

February spotlight 2023



ANECCC
Association of North East
and Cumbria Car Clubs



ANWCC
Association of North Western Car Clubs

ANCC
Association of Northern Car Clubs



ANCC
.CO.UK



Oh to be a fly on the wall !!!!

*Opel works rally team Celebrate the 40th anniversary of
Walter Röhrl's winning of the World Rally Championship in 1982*

www.sd34msg.org.uk

Volume 14 : Issue 2 : February 2023 : Maurice Ellison

Front Cover :- Opel Rally Team Reunion

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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



Warrington & District Motor Club

www.warringtondmc.com



Wallasey Motor Club

www.wallaseymc.com



2300 MC

www.2300club.org

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Mark Wilkinson - secretary@nwstages.co.uk

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All advertising revenue helps to fund SD34MSG

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2300 Club

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Chairman's Chat February 2023



On Saturday 11th February 2023, we shall hold the first awards night in 3 years! Please come along and support the evening, in particular, if you have an award to pick up! We have 3 Guests, and hopefully a room full of champions! - Pie & Peas Supper all for £10/ Head; [Book Here](#) Doors open 6pm.

Food served 6:30 to 7 pm - pre booking for food must be online by the 5th February.2023

If you wish to attend without the free food then please arrive from 7:30 pm and pay £10 on the door...

A full list of awards winners is on pages 9 -11 which also cover the 2021 and 2020 awards! Please come along and be involved with your night of champions! - *If you cannot make the night please let Tracey Smith know who will pick up & take your trophies home for you!*

I hope to see you at the awards night – **Clubs please remember to bring raffle prizes....**

The 2023 SD34 MSG championship event rounds are on **11 to 13**. Registration fees are just £5 for all the championships! **To register** you need to be a member of one of our nearly 30 member motor clubs see page 4 for the full list! – It is only a few clicks to fill in the 2023 form - please [register here](#)

Once again Ian Davies has written an excellent article on page **48**, Bill Wilmer 'over & out'

A final farewell to 'Gemini 1' Bill once again came over the speakers with the songs being played at the service, the finally was Bill singing Sweet Caroline, to a full house with standing room only, 100% effort!

Bill was winning SD34 awards in the mid 1960's.

I have known Bill since the late 1970's. In the last 10 years, Val (*my wife for those that do not know!*) and I have had the pleasure of six 'Florida holidays' in Orlando. Bill was always available for a coffee or beer, at home or in warmer climes!.....

Motorsport and many other events have lost a professional that will be very hard to replace.....BUT he did put great effort and detail in to the training of many radio operators and controllers! We await the Gemini Team – going forward.

Page **6** has the notes of the January SD34 Meeting. Once again Lots to read in this issue, Stage Rally folk reading pages **44 to 46** could help with your safety equipment all of which goes out of date, even if not used!....

Steve Johnson : SD34 MSG Chairman.



Present

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

Apologies

Apologies were received from Shaun Mundy (KDMC) and Eddies Parsons (Wigton MC).

Matters Arising

Chester Motor Club – Geoff Ingram stated that the club wished to register with SD34 to obtain new members to support and help achieve their wishes to start putting on events again. Not presently registered with MSUK. They have paid ANWCC membership and re-applied to MSUK. So they should be registered once again in the coming weeks. Steve Johnson proposed that on the condition that they became an MSUK registered club (and also with ANWCC). It was agreed that Chester MC would be accepted officially at the next meeting on the above conditions. For the meeting tonight, the committee were happy for Geoff to stay in the meeting as an observer. With his ANWCC hat on, Mark Wilkinson stated that Chester's application would be ratified at the ANWCC AGM in a few weeks' time.

Treasurers Report

There are still a number of clubs who owe for subs for 2023.

Gary Heslop has stated we are looking at circa £3600+ for the 3 years of trophies, minus engraving.

Dates 2023

- All 2023 dates are now in and on the calendar.

Regional Association Reports

- Next ANCC is 6th March.
- Next ANWCC is 21st Feb.
- From a number of associations – Training will be delivered to individual clubs going forward, rather than group sessions on set dates.

AOB

- Ian Farnworth asked for a plea to be broadcast for marshals for the Lee Holland at Anglesey on 5th March. Maurice asked Ian to send him details for Spotlight.
- Steve Price thanked member clubs for their attendance to the Chris Ingram night.
- Dave Riley from Blackpool & South Shore was asked to give a bit of an insight into what he clubs plans currently are. Dave stated that the club hasn't really got going again since Covid, aside from a small number competing individually. He stated that they presently haven't got a quorum to run any events. Weeton Barracks as a venue was brought up. It was clarified that those interested in using the venue need to go through their regional MSUK MOD liaison officer. Details of which can be found on the MSUK website.
- Following mention of Wigan MC and 3 Sister's at the last meeting. It has been confirmed that Warrington and District have cancelled the Questmead Stages in March, and up to now the 6R4 Challenge is also not going ahead for 2023. Warrington's cancellation is due to a lack of personnel to run the event.
- Alan gave an update on Rod Brereton. He saw him last Monday. Physically he is sadly no better. He cannot use his right arm or leg; however he does look bright and recognising more people.
- Mike Ashcroft gave an update on the Southport speed event. Spectator segregation is in place as the same equipment from the airshow the weekend before is to be utilised. They anticipate having an MSUK permit soon. The event is Saturday 16th September. They anticipate around 100 competitors.
- Maurice – Maurice asked Tracey how to get hold of SD34 stickers. Tracey said she will post these to Maurice. Tracey also confirmed that Jack Mather had been sent some for BLMCC's upcoming autosolo at 3 Sister's.
- Steve Lewis – We've experienced email issues over the past few months. Steve has asked if he needs any formal approval to rectify these? It was agreed that with the help of some other members, this would be acceptable. Steve suggested arranging a Zoom meeting after this meeting to arrange a separate Zoom meeting to iron these issues out between the users.

**The date of the next meeting is Wednesday 15th March 2023,
starting at 19:30, joining Zoom from 19:15.**

**The meeting closed at 21:21hrs.
Minutes recorded by James Swallow**



ANWCC

Association of North Western Car Clubs

This edition of Spotlight is being issued just a couple of days before our Awards 2022 Night, with a total of 131 guests attending to enjoy the social activity and for the successful championship contenders to collect their trophies.

Registrations for 2023 are coming in steadily although a little down on last year. But, so far, there have been no championship events held – we get under way with the Bolton Autosolo on 5th February at Three Sisters. Things get much busier later in the month so hopefully a lot of reports in the March edition of Spotlight. There are quite a number of provisional entry lists published on various sites and they show many competitors saying they are ANWCC contenders but have not yet actually registered – if they are renewals then they will be contacted. If they are prospective new contenders then you will know who you are so we look forward to receiving your registration form (just go to our website and click on the link!) and welcoming you to our championships.

We have a full championship calendar and you will all remember the fuss over a new regulation about calendar changes that was proposed and ratified last year. That rule got into the 2023 Blue Book, it's R1.1.11, and if we stuck to it then we could already be in difficulties as there have been some calendar changes before we even start. We have no control over the demands of the military, venue owners or even clash of dates with bigger events. One feature of our calendar this year is to include a revision table to keep everyone aware of what is happening.

For those of you who like statistics and could be regarded as a bit of an anorak, have you read the breakdown of championship contenders that can be found in the Useful Stats area of our website. The first item gives a lot of information, championship by championship, and shows that 2022 was one of our most successful in recent years, with a total of 317 registered contenders and spread right across the disciplines.

Let's see if we can make 2023 even more successful. To register for our 2023 Championships go to our website and click on the link in the left-hand menu of the home page. Simply complete the details and submit, payment by bank transfer preferred but we will accept cheques or cash! Donations to the Marshals Fund will also be welcomed.

It will be our AGM later in February and we are looking for a new official – Media Manager. If you are good at social media, keen to help publicise our championships and events then you could be the person we want. You will need to keep up with the championship charts, contenders and events. If you are interested then please contact me (07788 995345 or e-mail anwcc@talktalk.net).

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

... and keep checking our website where you will find all the information as to what is coming up, what has happened, and up-to-date championship charts. There are several social media sites displaying event calendars but our website is the only one where you will find the official ANWCC listings! ... www.anwcc.co.uk

Dave V Thomas

www.anwcc.co.uk

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**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**

Non Race / Rally Championship

Award Winner	2022	2021	2020
Chris MacMahon (U17MCNW)	2nd Class A		
Scott MacMahon (U17MCNW)	1st Class A		
Gary Sherriff (BLMCC)	2nd Class B	2nd Class B	1st Class B
John Jones (AMSC)	1st Class B	1st Class B	
Lauren Crook (U17MCNW)	1st Class C	1st Class C	1st Class C
Shaun Mundy (Knutsford)	2nd Class D	2nd Class D	
Ian Harcourt (BLMCC)	1st Class D		
Stephen Johnson (Boundless)	2nd Class E	2nd Class E	1st Class E
Alec Tunbridge (BLMCC)	1st Class E		
Andrew Williams (U17MCNW)	1st Overall	1st Class A	1st Class A
Stephen Holmes		2nd Class A	
Andrew Robinson		1st Class D	
Phil Clegg		1st Class E	2nd Class E
James Williams (U17MCNW)		1st Overall	2nd Class A
Andy Crawley (Warrington)			1st Overall

Stage Rally Co- Driver

Co-driver	Club	2022	2021
Steven Butler	Clitheroe	2nd Class A	
Rob Johnson	Warr DMC	1st Class A	
Paul Stringer	Knowldale	2nd Class B	
Andrew Millington	Knutsford	1st Class B	
Lauren Hewitt	Clitheroe	2nd Class C	
Colin Blunt	Clitheroe	1st Class C	
Callum Cross	BSSMC	2nd Class D	1st Overall
Rachael Atherton	Warr DMC	1st Class D	
Rob Bryn Jones	Clitheroe	1st Overall	
Dave Wilkinson			2nd Class B
Jonathon Cragg			1st Class B
Victoria Swallow			2nd Class C
Jonathon Kennedy			1st Class C
Barry Allman			2nd Class D
Richard Edwards			1st Class D

Stage Rally Championship 2021-2022 (Driver)

Driver	Club	2022	2021
Bruce Lindsay	Pendle DMC	2nd Class A	
Chris Johnson	Warr DMC	1st Class A	
George Clarke	Warr DMC	2nd Class B	
Louis Baines	Preston MC	1st Class B	
Graham Brindley	Wigan MC	2nd Class C	
Erdinc Degirmencioglu	Warr DMC	1st Class C	
Jonathan Mounsey	CDMC	2nd Class D	
Neil Roskell	GPMC	1st Class D	1st Overall
Mike Riley	Wallasey	1st Overall	
Andrew Potts			1st Class B
Greg Williams			2nd Class D
Paul Murro			1st Class D

Road Rally Championship 2021-2022

Driver	Club	2022	2021
Tim Millington	Knutsford DMC	1st Novice	
Ian Swallow	BLMCC	2nd Semi Expert	1st novice
Peter Wilkinson	CDMC	1st Semi Expert	
Tony Harrison	CDMC	2nd Expert	
David Pedley	CDMC	1st Expert	2nd expert
John Gornall	CDMC	1st Overall	1st overall
Paul Redford			1st Semi Expert
Dan Sedgwick			1st expert
Navigator	Club	2022	2021
Andrew Millington	Knutsford DMC	1st Novice	
James Swallow	BLMCC	2nd Semi Expert	1st Novice
Barry (Crocs) Allman	CDMC	1st Semi Expert	2nd Novice
Phil Savage	KLMC	2nd Expert	
Rob Jones	CDMC	1st Expert	
Martin Gornall	CDMC	1st Overall	1st overall
Grace Pedley			1st Semi Expert
Sam Ambler			1st Expert

Marshals Championship

Marshal	2022	2021	2020
Tracey Smith (Accrington MSC)	3rd Overall		2nd Overall
Maurice Ellison (Clitheroe & DMC)	2nd Overall	2nd Overall	
Brian Wragg (Liverpool MC)	1st Overall	1st Overall	1st Overall
Geoff Maine / David Hunt		3rd Overall	
Steve Johnson (U17MC(NW))			3rd Overall

Under 18 Championship			
	2022	2021	2020
James Sharples (Preston MSC)	3rd Overall		
Ben Briggs (U17MC(NW))	2nd Overall		
Daniel Millward-Jackson (U17MC(NW))	1st Overall	1st Overall	
Monty Alcock		2nd Overall	
Milo Unwin (Accrington MSC)			3rd Overall
James Robinson (U17MC(NW))			2nd Overall
Jessica Crawley (Warrington DMC)			1st Overall

Individual Championship		
	2022	2021
3rd	Andy Williams U17MC(NW)	Dave Goodlad (Knutsford)
2nd	Timothy Millington (Knutsford DMC)	Andy Williams (U17MC)
1st	Steve Wilson (Longton DMC)	Nigel Fox (Clitheroe & DMC)

Inter Club League		
	2022	2021
Division A	U17MC(NW)	BLMCC
Division B	Wigan DMC	Wallasey
Division C	KLMC	Mull
1st Overall	Clitheroe DMC	Clitheroe DMC

