final presentation in person next month.

"We would also like to thank everyone who applied for this year's award, and wish them continued success with their rallying".

The four finalists are:

Billy Grew:

Winner of Junior R2 Cup in the 2022 BTRDA Gravel Rally Championship in Ford Fiesta R2.

Archie Swinscoe:

Contested the North of England Tarmac Championship in a Opel Adam R2, winning his class, and finishing as top newcomer in tenth place overall.

Johnnie Mackay:

Winner of the 2022 Motorsport UK Asphalt Championship Junior title and N3 class champion.

Emily Easton-Page:

A co-driver with 29 events under her belt, and the 2021 Scottish Junior Champion title, Emily contested a variety of events this year, including the Mull Rally and Rali Ceredigion.

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

The aim of the JEA is to assist a young British driver, or co-driver, with financial support to further their ambitions in the sport, and it remains UK Rallying's number one free-to-enter cash prize award.



Wallasey M.C.

An Evening with Chris Ingram

Monday 12th December



Chris Ingram became the first British driver to win the European Rally Championship (2019) in 52 years since Vic Elford.

He won the 2012 Motor Sports Association Young Driver of the Year Award. He is a three time winner of the European Rally Championship Colin McRae Flat Out Award on the Circuit of Ireland Rally 2014, Rallye Açores 2015, and Rally Liepaja in 2017, and also won the Richard Burns Trophy on Wales Rally GB in 2017 for winning the Two-Wheel drive class. Ingram signed with Peugeot UK in August 2014 for the European Rally Championship driving a Peugeot 208 R2, which saw him become the youngest manufacturer-backed rally driver since Richard Burns. After two seasons with Peugeot, in January 2016 Ingram signed with German factory team Opel Motorsport and won the FIA ERC 3 title scoring five consecutive podiums. In 2017 he won the FIA European Rally Championship Under 27 Junior title after three victories enabling him to step up into four-wheel drive for season 2018.

The evening will open at 19:30, with Chris presenting from 20:00. We will break for dinner, curry, rice / chips before rounding off with an open floor Q&A.

The evening is strictly tickets only, costing £12 per head, including a choice food including a vegetarian option, and tickets are available to anyone interested. We do have to give the venue notice of numbers for the food, so a ticket closing date has been set for Thursday 8th Dec, any interest after this date cannot be guaranteed entry for the evening. This is a ticketed event, with limited numbers tickets are available via Eventbrite at a cost of £12.

More Info and Tickets by visiting the following link : <http://wallaseymc.com/a-night-with-chris-ingram-monday-12-december-2022/>

Austin 7 Spares

- 2 bearing Austin seven crankcase 1930. Good condition but requires the std rear main work. £85.
- 2x Austin seven blocks. £50 each.
- Modified Austin seven head. 80thou skimmed off to raise compression ratio. £55.
- Austin seven ulster style body £250.
- Austin seven ruby fuel tank. £75.
- Austin seven 3 bearing crankcase. £50.
- Austin seven 3 bearing crankcase with crank. £65.
- brand new Austin seven piston rings. +20 £150.

Please feel free to email me

at alisterkyle1@yahoo.com.

Phone [01768770278](tel:01768770278).

WhatsApp only [07763389347](tel:07763389347).

Alister Kyle.

Plus

Also stationery engine bits and pieces for sale

- Single cylinder billowed stationery engine. For rebuild. Mick start. App seems to be with it. £40.
- 4 cylinder Lucas magneto. Untested but complete. £65.
- a rather rare 1942 revel air compressor. Built to pump up Lancaster bomber tyres. Originally tested to 1500psi! Flat Twin cylinder Petter engine.
Complete and on it's own trailer for light restoration. Not running. £500.
- Amal stationery engine carburettor 1 inch. £35.
- Amal motorcycle carburettor 1 1/8. £55.
- Antique brass blow torch. Worked fine when last used. £25.
- Stainless steel fuel tank. Brand new never used. Around 7.5 gallon. £100.
- Vintage cobblers last. £15.



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



The Pennine Winter Targa & Classic Rally

25th February 2023



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

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





NESCRO

Historic Motorsport In The North Of England & Scotland



NESCRO 2022 Historic Driver's Challenge

Pos	Driver	pts
1	Ali Procter	449.2
2	Dave Short	420.9
3	Andy Beaumont	343.6
4	David Alexander	289.7
5	Alex Willan	278.3
6	Ian Dixon	275.7
7	Geoff Bateman	271.0
8	Colin Wilkinson	239.3
9	David Garstang	232.0
10	Andrew Smith	204.8