Sprint & Hillclimb			
Driver	Club	2022	2021
Peter Messer	Clitheroe	1st Class S	
Clive Plested	Liverpool	2nd Class S	2nd Class S
David Goodlad	Knutsford	1st Class 3	1st Class S
Matt Bramhall	Longton	1st O/A	1st Class 2
Chris Bramhall	Longton	1st Class 2	1st O/A
Nigel Fox	Clitheroe	2nd Class 2	2nd Class 2
Steve Wilson	Longton	1st Class 1	
Edward Roberts	Knowldale	2nd Class 1	
Nigel Trundle	Garstang & Preston		1st Class B
Robert Holt	Liverpool		1st Class 3
Steve Price	Wallasey		1st Class A

SD34MSG Sprint & Hillclimb 2023 Championship Rounds

DATE	DISC	CLUB	TITLE	VENUE
01-Apr	Sprint	Longton & DMC	Anglesey Spring Sprint	Anglesey Circuit
02-Apr	Sprint	Longton & DMC	Anglesey Spring Sprint	Anglesey Circuit
13-14 May	Sprint	Longton & DMC	Blyton Sprint	Blyton
14 May	Hillclimb	MGCC (NW)	Hillclimb	Scammonden
27-May	Sprint	Liverpool MC	Aintree Spring Sprint	Aintree
10-Jun	Hillclimb	Liverpool MC / KLMC	Barbon Hillclimb 1	Barbon Manor
11-Jun	Sprint	Longton & DMC	3 Sisters Early Summer Sprint	3 Sisters, Wigan
18-Jun	Hillclimb	Pendle & DiMC	Scammonden Dam Hillclimb	Scammonden Dam
24-Jun	Sprint	Liverpool MC	Aintree Summer Sprint	Aintree
15-Jul	Hillclimb	Liverpool MC / KLMC	Barbon Hillclimb 2	Barbon Manor
22-Jul	Sprint	Longton & DMC	3 Sisters Early Summer Sprint	3 Sisters, Wigan
30-Jul	Hillclimb	Mid-Cheshire MC	Hillclimb	Scammonden
02-Sep	Sprint	Liverpool MC	Aintree Autumn Sprint	Aintree
03-Sep	Sprint	Longton & DMC	3 Sisters Late Summer Sprint	3 Sisters, Wigan
16-Sep	Sprint	Aintree Circuit Club	Southport Sprint Revival 2023	Southport
30-Sep	Sprint	Longton & DMC	Anglesey Autumn Sprint	Anglesey Circuit
01-Oct	Sprint	Longton & DMC	Anglesey Autumn Sprint	

SD34MSG Road Rally 2023 Championship Rounds

DATE	CLUB	TITLE	VENUE
18/19 Feb	Hexham & DMC	John Robson Rally	Northumberland
25-Feb	Airedale & Pennine	Pennine Winter Targa & Classic Rally	CANCELLED
25/26 Feb	Matlock MC	Rally of Derbyshire	Derbyshire
23-Apr	Regardless MC	Steve Gornall Memorial Rally	Lancs & Cumbria
07-May	Stockport 061 MC	MOCP 061 Targa Rally	Weeton Barracks
23-Sep	Clitheroe & DMC	Clitheronian	Lancs Cumb, Yorks
TBC	Kirkby Lonsdale MC	KLMC Targa	Warcop
11-Nov	Clitheroe & DMC	Primrose Rally	Lancs Cumb, Yorks
19-Nov	Knutsford & DMC	Knutsford Targa Rally	Near to Bradford

SD34MSG Non Race/Rally 2023 Championship Rounds			
DATE	CLUB	TITLE	VENUE
05-Feb	Bolton-le-Moors CC	Autosolo /PCA	3 Sisters, Wigan
11-Feb	U17MC(NW)	Autosolo /PCA	M65 Jt 4
12-Feb	Accrington MSC	Autosolo/ Autotest /PCA	M65 Jt 4
12-Feb	Warrington & DMC	Gravel PCA	Wern Ddu
09-Apr	Warrington & DMC	Gravel PCA	Wern Ddu
23-Apr	Boundless by CSMA	Autosolo/ Autotest /PCA	Lymm Services Jt 20
07-May	Airedale & Pennine	Classic Trial	Pateley Bridge
21-May	Boundless by CSMA	Autosolo/ Autotest /PCA	Lymm Services Jt 20
18-Jun	Boundless by CSMA	Autosolo/ Autotest /PCA	Lymm Services Jt 20
24-Jun	Warrington & DMC	Gravel PCA	Wern Ddu
25-Jun	Warrington & DMC	Gravel PCA	Wern Ddu
25-Jun	Knutsford & DMC	Tim Sargeant Autotest	
TBA	Airedale & Pennine	Grass Autotest	TBC
15-Jul	U17MC(NW)	Autosolo/PCA	M65 Jt 4
16-Jul	U17MC(NW)	Autosolo/ Autotest /PCA	M65 Jt 4
22-Jul	Airedale & Pennine	Haw Pike Car Trial	Addingham
13-Aug	Boundless by CSMA	Autosolo/Autotest/PCA	Lymm Services Jt 20
09-Sep	U17MC(NW)	Autosolo /PCA	M65 Jt 4
10-Sep	U17MC(NW)	Autosolo /Autotest /PCA	M65 Jt 4
24-Sep	Warrington & DMC	Gravel PCA	Wern Ddu
01-Oct	Knutsford & DMC	Knutsford Autotest	
22-Oct	Knutsford & DMC	Jubilee Autosolo	
29-Oct	Warrington & DMC	Gravel PCA	Wern Ddu
12-Nov	Warrington & DMC	Gravel PCA	Wern Ddu
10-Dec	Bolton-le-Moors CC	Autosolo /PCA	3 Sisters, Wigan
10-Dec	Warrington & DMC	Gravel PCA	Wern Ddu

SD34MSG Stage Rally 2023 Championship Rounds			
DATE	CLUB	TITLE	VENUE
05-Mar	PDMC / GPMC	Lee Holland Rally	Anglesey Circuit
11-Mar	Kirkby Lonsdale MC	Malcolm Wilson Rally	Cumbria
12-Mar	TBA	TBA	3 Sisters, Wigan
16-Apr	Stockport 061 MC	Altratech SMC Stages	Anglesey Circuit
29-Apr	Clitheroe & DMC	Hall Trophy	Weeton
14-May	Wigan & DMC	Compbrake Stages	3 Sisters, Wigan
12-13 May	Manx Auto Sport	Manx Rally	Isle of Man
20-May	Knutsford & DMC	Plains Rally	North Wales
23-24 Jun	Mull Car Club	Argyll	Dunoon
02-Jul	WCMC	Greystoke Stages	Greystoke
06-Aug	PDMC / GPMC	Heroes Stage Rally	Weeton Barracks
27-Aug	Kirkby Lonsdale MC	Pendragon Stages	Warcop
29-30 Sep	Manx Auto Sport	Chris Kelly Rally	Isle of Man
08-Oct	Wigan & DMC	The Adgespeed Stages	3 Sisters, Wigan
13-15 Oct	Mull Car Club	Mull Rally	Isle of Mull
04-Nov	Bolton-le-Moors CC	Neil Howard	Oulton Park

2023 SD34MSG Challenge Registration Form

Please register me for the SD34 Challenges indicated below.

By submitting this form and paying the registration fee I agree to abide by the Championship rules and regulations, which can be found on the SD34MSG website at <http://sd34msg.org.uk/>

General Data Protection Regulation 2018. Under the data protection regulations (the GDPR), which came into force on 25 May 2018, we have to ask your permission to hold data about you as per the Groups Data Protection Policy. NOTE: **We cannot assume your permission; it has to be given to us explicitly. If we don't get this consent we cannot communicate with you.** Therefore by submitting the above Championship Registration form and paying the registration fee you give your full consent and authority for SD34MSG to contact you via **email, telephone and/or letter** for the purpose of keeping you informed with activities, events and for social purposes so long as I you are a registered Championship contender. You also understand that you may withdraw your consent at any time by contacting the Groups Data Protection Officer, who is the SD34 MSG Secretary (secretary@sd34msg.org.uk), and is also the data controller for the purpose of GDPR and the Data Protection Act 2018. Our address is:- SD34MSG, c/o 6 Thistleton Road, Thistleton, Preston PR4 3XA.

The SD34 MSG GDPR Privacy Statement can be viewed on the Groups Web Site. At <http://sd34msg.org.uk/>

Please note all our (SD34MSG) Competitions are

"Held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and any supplementary Regulations.

Please return the completed form complete with the £5 registration fee to the championship compiler.

This can be done by post to David Barratt, 54 Lodge Street, Accrington, BB5 6EH or by completing the form, print off, scan and then e-mail to david.pbarratt@gmail.com. Cheques must be made payable to SD34 Motorsport Group

Register on Line at <https://form.jotform.com/203073542463349>

Registration fees may also be paid by bank transfer to:

Lloyds Bank

Sort Code: 77-76-05

Account Number: 49052568

Please enter your full name as the reference

Name			
Address			
	Post Code		
Email Address			
Home Tel	Mobile		
SD34MSG Nominated Club			

Championship		Class					
Stage Rally	Driver / Co-Driver	A	B	C	D		
Road Rally	Driver / Navigator	Expert	Semi Expert	Novice			
Sprint Hillclimb	Driver	S	1	2	3	4	5
Non Race Rally	Driver	A	B	C	D	E	

Championship Classes for 2023

Non-Race / Non-Rally

- A. Production Saloon Cars up to 4.15m (13'7") overall length and up to 1400cc (Must have all seats & trim fitted);
- B. Production Saloon Cars up to 4.15m (13'7") overall length and over 1400cc (Must have all seats & trim fitted);
- C. Production Saloon Cars over 4.15m (13'7") overall length (Must have all seats & trim fitted);
- D. Series Production Sports Cars hood down or hood up;
- E. All other cars (including "low volume" sports cars e.g. Caterhams, Westfields) and Stage Rally-prepared cars.

Sprint & Hillclimb

- Category S - Standard Cars complying with S11
- Category 1 - Road Cars (series production) complying with S12
- Category 2 - Road Cars (specialist production) complying with S12
- Category 3 - Modified Cars – series and specialist production complying with S13
- Category 4 - Sports Libre Cars complying with S14
- Category 5 - Racing Cars complying with S15

Stage Rally

- A. up to 1400cc
- B. 1401cc to 1600cc
- C. 1601cc to 2000cc
- D. over 2000cc & 4 WD

Road Rally

Expert A competitor who, in the role registered, has at least 3 top 10 finishes in Interclub or higher

Semi-Expert All Competitors not eligible for Expert or Novice Class

(NB: You can only move up one class per yr)

Novice A Competitor in the Role Registered has never won a 1st Novice Award (See full rules)

Under 18

Any member of an SD34MSG club, who is under the age of 18 on the first day in the championship year (this will normally be 1st January in any year) to compete for the championship in any discipline of motor-sport which allows their participation at an age of under 18 as defined in the current Motorsport UK Blue-book.

Caernarvonshire and Anglesey MC



Beespeed



JJ Brown Memorial Rally

7/8th January 2023

Huw Gwyn Jones : C&AMC

Well what a night on the Beespeed J.J.Brown Memorial Rally 2023 managed to get the faithful ZR back to the finish. I thought it was all over when we got stuck along with some other competitors, but with some team effort managed to recover ourselves to get all cars back on the road. It was chasing time from there on and having to drop the Clegir selective to get back to the half way halt at Cwm y Glo, with just a minute to spare.

Although after some fuel and a toilet stop we were well into our OTL the second half was more on home territory for me and Catrin and we managed to get back to Plas Menai with time to spare

Massive thanks to Catrin Jones for an excellent job on the maps on what was a very difficult night, and we managed to secure the Mixed Crew award for our efforts,

Well done to Shaun Bee, Gruff Parry and the team for an excellent event,

Biggest thanks as usual to the Marshals out in the atrocious weather, Congratulations to Arwel Rhys

Hughes-jones and Dylan John for winning the JJ Brown Memorial Trophy with an awesome drive,

Congratulations also goes to all the other award winners, and in fact all the competitors who managed to get back to Plas Mena



*Photo Courtesy of Joe Gilbertson
joegillb653@aol.co.uk*



Huw Gwyn Jones : C&AMC


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Cloud Phone System
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Cloud Dialler
SIP Trunks
VoIP Phones
Free Trial





Beespeed



JJ Brown Memorial Rally

7/8th January 2023

Rod Carter : Clitheroe & DMC

Having known of this event since the days of the MN Championship, it was always one on my radar as a tough rally. So as one on my bucket list, and having a suitable motor we, Martin Oglesby and myself thought we'd have a go. Problem one was that we'd stripped the VVT on the MG engine to find a small oil leak on the end of the camshaft and problem two was finding a marshal to sign up as a condition of the entry. The ever enthusiastic Barry Allman stepped in as marshal and the car was ready the night before the rally; including having lowered the suspension by 35mm since the 'Preston' (Norfolk)

The JJ was to be an anticlockwise circumnavigation of Snowdon. A mere 120 miles but tough miles they proved to be. Road rallying seems to be a national sport in Wales. Lots of spectators on every bend and junction almost made navigating unnecessary; almost. Dozens of folk waving us on and cheering. Into section one a few k east of Caernarfon and already we were dropping time where a spectator had had a minor off and was blocking the lane. Selective two started within a km of the north coast of Llyn Peninsula and was a 49 minute affair finishing in the hills above Porthmadog. No less than 39 controls plus give ways and Driving Standards observers and 'not as map' triangle junctions. Concentration was the order of the night. The lanes were slippery and narrow, the slots thick and fast. The majority of the marshals were Welsh speakers and lovely and friendly they were too. It's great to see this Celtic language thriving here. Every control needed a signature with a letter in each box! Thankfully there were a few Joneses !

but lots of Williamses too. This procedure, designed to slow us down, could take 30 seconds per control.

Heading north towards petrol, there was a loud bang where we'd clipped a rock on fos. Already running 15+ mins down, changing the wheel dropped us within a minute of OTL. So we decided to cut a selective which only gained us a couple of minutes. One more section before fuel at Llanberis and another puncture on fns saw us OTL at petrol and run out of spare wheels. Our second spare was a chunky so we reluctantly decided to throw in the towel. Reluctantly because there only remained a few sections on Anglesey. We did visit the finish for our breakfast(included in entry fee) and a good craic and hope to do better next time. Yes, unfinished business



*Photo Courtesy of Joe Gilbertson
joegillb653@aol.co.uk*



JJBrown Rally **Continued from page 17**

. From the 75 starters there were 46 finishers. 23 starters were in Ford Escort 2s ! Five of whom finished in the top 10.

Every credit to Martin who has spent all his time getting the car ready after the freezing mud of the Preston back in December.

Hopefully there won't be too much to do on the car to make ready for next weekend's Carpetbagger in Devon, Dorset , Somerset. An equally tough and classic road rally.

Martyn Oglesby/Rod Carter
Car 25 : Clitheroe & DMC



Bagger '23

14/15th January

Rod Carter : Clitheroe & DMC

A busy couple of months for the old gits of rallying was completed as dawn broke on a damp morning of Sunday 15 January 2023 somewhere in darkest Devon with another finish on the gruelling 'Bagger Rally' . December was the Preston Rally around the frozen Norfolk pig farms and January,the unforgiving lanes in slate strewn Wales on the JJBrown. And now the big Bagger. Martin and myself enjoyed this tough event so much in the past and this was our fourth visit to the SW to have another go in our MG ZR vvt.

The rules are tweaked slightly each time and this time, sections following the start and two fuel halts were blessed with having only 15m59secs maximum lateness. With section starts& finishes deemed Main time controls, and to be visited in order to be classified as a finisher, this focusses the mind on getting there in time, even if it means cutting a bit of route to do so. Definitely no time for such trivialities as punctures ! First off was a test via the complex lanes in ST3105 where crossroads were visited twice providing paths did not cross. This one manned by Barry Allman At one uphill hairpin junction, a gate into a field was opened by spectators to allow cars to turn. I hope the farmer was happy with this! We arrived at first petrol within a few minutes of our lateness so it was to be straight out without time for a prostate break.

The rate of attrition was pretty high. Of 75 starters, there were to be 46 retirements for various reasons, see list at-tached. One hazard was the amount of water lying about on the lanes and in the deep fords. The MG never faltered owing to special preparation by MO. At one point we had a wave over the bonnet.



Overall Results									
Bagger 23 - 14/15th January 2023									
Pos	Car	Pos	Class	Driver	Club	Navigator	Club	Chp	Year CAR
1	19	19	1	John Carter	Clitheroe	John Carter	Clitheroe	19	1978 Ford Escort
2	21	21	2	John Carter	Clitheroe	John Carter	Clitheroe	21	1978 Ford Escort
3	22	22	3	John Carter	Clitheroe	John Carter	Clitheroe	22	1978 Ford Escort
4	23	23	4	John Carter	Clitheroe	John Carter	Clitheroe	23	1978 Ford Escort
5	24	24	5	John Carter	Clitheroe	John Carter	Clitheroe	24	1978 Ford Escort
6	25	25	6	John Carter	Clitheroe	John Carter	Clitheroe	25	1978 Ford Escort
7	26	26	7	John Carter	Clitheroe	John Carter	Clitheroe	26	1978 Ford Escort
8	27	27	8	John Carter	Clitheroe	John Carter	Clitheroe	27	1978 Ford Escort
9	28	28	9	John Carter	Clitheroe	John Carter	Clitheroe	28	1978 Ford Escort
10	29	29	10	John Carter	Clitheroe	John Carter	Clitheroe	29	1978 Ford Escort
11	30	30	11	John Carter	Clitheroe	John Carter	Clitheroe	30	1978 Ford Escort
12	31	31	12	John Carter	Clitheroe	John Carter	Clitheroe	31	1978 Ford Escort
13	32	32	13	John Carter	Clitheroe	John Carter	Clitheroe	32	1978 Ford Escort
14	33	33	14	John Carter	Clitheroe	John Carter	Clitheroe	33	1978 Ford Escort
15	34	34	15	John Carter	Clitheroe	John Carter	Clitheroe	34	1978 Ford Escort
16	35	35	16	John Carter	Clitheroe	John Carter	Clitheroe	35	1978 Ford Escort
17	36	36	17	John Carter	Clitheroe	John Carter	Clitheroe	36	1978 Ford Escort
18	37	37	18	John Carter	Clitheroe	John Carter	Clitheroe	37	1978 Ford Escort
19	38	38	19	John Carter	Clitheroe	John Carter	Clitheroe	38	1978 Ford Escort
20	39	39	20	John Carter	Clitheroe	John Carter	Clitheroe	39	1978 Ford Escort
21	40	40	21	John Carter	Clitheroe	John Carter	Clitheroe	40	1978 Ford Escort
22	41	41	22	John Carter	Clitheroe	John Carter	Clitheroe	41	1978 Ford Escort
23	42	42	23	John Carter	Clitheroe	John Carter	Clitheroe	42	1978 Ford Escort
24	43	43	24	John Carter	Clitheroe	John Carter	Clitheroe	43	1978 Ford Escort
25	44	44	25	John Carter	Clitheroe	John Carter	Clitheroe	44	1978 Ford Escort
26	45	45	26	John Carter	Clitheroe	John Carter	Clitheroe	45	1978 Ford Escort
27	46	46	27	John Carter	Clitheroe	John Carter	Clitheroe	46	1978 Ford Escort
28	47	47	28	John Carter	Clitheroe	John Carter	Clitheroe	47	1978 Ford Escort
29	48	48	29	John Carter	Clitheroe	John Carter	Clitheroe	48	1978 Ford Escort
30	49	49	30	John Carter	Clitheroe	John Carter	Clitheroe	49	1978 Ford Escort
31	50	50	31	John Carter	Clitheroe	John Carter	Clitheroe	50	1978 Ford Escort
32	51	51	32	John Carter	Clitheroe	John Carter	Clitheroe	51	1978 Ford Escort
33	52	52	33	John Carter	Clitheroe	John Carter	Clitheroe	52	1978 Ford Escort
34	53	53	34	John Carter	Clitheroe	John Carter	Clitheroe	53	1978 Ford Escort
35	54	54	35	John Carter	Clitheroe	John Carter	Clitheroe	54	1978 Ford Escort
36	55	55	36	John Carter	Clitheroe	John Carter	Clitheroe	55	1978 Ford Escort
37	56	56	37	John Carter	Clitheroe	John Carter	Clitheroe	56	1978 Ford Escort
38	57	57	38	John Carter	Clitheroe	John Carter	Clitheroe	57	1978 Ford Escort
39	58	58	39	John Carter	Clitheroe	John Carter	Clitheroe	58	1978 Ford Escort
40	59	59	40	John Carter	Clitheroe	John Carter	Clitheroe	59	1978 Ford Escort
41	60	60	41	John Carter	Clitheroe	John Carter	Clitheroe	60	1978 Ford Escort
42	61	61	42	John Carter	Clitheroe	John Carter	Clitheroe	61	1978 Ford Escort
43	62	62	43	John Carter	Clitheroe	John Carter	Clitheroe	62	1978 Ford Escort
44	63	63	44	John Carter	Clitheroe	John Carter	Clitheroe	63	1978 Ford Escort
45	64	64	45	John Carter	Clitheroe	John Carter	Clitheroe	64	1978 Ford Escort
46	65	65	46	John Carter	Clitheroe	John Carter	Clitheroe	65	1978 Ford Escort
47	66	66	47	John Carter	Clitheroe	John Carter	Clitheroe	66	1978 Ford Escort
48	67	67	48	John Carter	Clitheroe	John Carter	Clitheroe	67	1978 Ford Escort
49	68	68	49	John Carter	Clitheroe	John Carter	Clitheroe	68	1978 Ford Escort
50	69	69	50	John Carter	Clitheroe	John Carter	Clitheroe	69	1978 Ford Escort
51	70	70	51	John Carter	Clitheroe	John Carter	Clitheroe	70	1978 Ford Escort
52	71	71	52	John Carter	Clitheroe	John Carter	Clitheroe	71	1978 Ford Escort
53	72	72	53	John Carter	Clitheroe	John Carter	Clitheroe	72	1978 Ford Escort
54	73	73	54	John Carter	Clitheroe	John Carter	Clitheroe	73	1978 Ford Escort
55	74	74	55	John Carter	Clitheroe	John Carter	Clitheroe	74	1978 Ford Escort
56	75	75	56	John Carter	Clitheroe	John Carter	Clitheroe	75	1978 Ford Escort

Bagger '23

Continued from page 18

The slots came thick and fast on this compact and convoluted route. Kris Coombes/ Louis Baines were having steering problems on the Micra but managed a finish as did Spotlight readers Myles Gleave/James Chaplin (Pug) who Pressed on Regardless. Charles Andrews /Adam Griffin (Corolla) also managed a finish but Matthew Hewlett/ Callum Briggs (Proton) retired early on as did northern stalwarts Geoff Hall/Paul Bosdet. We finished 15/24 not bad for old gits. A quick calculation revealed we were getting 14 mpg. Mostly 2 & 3rd gear work but occasionally I noticed hitting 70mph. Shh.

Rod Carter : Clitheroe & DMC

Retirements					Bagger 23 - 14/15th January 2023	
No.	Driver	Navigator	Car	Where	Reason	
1	John Jones	John Jones	Mini Cooper	1000	Retired	
2	John Jones	John Jones	Mini Cooper	1000	Retired	
3	John Jones	John Jones	Mini Cooper	1000	Retired	
4	John Jones	John Jones	Mini Cooper	1000	Retired	
5	John Jones	John Jones	Mini Cooper	1000	Retired	
6	John Jones	John Jones	Mini Cooper	1000	Retired	
7	John Jones	John Jones	Mini Cooper	1000	Retired	
8	John Jones	John Jones	Mini Cooper	1000	Retired	
9	John Jones	John Jones	Mini Cooper	1000	Retired	
10	John Jones	John Jones	Mini Cooper	1000	Retired	
11	John Jones	John Jones	Mini Cooper	1000	Retired	
12	John Jones	John Jones	Mini Cooper	1000	Retired	
13	John Jones	John Jones	Mini Cooper	1000	Retired	
14	John Jones	John Jones	Mini Cooper	1000	Retired	
15	John Jones	John Jones	Mini Cooper	1000	Retired	
16	John Jones	John Jones	Mini Cooper	1000	Retired	
17	John Jones	John Jones	Mini Cooper	1000	Retired	
18	John Jones	John Jones	Mini Cooper	1000	Retired	
19	John Jones	John Jones	Mini Cooper	1000	Retired	
20	John Jones	John Jones	Mini Cooper	1000	Retired	
21	John Jones	John Jones	Mini Cooper	1000	Retired	
22	John Jones	John Jones	Mini Cooper	1000	Retired	
23	John Jones	John Jones	Mini Cooper	1000	Retired	
24	John Jones	John Jones	Mini Cooper	1000	Retired	



Bagger '23

14/15th January

3rd time lucky!

Kris Coombes : Preston Motorsport Club

Went to finish and finish we did . By far the hardest event we've ever done. Not just the distance but the roads and route. Rough, muddy & wet. Plated diff and final drive fitted to the car very recently took some getting used to.

We just tried to get into a comfortable rhythm knowing how far we had to go. No heroics, intermittent power steering issues starting near the beginning of the second card and eventually stopped working altogether on card 3 made things hard work especially on the narrow, twisty lanes. A broken front damper and eventually the exhaust getting damaged and being too loud to finish the full route meant us cutting the last 4/5 controls to the finish.

With only mechanical fixes to do now and no serious shell or chassis repairs to do we feel like it was a good result . Sore arms and shoulders today for me and whiplash for Louis feeling a bit third hand at the minute.

Well done to all finishers and thank you to all the marshals and organisers as usual we can't do it without you. John Robson next in February!

Kris Coombes : Preston Motorsport Club





Shackleton Barracks Ballykenny 14th January

Ian Clapham : 116MC

The fifth round of The Rallysport Association NI Winter championship took place on Saturday 14th January at the superb Shackleton Barracks in Ballykelly.

This is the second visit this season for the RSA at this renowned venue for alternative motorsport. This event was split over 2 dates due to the high volume of entries from both North and South of Ireland and beyond. The unique RSA event formula has become popular with competitors and spectators due to the non-stop high-speed action from a wide and diverse range of rally cars. The fastest growing development in European motorsport, the incredibly exciting internationally manufactured motor cycled engine racing buggies.