NESCRO 2022 TARGA Driver's Challenge

Pos	Driver	pts
1	Chris Dodds	544.8
2	Simon Jennings	520.9
3	Bob Hargreaves	372.9
4	Fraser Hughes	314.5
5	Phillip Hodgson	298.3
6	Craig Wallace	276.2
7	Kevin Savage	268.6
8	Tom Hynd	226.7
9	Andrew Graham	226.5
10	Richard Whittaker	226.1



NESCRO 2022 Historic Navigators Challenge

Pos	Driver	pts
1	Lynsey Procter	546.7
2	Andrew Fish	441.8
3	Roy Heath	420.9
4	Callum Alexander	289.7
5	Maggy Bateman	271.0
6	John Scott	239.3
7	Matthew Alexander	232.0
8	Alex Metcalfe	196.7
9	John Lindsay	192.9
10	Kristen Maxwell	189.6

NESCRO 2022 TARGA Navigators Challenge

Pos	Driver	pts
1	Colin Fish	526.2
2	Peter McInnes	314.5
3	Pete Gibson	294.2
4	Clifford Auld	276.2
5	Phil Savage	268.6
6	Hannah Davidson	267.8
7	Alan Edwards	244.5
8	James Greenough	236.7
9	Sue Hind	226.7
10	Kat Sutton	226.5




three sisters
CIRCUIT



KIDS KARTING LESSONS 21st and 22nd DECEMBER

Available for ages 8-15 yrs, the Bill Sisley Kart Racing School offers various levels of tuition in a structured manner and a safe environment. We currently have limited places available for Cadet (8-11 yrs) and Junior (12-15 yrs) Novice and Intermediate lessons on Wednesday, 21 December and Thursday, 22 December. Be quick if you want to book!

Our experienced, ARKS-licensed instructors are overseen by Bill Sisley, who discovered Lewis Hamilton at the age of 8, and who was involved in the career of Jenson Button as well as many other British racing drivers. Booking is essential - see our website for further information > <https://threesisterscircuit.co.uk/juniors/junior-kart-school>

Grizedale Stages Rally

2nd & 3rd December 2022



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

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

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

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

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

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

Regulations and Rally Guide published:
01 Oct 2022

Online Entries Open: 08 Oct 2022

42 Stage Miles

4 Stages

37 Road Miles

45 min central service

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

Hexham & District Motor Club



John Robson & Hexham Historic Rally

18/19th February 2023

Using the best lanes of Northumberland
& County Durham

Championships

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

Navigation

- Simple No Nonsense Navigation
- Beginners class with Marked Maps

Regulations

**Available from January 1st
2023**

www.johnrobsonrally.com

&

Hexham & DMC Facebook Page

West Cumbria MC

12 Car Rally

Monday 19th December.

- Start from the outskirts of Arlecdon, and be about 35-40 miles.
- Finishing at The Countryman Public House, at Lamplugh, with some chips and sandwiches.
- All on OS Map 89.
- Start time of 7pm.
- The clues will all be tulips, so easy navigation, with a few tweaks for the more experienced.
- Cost per car £25 (including food)
- This will be a none timed event, but based on code board collection, and mileage, but would hope that we were in the pub by 9-9.30pm

Entries via WCMC Facebook page

[https://www.facebook.com/groups/
WestCumbriaMotorsportClub](https://www.facebook.com/groups/WestCumbriaMotorsportClub)



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

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

Full list below

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

Did you know?

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

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

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

to get a novice perspective on Motorsport.

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

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

Dates

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

Contacts;

Tracey Smith – tracey.amscc@hotmail.com

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



Pro-Rally.co.uk

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Motorsports Photography and Journalism

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Stage Rally | Targa Rally | Vintage Car Rallies
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Phil James

Motorsports Photographer & Journalist

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1

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ANWCC

To Access all
of the following

2023 Championships Calendar

Championship Registration

2023 Championship Tables

Please Visit

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rally

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

UPCOMING EVENTS

FEB 17th

SUNDAY

MAR 15th

FRIDAY

APR 13th

SATURDAY

JUN 29th

SATURDAY

BOOK ONLINE AT RALLYTRACKDAYS.COM

OR CALL THE CIRCUIT OFFICE ON 01407 811400

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

Enter ALL for Just £5

Register on Line

<http://sd34msg.org.uk>

Longton & DMC SATURDAY, 21st 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



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

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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)

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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. 18th January
8:00pm
Via Zoom

ANCC



Monday 6th March

8pm

at Cleckheaton Sports & Social Club

www.ancc.co.uk



ANWCC

Association of North Western Car Clubs

Tuesday February 7th

8pm at the Kilton Inn

Knutsford

<http://anwcc.co.uk>

ANECCC



No Idea Where or When

<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 January Edition is

Friday the 30th of December

which is due out on

Sunday the 1st of January

PLEASE Email Reports etc. ASAP

to Maurice Ellison at :

sd34news@gmail.com

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