The reason I was back in Ireland was to collect the replacement of the R50 Mini Cooper that myself & Mark Gellatly contested in the Mini Cooper Rally Challenge last year, we chose something a little different & bought an ex Team Abu Dhabi M-Sport Fiesta R2 from Jack Cairns, the car hasn't don't a great deal so we thought this would be a great choice.

We collected the car on the Friday & went to Aghadowey near Ballymoney for a test, this was very useful & thanks to Niall McGonigle for all the help over the weekend.

Nice early start at Ballykelly, very wet & windy saw over 100 rallycars start the 7 test event around the former WW2 airbase, there are classes like a conventional rally & the juniors can compete at 14 years old, typically in Nissan Micras, there were a few R5 cars & very quick Honda Civics.

Aaron McLaughlin took the overall win in a stunning Fiesta R5 with Gary Cassidy taking the quickest 2 wheel drive award, we finished 25th overall in 7th in class.

We progressed well throughout the very relaxed day learning the car, lots of seat time required to get the best out of the car & crew!, first event of 2023 is the Lee Holland Stages at Anglesey Circuit.



Ian Clapham : 116MC



Ian Clapham : 116MC

The Killarney Historic Rally was once again backed by Mr Motorsport in Kerry Michael O Mahony, who is the Managing Director of Rentokil Initial, Ireland's Pest Experts. The rally kicked off as ever on Friday night where a ceremonial start saw 75 historic & 75 modified crews took to the town centre to officially get the rally underway under the Christmas lights of Killarney.

The rally proper took place on Saturday with crews taking to the traditional stages of Molls Gap run three times and Ballaghbeama & Kilgobnet stags run twice which was challenge to both man and machine. The rally finished with the crews passing over the finish ramp at the Rally Headquarters in the Gleneagle Hotel before a gala dinner and prize-giving which was the perfect end of season reward for the competitors.

Myself & Alex Rossiter were seeded at car 59 in a historic Mk1 Escort & this was a full on bucket list rally, first time for us on closed roads, notes & recce so it was a real baptism of fire, from the moment we arrived on the island the welcome was immense, we attended rally HQ on the Thursday evening to sign on to receive the road book & recce pass, recce commenced early on Friday morning & the first stage was the infamous Molls Gap & 17k's of full on classic rallying roads, a few additions to the notes on

this stage made us feel more comfortable, 3 passes of each stage got us into the swing of things.

Early start on Saturday from Parc Ferme at Lewis Road Car Park saw us head off to stage 1 Molls Gap, on this event the route turned left at the shop & café & the number of spectators were incredible, literally tens of thousands. A steady run on this stage & finding us third in class, a surprise as I lost my place on the notes for a few K's, lots of people said its very likely I would as the stage has limited reference points.

Stage 2 Ballaghbeama was a mix of narrow tight & twisty lanes for the first half then fast & flowing mountain roads for the second half, very good stage for us & upto 2nd in class.

Stage 3 Kilgobnet was a short blast through the classic Kerry lanes, lots of fast sections & again lots of spectators which is lovely to see, we had a great run.. upto the last corner a medium right where there was a bump on the inside & it just threw us wide & we were beached on a bank, we were not the first & not long after another escort landed on the same back behind us, end of the rally for us unfortunately but very positive on the pace.

Huge thanks to Roadvacs, West Wales Tuning, Lanes Group Plc & H2o Flowtech.

Ian Clapham : 116MC



Ian Clapham Rallynav.uk

Lessons Learned...

Neil Jones (Bala & DMC) is a two-time BTRDA Auto-SOLO champion from North Wales. He runs a small family Haulage business – which celebrates its Centenary next year – and has a passion for all types of motorsport – watching, marshalling, and competing. Growing up near the family's yard, which was big enough to park 10 trucks, it was no surprise that he and his brother were racing and timing each other doing laps at the age of 10-12, using whatever cars were around and had failed a recent MOT! Neil tried many disciplines including Rally co-driving, PCAs, Car Trials, Autotests and Targa Rallies, before settling on Auto-SOLO, having decided it was just as competitive as others and was relatively cheap and low maintenance. He also says, "obviously, none of this would be possible without a very supportive and understanding wife."



Success is about car control, not speed, Bala MC PCA, 2015

When I started out, I didn't know whether to go front-wheel-drive or rear-wheel-drive, so I bought an old MX-5 that had failed its MOT, made sure it was safe to drive, and entered PCAs, as they don't need an MOT. The Ranges is a mixture of tarmac and gravel, and it taught me a lot about car control.

I was a lot younger and a lot wilder back then and I was also very handbrake happy, so there was a lot of sideways, which is of course fun but not fast! I quickly learned that real wheel drive was more fun and the one for me – but I also quickly realised that going flat out all the time isn't the way to succeed.

Analyse your performance to improve, Lymm, May 2017

I record all my runs from in car and analyse them to see what I can do better, even if I win an event by 15 or 20 seconds – which is a lot in AutoSOLO. Sometimes you just don't realise how aggressive you are on the throttle and the brake and by looking back you can see where you can be smoother – which in turn means faster, where you should be coming off easy and powering through. It all clicked in the early summer of 2017, when I put it all together and got my first National B win and, a month later, my first BTRDA win.



Focus on yourself not others, Curborough, November 2018

Going into the last round in 2018, I was level on points with another guy and there was a lot of pressure. Everyone knew it was down to the two of us and everyone was talking about it. It was decided on class points back then and because we both won our class on the day, it went to the tiebreaker, which was who was quickest on the first layout of the day. I am usually someone who likes to know what everyone else is doing, but before that first run, I decided to blank out everyone else and just do my own thing. Watching everyone else's times just hypes you up and that makes you go too fast into a corner, locking up and losing time rather than being smooth. By doing my own thing I was 0.4s quicker than him in that first run, so focusing on myself actually helped me win my first BTRDA Championship.



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Lesson Learned

Continued from page 22

Don't be afraid to give up on something, Lymm, 2021

After winning the championship twice, I changed cars in 2020-21, and bought an MX-5 Mk2. It cost twice or three times as much money as my old one and it was heavily modified with plenty of power. However, I quickly found out power isn't everything because I never seemed as quick in that as I was in the old one! It was at first just un-driveable on AutoSOLO because it

just wanted to go on a bigger track. It wanted to go, go, go. Maybe due to it being modified, it was also unreliable, to the point where I didn't get to three events because it started playing up on the way there and I ended up turning around and going back home. So, although I had a lot of fun in it, it was going to take a while to get right. I never got the time to get to grips with it as a new car opportunity came up that I couldn't turn down. I got an MX-5 Mk3. I don't like giving up on things, but sometimes it makes sense to move on. I won the first four events of 2022 in the new car.



Helping people out is a good thing, Kemble Airfield, March 2022

In this sport, everyone is in it together. When others break down, everyone else just swarms around the car to help, even though we are all competing against each other. It's like family. When one of my main rivals had problems and rather than just carry on with the day, we all stopped to help. We didn't necessarily do anything because he was fine to look after his own car and is quite mechanically minded, but we all chipped in with

ideas, with parts, with suggestions, and he got back on track. When you lend a hand, it's satisfying to see that person have a good day at the end, even if they are your main opponent.



Clitheroe & DMC + Airedale & Pennine MCC

Pennine Winter Targa & Classic Rally

25th February

CANCELLED

It is with great disappointment that the organisers of the Pennine Winter Targa on Feb 25th 2023 have to announce the event's cancellation.

Unfortunately some of the tracks that were going to be used have had their permission withdrawn due to circumstances beyond the landowner's control. This means that the test areas that remain would be too few to justify a Targa rally. Clitheroe and A&P motor clubs are committed to only running high-quality and cost-effective events and as such have decided the best course of action is to cancel rather than proceed with a severely shortened rally.

Entry fees will be returned and although late it is hoped competitors are able to support other events running on the same or adjacent weekends.



Ian Daws Clerk of Course

Kroon-Oil back British rally star Chris Ingram's WRC Title Ambitions.

Ingram will fly the flag for Dutch brand Kroon-Oil as they become the team's title partner for the iconic Rallye Monte Carlo. Heading into the partnership's third season, Kroon-Oil and the Rally Warrior team set the stakes high for the season opener.

Chris Ingram, 2019 European Rally Champion, has outlined one clear objective for the forthcoming FIA World Rally Championship: to fight for his first WRC class title. Chris will make his season debut at the prestigious Monte-Carlo round of the WRC starting on Thursday 19th January, with the same car, same partners and the same passion and commitment with which he battled consistently for the drivers' honours in 2022.

Across a curtailed six-round campaign in WRC2 last season, Chris emerged as the leading privateer, taking the fight to the manufacturer-backed crews.

He now plans to use that experience to mount a more sustained campaign for the forthcoming season.

Chris said: "I am fully focused on showing my full potential in Monte-Carlo, one of the jewels in the WRC crown – and then use my recent experience to build a solid title push in 2023. The years since the pandemic have been tough; I didn't compete for 18 months after becoming European Champion, then I jumped in at the deep end in WRC2 with little practice. I have regained a huge amount of self-belief and speed which showed in my performances last season. I have a vision and have worked at it step by step to get to this point. The sport's biggest names have taken notice, now it's time to make it count."

After entering the WRC together for the first time in 2021, Kroon-Oil and the Rally Warrior team have gone from strength to strength, showcasing Kroon's products at the highest and toughest level of Motorsport competition.

Read more @ www.rallywarrior.com www.kroonoil.com



The Historic Motorsport South West Exmouth Memorial Rally

26/27th November 2022

Formerly known as The Barbara Carter Memorial Rally

Barry Allman : Clitheroe & DMC

The last few weeks of 2022 looked like being some of the best rallies of the year with the Exmouth Memorial at the end of November. Followed the weekend after by the Driveshaft Rally and weekend after that the Famous !! The Preston Rally being on the 10th/11th of December to finish off my rallying year.

That would make it 53 rallies in the year with lots of good drivers, some even invited me back to navigate (get them lost) again, Thanks to you all We / I have had some great times, CHEERS.

The Exmouth is mainly based in the lanes of Devon, I have just Google'd the facts, Devon has over 8,000 miles of roads, the most of any other county ? a route of approx 200 miles with Two fuel stops, a Challenge.

This nights driver was David Berry from the Midlands and so already a language barrier to overcome, only Joking of course, in case Dave gets to read this. Tonight we where out in his well prepared MG ZR 1400cc beast and my Third Yellow MG ZR of the year, did they do any other colours? His MK2 Ford Escort RS 2000 was having some TLC at the time, now that would have been extra fun! We met up in February at The Baby Bagger 1 via a friend had a brief chat at the start, then met up at the finish. Was I up for a spin on the Exmouth with no idea about it, I of course said yes. The entry went in and I started looking for info about the rally, seems tough! more on that later.

Another cruise down the M6/M5 to Exeter another smooth run, think I need a second home in the South West?

Met up with Dave at The Greendale Farm Shop and CHIPPY, smelt so good but kept to my no eating rule before a road rally. I might feel ill plus WOULD fall asleep. All the usual checks where done OK, time to sign on and get the Rally Pack.

The usually Rally Plates two Beanie hats and two mugs Happy Days. 4 x A4 sheets with the 46 nam's (Not As Map Junctions, with code boards there) that is ALOT! Also 5 x A4 pages of plotting instructions! including one and a half pages of caution references, one of them was impossible hairpin, drive past and approach from the opposite direction!

I was really struggling with getting the route marked up even with a .3mm pencil lead as it was so compact, not like Up North at all. My master plan was to do my best and write down what I had to add at the petrol halts and the rest sort out on the go.

We left the start venue on a not ON the map track (Follow Arrows) a great start ! 3,2,1 and we where off after only three junctions we caught our minute man a local who had wrong slotted (Oh Yes). Dave was grinning a great start, they pulled over and away we went. The first slot right onto a white track was almost through a HEDGE, I missed it glad to say the local crew showed us the way. We where going round Nigel Mansell's (YES The Nigel Mansell's) golf course a bit bumpy but Dave was going for it. We caught and passed them again, drat they where stopped getting the codeboard. A few more bumpy whites got us to the end of the section (Called Mansell). With a reasonable time but obviously a penalty for missing the codeboard, not marked just an arrow pointing down and the code at 90 degrees, we did get the second one. Through the next neutral section in a village I got us lost, loosing time, finally get us back on the route but a Wrong Direction penalty at the next control.



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Exmouth Memorial Rally *Continued from page 25*

So not going well and with another 190 miles to go. We pushed on a little farther but with the whites quite rough and Dave had another event on soon. We called it a night all OK just my navigational EGO dented. We where both looking forward to a blast up the Shelley Walsh Hill climb. Back to the start venue and we met up with another TEN crews who had had issues to. Dave went off to bed and I went back into the lanes to watch some action. I am hoping at some point to drag Dave up North to do one of our events, plus we will do another event down in Devon too. Gutted but learnt alot and WOW what lanes.

The Driveshaft 20/20 rally went alot better the following weekend even with car issues Ross and I got a finish.

Onto my last event of the year and The Preston Rally over in East Anglia, starting at Snetterton Race Circuit with Geoff Bateman in his Peugeot 205. Last year 2021 we managed a whole mile of the first test before our radiator fell apart ! We both had unfinished business on this one and we where looking forward to the challenge.

2022 we didn't even make the start venue as Geoff and Maggie Bateman had a front end bump on a Targa the weekend before. Even with LOTS of time spent in the garage and a mega effort by Geoff the car wasn't ready in time. It was a great shame as with such cold/freezing weather the tracks where rock hard, just ask Martin Oglesby and Rod Carter who got a good result. That is now an aim for 2023 now instead and the end of my rallying year.

Overall lots of fun with a number of drivers, thanks to you all and some good results in quite a few Championships too.

Lots of unfinished business in 2022 and ready for 2023, I can't wait.

Happy New Rallying Year Folks ...

Barry (Crocs) Allman : Clitheroe & DMC

A six-year-old goes to the hospital with her Grandmother to visit her Grandpa.

When they get to the hospital, she runs ahead of her Grandma and bursts into her Grandpa's room...

"Grandpa, Grandpa," she says excitedly, "as soon as Grandma comes into the room, can you please please please make a noise like a frog!"

"What?" said her Grandpa.

"Make a noise like a frog.....pleeeaaassee."

"Because Grandma said that as soon as you croak, we're all going to Disneyland!?"

Lancashire Automobile Club **Annual Dinner Dance** **Friday 24th Febuary**

Our first social event of the year, as always, the very popular, Dinner Dance is coming up on Friday 24th Febuary.

As always we will be at Mitton Hall Whalley BB7 9PQ.

Welcoming glass of Fizz, 3 Course Dinner, Dancing, Raffle and Prize Presentation. Get together with fellow enthusiasts to welcome the 2023 season of motoring events.

Tickets only £45.00
please contact Martin Wylie
martin.wylie@talktalk.net
<https://lancsautoclub.com/>

WHITE HEATHER RALLY **Saturday 1st April 2023**

Wigton Motor Club (WMC) will be promoting our
Historic and Targa rallies
at Kirkbride Airfield (12 miles west of Carlisle)

Run entirely within the
airfield where competitors
will enjoy great tests and
based at the
White Heather Hotel.



Legendary White Heather
roast beef dinner while
awaiting the results and
prize presentations.

Open to members of WMC and other NESCR0 clubs.
WMC Members benefit from a reduced entry fee

Supplementary regulations
will be on the Wigton MC website
wigtonmc.co.uk



Bazza Goes Marshalling

Barry Allman : Clitheroe & DMC

I decided to spend the end of 2022 and the start of 2023 doing lots of navigational training exercises (I can hear all my drivers saying "About time too").

Thanks to Phil Savage and Andrew Lowe for all your help, I am slowly working through lots of the forms of Plot and Bash I have encountered during the year. Most are slowly making some sense, plus I have been replotting lots of routes that I have struggled on. So much easier on the kitchen table rather than at 3am in a rally car with The Clock ticking. I have also got to thank my South Western club Devizes MC for giving me so many challenges and my local driver Ross Parker for his patience.

This has freed up some time to go out Road Rally Marshalling, it is a lot of fun especially if you go out as a gang.

My first Rali was the classic BEESPEED J. J. Brown Rali organised by Caernarvonshire and Anglesey MC.

The Welsh clubs do ask for a marshall to be provided, I was happy to help out Martin Oglesby and Rod Carter in there MG ZR. Personally I think that rule is a good one, sometimes the club can provide a person. A smooth trip down the A 55 to the start just outside Bangor and what a selection on Ford Escort MK2's mint. Met up with the lads and had a grin as we all looked at the info. I had been promoted from Passage Check to Start time control number 5.

Just East of Llanberis up in the hills all set up and not long after the first of Three course cars came past so I knew I was in the right spot ! WOW the MK2's taking off is something to see, I even saw Martin and Rod too before heading back to the venue for a nice breakfast. The weather was kind as well with just a light drizzle . Happy Days.

The next Friday and I was down the M5 again heading towards Wiltshire for a Devizes 12 car (my driver had car issues and as it is one of my clubs I helped out instead). Really like the lanes down there this time I paired up with Andy and we did TC2 and a secret check just before the finish. We had a great grin as we cruised around the lanes, finishing up with a pint in a pub.

The next night was time for The Bagger another 200 mile road rally in the lanes of Devon again, the main issue in this area is the lanes are so narrow and so quite easy to block the route ! It had rained most for the week before flooding lots of the route too, that made it even more exciting. This night I had Jess helping me (Jess had popped down with a crew and had not been to a Road event before). We had been given three passage control this time which was going to make it very interesting getting around. PC1 was close to the start venue and we got there in plenty of time a nice spot as well. Martin Oglesby and Rod Carter had entered this event, with Louis Baines and Kris Coombes in there Micra, and Matthew Hewlett having a go. My mate Andrew Lowe was in car 1 with Rob Bryn Jones navigating in a MK2 as well with lots of friendly faces to see. We navigated partly with Post Codes (that got us close) and What3 Words got us closer with a quick map check once we had arrived. Jess was very impressed as the first MK2 approached the SGW (Standing Give Way) in front of us, negotiated the two hairpins as they came back into our control. They just had one course car, more of that later, as soon as car 75 came passed we set off for PC14. Not far away but hard to get too, including having to reverse for the course car. Finally getting very close to the plot and on the route out with our PC board and a minute later the first car, not Andrew L and so a bit concerned, no course car, I think we had missed it. I finally found the correct box to fill in, Thanks Andrew, he he he. Just 42 cars made it to PC14. Cracking spot by the way, downhill into 90 right the short straight into 90 left. A longer trip now to PC 29 and with Jess up to speed using what3words and working all our TECH (helps that she is only 21) we found our last spot OK. Getting cold now (4am) and little rain but we where having fun as I did some DAD dancing. No course car again, it had retired ! The first car was Andrew Lowe (in car 1) wrong box again, sorry Andrew !! this time only 24 cars. Back to the finish to have a nice breakfast and a warm.

Martin Oglesby and Rod Carter had got a finish and a good result, DEFFO one to do, Louis Baines and Kris Coombes got a finish too after some car issues towards the finish.

I can definately recommend marshalling, certainly as a navigator, I learnt alot and had fun too.

The time card that was covered in mud, to helping a crew find there time card, to pointing the crews in the right direction. Sorry to report Jess's mates Sophie B in her BMW and Mark in his MK2 didn't manage a finish. Hope to see Jess out navigating soon too.

Barry (Crocs) Allman : Clitheroe & DMC

'I wanna tell you a story'

Steve Murphy : Kirkby Lonsdale Motor Club

I wanna tell you a story about a car that begin its life as a 1977 Mini 1000, TEC434R, a local "Westmorland" registered car, Lived abit of a life this one ! originally Richard Ford s First car handed down from his mother if I remember rightly, Richard did some mods to it as you can see in the sandglow (beige ish) pictures (I still have that front number plate !)

Kevin Bleasdale (RIP) bought it next and with help from Ian Joice built it into a road rally car, I then bought it off them for £1200 in late 1985, mechanically it stayed the same in it's 1293 cc form for its first year, but the body needed abit of TLC, Dave Thwaites sorted that and with Stan Webb finding some redish paint in stock to spray it with we were ready to go !

White heather Stages 1986, Kirkbride seeded at 70 and finished 59th ! , bit of a shock to the system first stage rally and didn't quite expect the pace, but by the end of the year we were starting to close in on top 30 placings and getting very near a class "pot".

For 1987, We fitted a straight cut close ratio box and a Weber 45 among other mods, first event 3rd in class, couple of 2nds and some more 3rds, now we were cooking !, Croft, Albermarle, 3 Sisters, Kirkbride, Gt Orton, Wallacy Prom, Haverigg, Hallburn, Aintree, Flookburgh, anywhere within a couple of hours we were there, as well as a couple of Sprints, Hillclimbs and Road Rallies.

Now for 1988, Ian Joice built a hell of an engine it absolutely sung, struggled abit eating diffs but now we were looking at 15 to 20th overall and hunting down first in class awards, in addition to the events above, the Oulton Park Stages stands out as a great event also a rather soggy Blackpool airport stages ,the Pendragon on Warcop, and hitting a gate post at Flookburgh (still finished well with a steering rack like a banana) all giving brilliant results pretty much all inside the top 20. Unfortunately at the start of 1989 after a cracking result at Kirkbride we took on the Mild and Bitter stages and lost, pretty much ripping the floor out, and that was it, after nearly 40 events TEC was retired, all the running gear was put into my new Historic Road Rally Cooper S and the shell ended up in Barrow never to be seen again !

This was just about the end of my Stage days, did a couple more in an Escort, but that was the finish of using a Mini on the stages.



I wanna tell you a story
Continued from page 20

Now a Couple of thank you's for that period of time

Steve Mason was always there to service and secure the car on the trailer for us, keep us laughing, and first to the bar and last to leave it !

My Dad for videoing the events and giving up his garage !

Dave Thwaites who as well as helping initially with the car also for navigating, along with Mike Horn, and Graham Swindelhurst who also kept me in gearbox's !

The late great Dave Metcalfe for letting us use his trailer for a fiver a time !

Ian Joice for developing the car in the last couple of seasons and sitting in the silly seat for a few times

Steve Southall also for navigating and a bit of sponsorship.

Lots of other mates who helped out on different events, including Keith Edwards and Dave Cliffe

Now those were the days ! , they really were, some of the best years of my life and 35 years on the friendships still stand and it's great to still be able catch up and remember and reminisce about it all. Bloody magic

Steve Murphy : Kirkby Lonsdale Motor Club



NORTH WEST RACERS

With Dave Williams

DAVE THE BUILDER (OF RACING CARS)

Part 2 – Fast Fords & Other Marques

(Continued from Last Month)

Last month we charted the first part of the motor racing career of Dave Fairclough with a fascinating insight into his time working for Derek Bennett at Chevron Racing Cars. He joined the Bolton-based manufacturer straight from school in the 1960s.



***Dave Fairclough (in the White Hat)
enjoys paddock banter***

The finances of Chevron took a substantial hit when the motorsport market in America collapsed in the wake of the Oil Crisis in the early to mid-1970s and, as a result, Fairclough was made redundant.

Therefore in 1977, he applied for a job with Demon Tweeks. Although he didn't accept the position, Dave agreed to prepare some of the racing cars belonging to proprietor, Alan Minshaw, from his garage at home. The first of these was a Daf (they made cars as well as trucks!) which ran to Super Saloon regulations and had a V8 engine. This was followed by a couple of VWs – a Scirocco and a Golf – and then an Opel Commodore which put him at the sharp end of production saloon car racing and brought him into contact with some larger-than-life drivers such as Gerry Marshall, Tony Lanfranchi, Hamish Irvine, John Cleland and David Yates.

The association with Demon Tweeks was nearly cut short as Fairclough was considering returning to Chevron but the company lost its driving force when Derek Bennett was killed in a hang gliding accident.

Therefore, Fairclough continued to prepare cars for Minshaw until 1981 when, inspired by the success of Demon Tweeks he set up a similar enterprise of his own in the south of Manchester and called it Automech.

After acquiring the Sparco franchise things went from strength to strength. By the mid-1980s more space was needed and so Automech moved to its current address on the site of a former petrol station in Cadishead.

The premises had plenty of space for expansion which enabled a workshop area to be built on the back. These were opened in 1991 by David Coulthard who, at that time, was competing in British F3 with Paul Stewart Racing. He was invited to Manchester by a friend of Fairclough's who knew the future F1 star in his karting days.

One of the first racing cars that was prepared at the new premises was a Ford Capri 2.8i built to Production Saloon regulations for David "Jess" Yates to drive. He was someone who appreciated the engineering skills of those who worked at Chevron as he was the proud owner of a B16.

In the mid-1980s, the Capri had trouble keeping up with the turbo-charged Colt Starion and so someone Fairclough had got to know in his Chevron days was brought in. This was David Purley who had hit the headlines in 1977 by miraculously surviving a crash at Silverstone during pre-qualifying for the British Grand Prix when the throttle of his LEC car jammed open sending him head-on into the barriers at Becketts.

Purley drove the car at Thruxton and Brands Hatch. Even he didn't have the speed to beat the Starions but he came very close – much closer than anyone else!

Continued on Page 31

Not only was Purley a very quick racing driver, he was also an accomplished aeroplane pilot and at the Brands Hatch meeting Fairclough had a nail-biting few minutes watching Purley attempt to land his light aircraft in a nearby field which provided a landing strip somewhat shorter than what was required. Purley just managed to bring the 'plane to a halt before it landed in a hedge!

When he arrived in the paddock, Fairclough pointed out to Purley that, later in the day, he would have to take off from the same field! It must have been some feat to generate enough speed to become airborne in such a confined space.

Fairclough was in the process of building a Chevron B8 for the 2 Davids – Yates and Purley – to use in the European GT Championship but, before it was completed, Purley was killed when he crashed his Pitts Special aerobatic bi-plane into the sea off the coast at Bognor Regis.

Yates had strong links with Ford as his plastics moulding company made many parts for the Blue Oval brand therefore when he rolled his Capri at Castle Combe and only had 10 days before the next race meeting, he was able to go to the plant at Cologne and get a fresh new shell for Fairclough to build-up straight off the production line. His task was aided by Yates being able to extract the car from the manufacturing process before any sealant had been added so this didn't have to be removed to save weight.

Yates was able to do the same thing when he decided he needed a turbo' to move closer to the front of the field and acquired a Sierra Cosworth 'shell straight from the factory. Thus, Fairclough was able to put together the first of that model to take part in Production Saloon racing.

The Sierra was leading the Willhire 24 hour enduro at Snetterton after Graham Scarborough put it on pole. Fairclough was overseeing a very strong driver line-up – aside from Scarborough, Stuart Graham, Alan Minshaw and David Yates were part of the crew. Unfortunately, the car was crashed when Graham was at the wheel.

Nowadays, Fairclough is most widely known as the co-ordinator of the ST-XR Challenge. His involvement began way back in 1983 and he has built countless cars for the series – Fiesta XR2s, Escort XR3is as well as the current car-to-have, the Mk6 Fiesta ST150.

For 3 seasons at the start of the 1990s, Dave competed in the series himself with a best result of sixth but he came to the conclusion that he got "more of a kick" out of building cars rather than racing them. He did, however, enjoy karting in his younger days.

Since leaving Chevron in the 1970s, Fairclough has mostly built tin-tops for club level motor racing however he was asked by Mint Motorsport to run a Ford Mondeo in the 1995 British Touring Car Championship. This was driven by Richard Kaye who finished third in the Privateer's class. They were the second most reliable car that season.

The Mondeo had quite a pedigree – it was an ex-Andy Rouse car and had the engine which Nigel Mansell used when he took part in the 1993 TOCA Shootout at Donington Park when he crashed into the parapet of Starkey's Bridge after contact with Tiff Needell.

While Fairclough has built a variety of Fords for racing purposes, he has also prepared vehicles from other manufacturers for the track. In 1991 he ran no less than 5 cars in the inaugural Renault Clio Cup.

Thanks to one of his drivers, John Wadsworth, getting a podium finish in the opening UK round for the Clios at Donington Park, Dave's team received an entry for the race for that category which supported the Monaco Grand Prix. It was part of the European Championship.

The crew arrived a week early to allow them time to properly set up in the paddock which was in an underground car park close to Portier Corner. While they were reasonably pleased to finish in eighth, the tight confines of the track meant their Renault received quite a battering! Especially, as saloons are sturdier than single-seaters so passing manoeuvres were executed by pin-balling off the barriers into the car being passed.

North West Racers : Continued From Page 31

After such an intense race, the Clio's clutch was slipping when Dave drove it back to the paddock. With the Monaco track meandering around a hillside it was a struggle for the damaged car to maintain forward momentum. Dave ground to a halt close to Casino Square in front of a packed grandstand which cheered him to the rafters when he got out to push!

Another driver who Fairclough ran in the Clio Cup was the irrepressible Ray Grimes. He was very disappointed to miss out on the trip to Monaco – he had finished fourth behind John Wadsworth. When the series visited Thruxton, Grimes asked Wadsworth whether he could follow him round during qualifying to help to figure out where he was losing time. During this process, Grimes' car got away from him at the ultra-fast Church Corner and the barrel-rolls which ensued destroyed the little Renault.

Another non-Ford which Fairclough prepared was a Mazda MX5 for James Kaye in the first ever UK Championship for the little Japanese roadster. He also built a Citroen Saxo for Paul McMahon to drive – it finished second on its debut in the 750 Motor Club's Stock Hatch series.

However, it is Fords that have been at the forefront of Dave's activities for many decades, fielding cars in the National Championships for the Fiesta XR2i and Si models. These cars were driven by some of the leading lights of one-make racing such as Jason Minshaw, Ian Guest, Steve Phillips and John Wadsworth.

Fairclough's organisational skills can't have gone unnoticed as Kevin Shortis, the man behind most Ford racing initiatives in this country, asked him to help with management of the Oulton Park-based XR Challenge in 1998. Dave became increasingly involved until total responsibility was handed to him in 2013.

Under his tenure, the series has evolved because, due to the age of the cars, parts for the Fiesta XR2 and Escort XR3i models have become increasingly rare and expensive as they have become classic vehicles. Therefore, a class for the more recently manufactured Mk6 Fiesta ST150 model was introduced and the championship was re-branded as the ST-XR Challenge.

The ST150 cars proved to be so popular that for 2023 they are going to run in a standalone series which will be known as the Fiesta ST150 Challenge and will take in rounds across the country alongside the Fiesta ST240 Championship which caters for the Mk7 iteration of Ford's iconic hatch.

Some of Fairclough's workload will shift across to the BRSCC's team who will become responsible for publicising the series and finding title sponsors – the latter has been something which Dave has often spent the entire winter trying to put in place.

This will allow Fairclough more time to do what he likes best – building racing cars! An area in which he admits to being something of an "anorak", particularly with regards to the ST150.

Dave Williams





Dave Hirst and His Fight Against Motor Neurone Disease

Dave Hirst, one of our Rally Team members was diagnosed with Motor Neurone Disease in the latter part of 2021. He has been a constant member of our '*Ian Joel Rally Team*' since 1995 and has contributed massively to our rallying efforts over the years. Dave is a well known and recognised member of our Rally Community in the UK and has worked with us and many other competitors for decades.

Motor Neurone Disease is a fatal rapidly progressive neurological disease with no current cure. Life expectancy, once diagnosed is on average no more than five years although each case can be very different. MND has a degenerative effect on the nervous system and muscle control which effects the use of hands and arms, walking, speaking, swallowing and breathing. It is without doubt a horrible disease.

As a Rally team and close friends of Dave, we all want to do all we can to raise the profile of Fighting MND and raise money particularly from the Rally Community so that we can make meaningful donations to the MND Charity.

We have a variety of Fundraising Merchandise including Rally Car Stickers (150mm x 150mm) in various colours all for minimum donations to the Charity. We will be competing this year starting with the Riponian Stages Rally in two weeks time and then on most BTRDA rallies throughout the year. We will be hoping to have a presence at either Signing On or Scrutineering on these rallies and of course we will be set up in the Service Area of each event.

Please look out for us or come and see us in the Service Areas to obtain stickers or merchandise and make a donation to the Charity. If you don't have cash, don't worry, we have already invested in a card reader !

Let's try and make a difference and support Dave and His Fight Against Motor Neurone Disease.



Graeme Wood : Ian Joel Rally Team

Webinar

Tuesday 24th January.

Alan S. Bibby : Wigan & DMC

Motor club secretary's received Emails inviting them to join in a webinar with David Richards and Hugh Chambers of Motorsport UK. to discuss the recent Motorsport UK survey sent out to Motor Clubs.

Motor Clubs were invited to submit questions prior to the webinar taking place and that all questions would be answered on the webinar or at a later date via E mail.

A large range of questions was submitted, including the age profile of competitors, marshals and officials, ethnic minorities and women in motorsport. loss of venues and ways to encouraging young people into motorsport, via Esport and karting etc.

I submitted a question, which is always talked about at motor club meetings regarding safety equipment in competition cars, namely seats, safety harness and helmets and the life of said items imposed on us by Motorsport UK.

Perfectly sound equipment has to be replaced at a substantial cost to the grass roots competitors; everyone understands that if the equipment has been involved in a big accident it should all be replaced.

Dave Richard and Hugh Chambers talked about all the issues raised and said that they are already looking into most of the questions raised. The webinar lasts for one hour and is available to watch now on the Motorsport UK website.

Alan S. Bibby : Wigan & DMC



IMPORTANT ANNOUNCEMENT

Due to the clash with the **Roger Albert Clarke Rally** on our anniversary date, the 2023 Knutsford Targa will be held on Sunday 19th November.

To accommodate this change has required a new venue to be found.

We are delighted to announce a return to gravel surfaces, the 2023 Knutsford Targa will be a single venue based at Parkwood Outdoor centre, near Bradford. Further details nearer the time.

Caernarvon & Anglesey MC

Crimbo Limbo 'Nav Run'

December 29th

Sion Matthews : C&A MC

There was a good turn up of entries for the Crimbo Limbo 2022 Nav Run where Lee went and put the symbols out an hour ahead of the crews, whilst Sion signed on everyone on and gave them their packs. No rough roads were used although some were flooded from the recent heavy rain.

Starting in the California Hotel, Brynteg, the route was divided into 3 sections, using Grid references and 4 NAM's.

Section 1 Brynteg to Parys mountain. Fairly straight forward start, going through Maenaddwyn, taking in NAM1, Capel Parc up towards NAM2 (windfarm), then into the Parys Mountain car park NAM3 which had 4 symbols, then cutting across to the A5025 for section 2.

Section 2 Parys Mountain to Rhos Lligwy used NAM4 near Llanellian, looping around the classic Nebo area, heading towards Llaneuddog where a few mapped (triangles/laybys) caught out some crews, with a small loop ending at the bottom of Mynydd Bodafon.

Section 3 Rhos Lligwy to Brynteg was the trickiest of the sections, again catching crews out. The Llanallgo layby was very flooded, along with some hard to find whites in Marian Glas before heading towards Benllech via Tynyngogl where there was a hard to find white/housing estate in Benllech which lead them towards the Redwarf Bay loop, then cut across Llanbedrgoch with a final loop around Tynyngogl to the finish back where it all began.

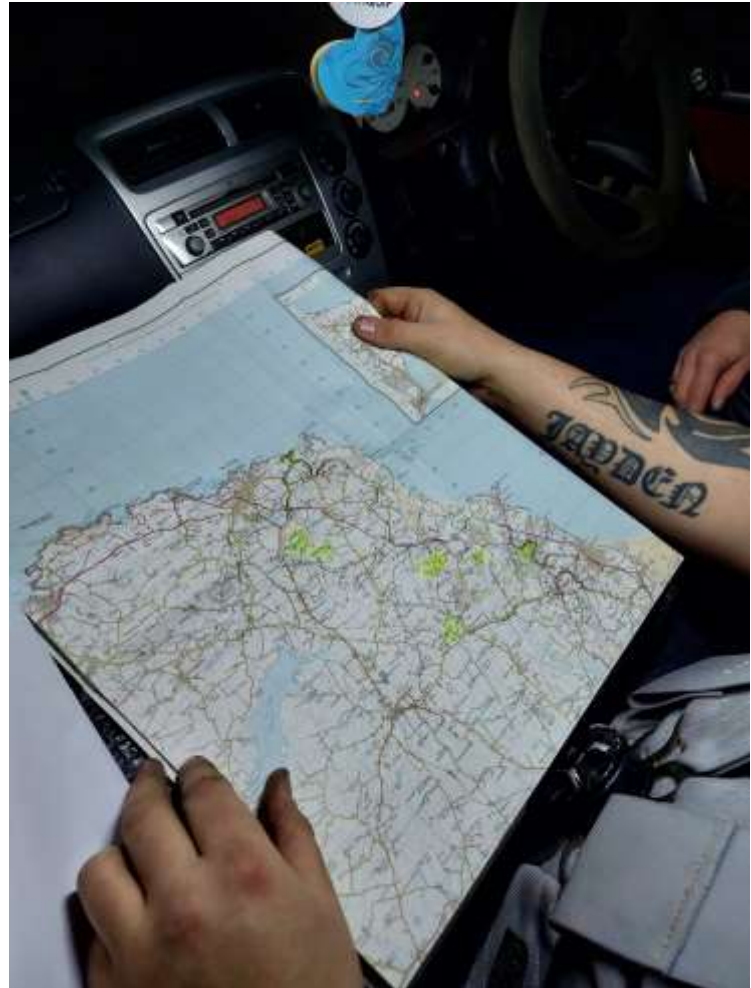
There were 80 points available

1st was Aron Evans and Tom Lindstrom who missed just one sneaky symbol, an "N" placed opposite an easy "6" near Llaneilian which was only spotted by two crews including Wil and Rhian who finished second. A great win for this crew who only just got through the Llanallgo flooded layby, with the BMW miss firing afterwards. Well done.

2nd was Will Hughes and Rhian Hughes who missed the Llanallgo Layby so missed 2 symbols, and they also wrote down 2 NAM symbols in the wrong order.

3rd and final step on the podium fell to Clare Hookham and Caron Thomas. They missed the "Cymru" in the smaller car park on top of Mynydd Paris, and wrote down 2 symbols in the wrong order. Clare didn't fancy taking the Hyundai I20 through the flooded Llanallgo layby so made Caron walk/swim through it.

In 4th was the son/father team of Iwan and John Evans who missed the "Cymru" in the small Paris carpark, along with a couple of the sneakier symbols along the route including that "N".



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Crimbo Limbo

Continued From Page 35

5th was Osian Evans and Liam Hughes who had a few errors including writing symbols in the wrong sections in the beginning, but got better as they progressed.

6th Tomos Parry and Tomos Owen also had a few errors like writing symbols in the wrong sections, missed a few laybys in section 2 which cost a few places.

7th had Dion Rowlands and Cory Thomas do a perfect section 1, but missed all the laybys in section 2 around City Dulas.

8th saw Gareth Flynn and Tomos Williams miss a few sneaky ones, but wrote down the two costly duds which meant 2 points deducted...each.

9th Iwan Jones, Liam Jones and Iago Edwards had a mixture of missing symbols in NAMS and missing some laybys, of which there were many.

Rounding out the top 10 was Ian Gray and Callum Jones who missed most the NAMS and also the not-so-easy to find Marian Glas white.

11th Gill Clarke and Paul Clarke also wrote both duds down which were placed on "B" (Brown roads) which should not be recorded. They also missed the Paris Mountain Car park (4 symbols) along with missing the odd one along the way.

And finally, in 12th position was Mike Roberts and Jamie Williams who missed Paris Mountain Car Park completely. They also failed to find the tricky Marian Glas white, along with missing the odd one along the way.

Congratulations to Aron and Tom on winning the Crimbo Limbo Nav Run 2022

Nice to see new faces coming into the sport as well as the regulars.

Sion Matthews : C&A MC



**Christmas Queueing to Charge Electric Cars
Waiting time between 2 and 6 hours**

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

Knowldale CC

The John Clegg Mini Miglia

March 18th 2023

Entries are now open for

[The John Clegg Mini Miglia 2023.](#)

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

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

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

THE JANUARY JAUNT



January 18th

Ed Graham : Hexham & DMC

The competition year started early for Hexham members with the year's opening event, the 1st round of the ever popular Hexham 12 Car Series, taking place on January 18th. Originally fully subscribed, the night eventually saw 11 starters after one withdrawal and there was a late call for Roy Hewitt who, turning up to marshal, found himself chauffeuring for Andrew Side whose driver failed to appear !.

The event was based at the Swinbourne Arms in Stamfordham and the opening regularity took the crews down the B6309, complete with a succession



of 90 degree bands, the Proctors were , predictably, best on this one dropping just 6 seconds with Chris Purvis/ Rob Renwick next up on 23. The next section headed North and used the yellows through Medburn and Eachwick before a control at Kylvie House, this was easily on in fact, the entire field cleaned it ! It was a similar story on the following section which looped round by Cheeseburn Grange and Dalton village which was, of course, a quiet section . Things hooted up a bit on the next section which ran East to the A695 before doubling back and using the yellow, complete with "Triangle" South of Milbourne before heading east to finish at Robsheugh, a part of this section was undergoing roadworks and crews had to negotiate their way past plant and machinery, Sally Ann Hewitt/ Mark Lewis dropped 4 minutes and Henderson/ Fletcher also lost 4 while Hewitt/ Side dropped two minutes as they made their way through the road works.

The next section ran on to map 87 and back onto 88 as it wended it's way North via Black Heddon towards West Belsay, again it was easily on for most crews although the Stewarts, Father & Son, lost 2 minutes changing maps. Heading further North, the rally moved on to map 80 as it wended round by Bolam and West to Wallington before dropping back down on to sheet 87 and a control near Capheaton. Hewitt/ Lewis had a nightmare on this one and dropped 5 minutes as did Henderson / Fletcher while Hewitt/ Side lost 4 and the Stewarts a solitary minute.

The penultimate section used the fast yellows round Ingoe, Ryal and Matfen and again, was on clean for everybody, the time schedule having been set in anticipation of the previous week's snow still being around, predictably, it had mostly disappeared !!. A final section took crews via Fenwick village and to the finish back at the Swinbourne Arms where the they were greeted by steaming bowls of home made Northumbrian Broth, a great way to finish a rally.

The winners, as expected, were the Proctors with Bob and Tom Henderson finishing runners up, by far their best result so far. Chris Purvis/ Rob Renwick and Mike Cook/ Ross Blyth were next and both crews would have finished ahead of the Hendersons if they hadn't missed a route check, it pays to keep your eyes peeled on Hexham events !!.

RESULTS.

1	Ali & Lynsey Proctor	Peugeot 205	M	00:06
2	Bob Henderson/ Tom Henderson	Proton Satria	N	00:58
3	Chris Purvis / Rob Renwick	Toyota Yaris	N	05:23
4	Mike Cook / Ross Blyth	Austin Healey Sprite	E	05:52
5	David Cummings / Jonathon Webb	Mercedes 350SL	M	06:08
6	Sally Ann Hewitt / Mark Lewis	Mini Clubman	E	12:57
7	Michael McNiven / David Blott	Peugeot 205	N	27:44
8	William Henderson / Geoff Fletcher	Proton Coupe	N	36:11
9	Roy Hewitt / Andrew Side	Proton	N	71:34
10	Simon Stewart/ Luke Stewart	Vauxhall Corsa	N	173:52

Ed Graham : Hexham & DMC

Hexham & DMC Awards Night

HENDERSON A HIT AT HEXHAM

Motorsport News Rally Driver Of The Year, David Henderson, dished out the trophies and gave a very entertaining "Talk In" at the annual Hexham & District Motor Club Awards Night which attracted a large crowd to that well known venue, The Dr Syntax Inn, scene of many a rally start and finish.

The evening opened with a motorsport quiz, hosted by the genial Maughan Nicholson, followed by a resume of the club's competition year, before the main business of the evening, the distribution of the awards. As expected, the Proctors featured amongst the list of event winners and there was warm applause for Mike Cook / Ross Blyth who competed in the club's 12 car Rally Championship in the diminutive Austin Healey Sprite, normally with the hood down. Ross received an extra round of applause as he made multiple trips from his home in Kinross, Perthshire, to compete in most of the rounds in the series. The top awards of the evening were, however, for the winners of the 2022 12 Car rally Series and these went to the Father & Son duo of Warren and Dylan Scott who came on leaps and bounds during the year, winning two events outright on their way to clinching the title.

Hexham crews again dominated in the NESCR0 Targa and Historic Challenges the evening recognised this with presentations to the Proctors, winners of the NESCR0 Targa Challenge and to Chris Dodds and Simon Jennings, winner and runner up in the Targa Challenge. Possibly the evening's loudest round of applause was reserved for the announcement of the recipients of the Presidents awards which, for 2022, went to George Charlton, Andrew Miler and George Charlton who between them have amassed more than 75 years of loyal service to the Hexham & District Motor Club and are still going strong with undiminished enthusiasm.

After an excellent buffet meal, the evening continued with an entertaining "Talk In" with David Henderson giving the low down on his rallying year and answering questions from the audience and from "Quizmaster" Maughan Nicholson who had amassed an amazing amount of facts and figures about David's career. Even when the questions stopped, David's duties weren't finished as he was prevailed upon to draw the winning tickets for the club's raffle which offered a huge and varied range of prizes.

The Hexham club are set for another busy year in 2023, it has already started with last month's running of the January Jaunt Rally and coming up this month is the Hexham Historic/ John Robson Rally, already fully subscribed, while March 1st will see the March Melee, the second round of the club's ever popular 12 Car Rally Series.



Wigton Motor Club

12 Car Rally

12th January

Dan Hurst : West Cumbria MSC

The first event of the year, and what a run it has been, we have one filthy Puma to show for it.

Unfortunately a 'slight hiccup' at the beginning of the event meant we were 5 minutes down on time arriving at the very first control, and that's pretty much how it stayed all night!

A great route put together by Joe Cruttenden, saw us having our biggest moment as a pairing yet, coming over a bridge into what seemed an easy enough left-right, however a build up of gravel meant we were full lock one way and then the other, thankfully we held on and came out with nothing but smiles on our faces.

Will Anderson was once again brilliant on the maps once we got going, never seeming to get flustered with whatever sus driving I throw his way.

It was good to try a few different styles of navigational clues, and learn from some small mistakes.

A huge thank you to the marshals and organisers as always for such a great event!

Looking forwards to our next outing on Monday with West Cumbria Motorsport Club ... then perhaps get some new brakes on the Puma!



Grass Roots Motor Sport



Dan Hurst : West Cumbria MSC

Wigton Motor Club Forthcoming events

March 12th

Cars & Coffee at the Motor House,
Moota near Cockermouth CA13 0QE 10 until 12

March 19th

Autosolo. Venue tbc

April 1st

White Heather Targa Rally,

Kirkbride airfield
10.00 until 15.00

April 16th

Cars & Coffee at the Motor House,
Moota near Cockermouth CA13 0QE 10 until 12

April 23rd

Drive It Day

at Dalemain Mansion
near Penrith. 11 until 2

Car Needs Scrutineered?

Wigton Motor Club will be running a pre-season scrutineering Day on Sunday, Feb 19th at the Motor House (CA13 0QE) for stage rally, race and speed event cars that need new Car Passport (log book) etc.

It will also be open to anyone who wants their car check event for competing in any type of event and will include helmets and race suits. MSUK Scrutineer Roger Whittaker will be in charge. There is no charge for this other than if you need new Car Passport and technical forms. To book a time, there will be a form on the Wigton MC web page.

Little Johnny was eating breakfast one morning.

He got to thinking about things, and asked, "Mommy, why does Daddy have so little hair on his head?"

"He thinks a lot, dear" replied his mother, pleased with herself for coming up with such a good answer to her husband's baldness.

"Then why do you have so much hair?" asked Little Johnny

Opel Reunion

Ian Grindrod : 2300 MC

The photos below were taken in Germany where everyone who was part of the Opel works rally team in 1982 were invited to celebrate the 40th anniversary of Walter Röhrl's winning of the World Rally Championship.

The display included every genuine rally car that Walter drove in his professional career.

All the Opel Team drivers, co-drivers, engineers and mechanics from Germany, Sweden and the UK were present other than those who have passed away or were too ill to travel. Some of us hadn't seen each other for 35 years so you can imagine it was an emotional occasion.

The drivers/ co-drivers in the pictures are : Walter Röhrl, Christian Geisdorfer, Ari Vatanen, Jimmy McRae, Ian Grindrod, Rauno Aaltonen, Lofty Drews, Brör Dannielsen. Anders Kulang's daughter was also there.

Will the current WRC teams be having a reunion in 40 years time? I very much doubt it.

Ian Grindrod : 2300 MC



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Caernarvon & Anglesey MC January 2023 Navigation Run

Sion Matthews : C&A MC

There was a very good turn-out of entries for the January 2023 Navigation Run. Lee went and put the symbols out an hour ahead of the crews, whilst Sion and Yvonne signed everyone on and gave them their packs. No rough roads were used although some were bumpy, narrow and icy!

With the weather being as it was leading up to the event, we were confident to at least try and run it. Lee had a very exiting night putting out the symbols along what seemed to be a mostly icy/slippery route. At the top of Deiniolen it got too icy and Lee decided we needed to reroute and cut the higher ground out. Once everyone had signed on and plotted the route Sion made his way to the section where the re-route would be given out.

Starting in the David Hughes Sports Hall, Menai Bridge, the route was divided into 4 sections, using grid references: -

Section 1 "Nant Mount" to "Dob". Heading to the back of Tesco and across to Waen-wen, ending up at the end of "Dob", a tricky narrow road to find and navigate through.

Section 2 "Dob" to "top of Deiniolen". Using a few NAM's, the narrow bumpy "lon Hafoty" took the crews around to Mynydd Llandygai and across towards Deiniolen. (this is where the reroute was given)

Section 3 "top of Deiniolen" to "Brynrefail", using the south half of Deiniolen where it wasn't so icy they headed down Fachwen toward Brynrefail.

Section 4 "Brynrefail" to "Llanberis", looping around the north of Llanrug, using the NAM behind Pen Bont Inn, then through cwm-y-glo, up over Lon Cleggir, with a sting in the tail around Llanberis housing lanes, finishing in the Padarn Hotel.

A tough route with icy conditions made driving conditions tricky, and a few crews cut route or were late at the finish, meaning the results were varied.

The main reasons some competitors didn't do as well as they could have done are:

- Not plotting accurately and using all the information given, i.e Not marking where the NAM's and Section Starts, resulting in missed symbols
- Writing the symbols in the wrong sections getting half points
- Writing down "duds" (A and B road symbols) minus 2 points
- Missing out some sections completely due to plotting inaccurately
- Plotting slowly reducing time available to drive the route, resulting in either cutting route to make the finish in time or being late at the finish and being penalized



January Navigation run 19/01/2023 C&AMC Final Results
Organised by Sion, Lee and Yvonne Matthews

Driver	Navigator	Passenger	Car	Position	Points
daniel jones	aled jones		a3	1	71 *
dion rowlands	cory thomas		corolla	2	71
duncan littler	kay littler		caddy	3	69
owen roberts	liam huges		golf	4	68
tomos parry	tomos owen		ranger	5	67
iwan jones	liam jones		fiesta	6	65
dewi jones	aron roberts		c1	7	62
osian gwyn	moi williams	iolo pengeli	varis	8	61 *
carion owen	kyle cooper		fiesta	9	61
liam keliher	tomos jones		caddy	10	57
gill clarke	paul clarke		qashqai	11	54 *
iwan evans	john evans		focus	12	54
aron evans	tom lindstorm		E36	reserve	
lee threadgold	sion jones		rcz	reserve	
catrin jones	chloe thomas		polo	reserve	
emyr owen	aron jones		vitara	reserve	
paul owen (stump)	carwyn huges	lesley tutt	focus	reserve	
steffan roberts	cian williams	tomos roberts	insignia	reserve	
robat williams	jamie roberts		toureg	reserve	
steven jones	fern jones		s max	reserve	
gavin freeman	tomas shaw		astra	reserve	
ifan jones	simon owen	jestin roberts	tiguan	reserve	
gerald jones	cameron hazelgrove		107	reserve	
bryn griffith	osian griffith		cora	reserve	
iwan pritchard	naomi huges-jones		peugeot	reserve	
cynan jones	iago edwards	gareth edwards	fiesta	reserve	

* = furthest cleanest (Max score possible was 76)

Thank you to David Hughes sports Hall and Padarn Hotel for use of their facilities

NB : 14 Reserves on a 12 Car !!!!

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- Time consuming wrong slots and wrong routes

Results are below, well done to Daniel and Aron on the win.

1. Daniel and Aled won the event when they got furthest cleanest getting all 19 symbols in the first section, only really missing the final loops around Llanberis town (71)
2. Dion and Cory finished 2nd when they missed a sneaky symbol in the first section, hence loosing out on the furthest cleanest rule. (71)
3. Duncan and Kay got all the symbols and looked like winning, but had to cut the last bit of route around Llanberis town to make the finish on time, finishing 3rd. (69)
4. Owi and Liam wrote down symbols in the wrong section and missed the odd sneaky one (68)
5. Tomos and Tomos got most of the symbols but were late at the finish (67)
6. Iwan and Liam missed a small few loops missing those symbols (65)
7. Dewi and Aron missed a small few loops missing some symbols (62)
8. Osian, Moi and Iolo also missed a small few loops missing some symbols (61)
9. Ceirion and Kyle lost out on furthest cleanest by writing the first "dud" down (61)
10. Liam and Tomos cut route towards the end to get to the finish on time(57)
11. Gill and Paul cut route towards the end (54)
12. Iwan and John cut route towards the end (54)

There were 76 points available.

Well done to all on a tough event and conditions, see you at the next nav run (9th of February) organised by Dion Bee and Daniel Jones.

Sion Matthews : C&A MC

Children Writing About the Ocean

1. This is a picture of an octopus. It has eight testicles.
(Kelly, age 6)
2. Oysters' balls are called pearls. (Jerry, age 6)
3. If you are surrounded by ocean, you are an island.
4. If you don't have ocean all round you, you are incontinent. (Mike, age 7)
5. Sharks are ugly and mean, and have big teeth, just like Emily Richardson . She's not my friend any more.
(Kylie, age 6)
6. A dolphin breaths through an asshole on the top of its head. (Billy, age 8)
7. My uncle goes out in his boat with 2 other men and a woman and pots and comes back with crabs. (Millie, age 6)
8. When ships had sails, they used to use the trade winds to cross the ocean. Sometimes when the wind didn't blow the sailors would whistle to make the wind come. My brother said they would have been better off eating beans. (William, age 7)
9. Mermaids live in the ocean. I like mermaids. They are beautiful and I like their shiny tails, but how on earth do mermaids get pregnant?
Like, really? (Helen, age 6)
10. I'm not going to write about the ocean. My baby brother is always crying, my Dad keeps yelling at my Mom, and my big sister has just got pregnant, so I can't think what to write. (Amy, age 6)
11. Some fish are dangerous. Jellyfish can sting.
Electric eels can give you a shock. They have to live in caves under the sea where I think they have to plug themselves in to chargers. (Christopher, age 7)
12. When you go swimming in the ocean, it is very cold, and it makes my willy small. (Kevin, age 6)
13. Divers have to be safe when they go under the water. Divers can't go down alone, so they have to go down on each other. (Becky , age 8)
14. On vacation my Mom went water skiing. She fell off when she was going very fast. She says she won't do it again because water fired right up her big fat ass. (Julie, age 7)

Stage Rally Dated Equipment

A guide to required standards 2023

Rob Brook : ClubmanMotorsport.com

I often get asked about the rules & regulations for equipment dating. I thought a summary post to start the year would be helpful.

For anyone who wants to chat with me in person, I'll be at the Autosport Show (Hall 3, Stand 852), available to answer any questions and with a range of products for you to try.

More detail is on my website blog here:

<https://www.clubmanmotorsport.com/.../stage-rally-dated...>

This blog is designed to give you the rules & regulations applicable to stage rallying affecting items which have changed recently or where dates/standard changes apply. Hopefully it will help explain the Why's as well as the What's...

Seats

Most seats are homologated to 8855-1999, the FIA homologation on these seats is now 5 years from the end of the year of manufacture – so a seat made in January would get 6 seasons of use. Motorsport UK also allows them to be used on most stage rallies for an additional 2 years, effectively giving you 8 seasons use from a seat.

Very rarely seats are homologated to 8855-2001 – these also get an additional 2 years beyond the date on the label.

Premium seats of homologation 8862-2009 are FIA approved for 10 years, they get no extension.

Seats stating “Not Valid after 2019” were given an extra 1 year extension because of the pandemic – this additional extension has now expired.

In simplistic terms, most seats which state “Not Valid after 2019” or “Not Valid after 2020” have now expired for MSUK national events.

The previous labelling standard showing “Month of Manufacture” or “Year of Manufacture” is now obsolete and have also now expired for MSUK national events. I understand these labels were used prior to 2014.

If competing abroad or doing an Internationally permitted event – check with the organisers as not all countries have the same extensions!

Harnesses – For stage rallying, FIA approved harnesses are required.

If the harness is homologated to FIA standard 8853/98 or 8854/98 then it is valid until the date shown on the harness. (They get no extension) This applies to older 6-point and all 4-point / 5-point harnesses – typically they have a black label on them.

If your harness is homologated to the FIA standard 8853-2016, then it gets a 5 year extension for MSUK national events and lower. I believe all these harnesses have a white label and one strap will have a gold hologram. The strap with the hologram on it should be on your left shoulder.

It is still OK to use 4-point or 5-point harnesses, but they are getting rarer as they do not get the extension.

It is not possible to Mix & Match components of a harness. It is often possible to add a crutch-strap to a 4-point harness, but this needs to match the rest of the harness. I recommend contacting your supplier to discuss this option with the manufacturer if you wish to do this.

Adding a Crutch-strap to a 4-point harness does not change the approval, so they would still not get the extension.



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Balaclavas – There is now a need for Stage Rally competitors to wear a Balaclava to an approved standard. Acceptable standards are FIA 8856-2000 or FIA 8856-2018. There are no date requirements on these.

For Motorsport UK National events and below, there is no mandatory requirement for other Fireproof underwear, Gloves or Boots – though they are recommended. (They are mandatory for some international events and for circuit racing)

FHR (Hans) Devices – FHR's (Frontal Head Restraints) have been mandatory for a number of years in stage rallying.

They need to be FIA approved, SFI approvals are not sufficient. (It is possible to get dual approval which is also fine)

There are no date requirements on FHR's, just they need to be of the FIA standards (Which are not mentioned in the Bluebook!)
- The approved standards are FIA 8858-2002 and FIA 8858-2010

Extinguishers – For Stage Rallying in the UK, you require a plumbed-in and a handheld extinguisher. Plumbed-in need to be FIA approved system - not just the bottle. The Handheld needs to be of a minimum quantity.

To be a system, it needs to be installed as specified by the manufacturer and serviced at least every 2 years by the manufacturer or their approved agent.

I often hear "Is my system Ok with "X" Nozzles?" – the regulation is the extinguisher needs to be installed as per the manufacturers instructions; the number and type of nozzles were specified by the manufacturer in the testing process. Instructions for all extinguishers can be found here:



<http://www.fia.com/user%E2%80%99s-manuals-fia-approved-systems-plumbed-fire-extinguisher-systems>

This also applies to the diameter of pipe being used – this was specified by the manufacturer. (One system uses 3 different diameters of pipe!)

Now, some detail that many competitors will miss.

1 – When plumbing the system, make sure you look at how the pipes connect into T-Pieces on the instructions.

If supplying the T-Piece from the bottom in these 2 diagrams, you can see how the fluid flow would differ:

This would cause the fluid to split equally

This would cause the fluid to split unequally, the easiest path is straight forward.

Some systems are designed to be unequal – check your instructions to see how they should be installed.

2 – Should I install a nozzle near the fuel tank?

Again, the requirement is to follow the manufacturers instructions. Personally, I believe if you have a fire near the fuel tank you are unlikely to save the car – get as far away from the vehicle as possible.

3 – Should I install all the nozzles?

I ran some tests with the Zero2000 system with 8 nozzles. When I removed 2 of the nozzles (to mimic leaving two from the cockpit), the system became really unbalanced. The nozzle with the highest output discharged almost 50% more fluid than the nozzle with lowest discharge – the highest output was one of the nozzles that would have been in the cockpit, the lowest output was one which would have been in the engine bay.

Helmets –

Helmets are not dated, rather they are approved to a certain standard which expire over time.

There have been no changes to approved standards since 2022.

There are 2 standards which will expire at the end of 2023, these are Snell SA2010 and SAH2010.

A guide to 2023 standards ***Continued from Page 45***

Snell SA2015 will expire at the end of 2026.

No other approved standards currently have a planned expiry date.

The helmet simply needs to have one valid standard in it (So can have others which have expired). If your helmet has any of these standards, it is still fine for 2023.

FIA: 8860-2010, 8859-2015, 8860-2018, 8860-2018-ABP

Snell: SAH2010, SA2010, SA2015, SA2020

Besides being approved, helmets have to be in good condition.

Overalls –

Overalls for Stage Rallying need to be FIA approved. The standards are:

FIA 1986

FIA 8856-2000

FIA 8856-2018

These have not changed recently, other than the addition of the FIA 8856-2018 standard.

The latest FIA standard (8856-2018) now states “Not Valid after 20xx” – Motorsport UK have stated the date is irrelevant in the UK.

The only other requirements for overalls are they cover from your neck to your wrists and ankles, and they are clean & undamaged.

There are separate requirements for embroidering or applying decals to the overalls – ask if you need advice on these.

Rob Brook : clubmanmotorsport.com

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**Stockport 061
MOTOR CLUB**



Wigton Motor Club celebrate their centenary this year. WE will be showing our rallying heritage with a display of rally cars, past and present at the Cumbria Classic & Motorsport Show at Dalemain on August 20th. We hope to see cars that used to do our County Motors Rally Championship.



We are also looking at holding a reunion lunch for past competitors sometime in the spring.

Dirty Finger Nail Club

No Haynes Manuals for a 1924 Crossley 14, just work it out as you go.

Things were very different 100 years ago! Since buying the car I have been aware of a few niggles that needed sorting, so what better time than the Christmas holidays and the depressing month of January to be confined to the workshop. My chief advisor, Terry Richardson, is currently recovering from Covid so I am having to fly solo!

Issues being sorted are ...

- Oil was entering the passenger side brake drum, and the passenger side wheel had a slight wiggle when the car was being driven. The cause of both issues was a single fault which turned out to be that the brake drum was jamming on the keys meaning the drum didn't locate all the way onto the tapered half shaft. The resulting gap allowed the rear axle oil to escape past the wheel bearing and lubricate the brake shoes. A bit of engineers blue and some filing and 'job sorted'
- The clutch slipped intermittently. Once I had stripped it out, I exposed a cunning piece of tinware that sat behind the clutch and flywheel and over the end of the crankshaft. This was designed to catch the splashes of oil escaping from the sump into the bell housing and run them back into the sump. However it was cracked around a joint resulting in oil finding its way onto the clutch plates, so I soldered it up again.
- The dynamo isn't charging. It is driven by an enclosed chain which requires the radiator to be removed to allow access in order to remove the cog which allows the dynamo to be removed. As the radiator has a leak it is a case of 'two birds with one stone'

The next job is to get the brake shoes and clutch away for re-lining, as well as the dynamo dropped off at Ribblesdale Auto Electrics Ltd, in Preston.

I'm enjoying every minute of this learning curve and getting to know the workings of this old girl at an intimate level.

Chris



Radio Mutterings Jan 2023.

Tuesday 17th January 2023

Bill Wilmer 'over and out'

Ian Davies

On a winters afternoon in Lancashire, family, friends, and the rallying community gathered at Pleasington Crematorium, Blackburn to say a final farewell to Bill Wilmer 'Gemini 1'. Set amidst a large country park, a six figure map reference might have been reassuring as we all made the long slow drive through the park to the crematorium for the 15:00 service, all wondering the same "are we in the right place !". Echoes of Bill's instructions to find a particular radio post came immediately to mind, seeking the correct but somewhat obscure location for a mandatory post deep in some dark Welsh forest.

The site has probably not seen a gathering such as this before as rallying folk from across the radio, rescue, recovery, event and club communities gathered, dressed as per Bill's wishes in an assortment of rallying gear to say a final farewell. Unfortunately, one of our team didn't quite get the message and purchased a new suit for the occasion, hastily disguised by a rally jacket on the day !. 4WDs were definitely the choice of vehicle for this event, resplendent with stickers and rally plates from events old and new lining the narrow roadway. Gemini Controllers and team members, along with several generations of the rallying great and good came together and friendships old and new were rekindled as we awaited Bill's arrival, on due time of course.

The chapel building was filled to capacity, with standing room only, as Bill's coffin was winched, sorry escorted into the building. The service remembered a life lived to the full and his twin passions of music and motorsport. From his singing career in a band in the 1960s, which extended to a planned support act for a Rolling Stones gig in Preston (sadly Mick and the boys didn't turn up) we moved forwards and learnt of his love of karaoke. As a rally clerk, organiser and pioneer in the use of radio to support safety, we went on and listened to just some of his achievements and milestones in the sport.

As the service progressed the room filled with the sound of Bill's voice as recordings from the past echoed around the chamber. Only Bill could have the last word at his own funeral and as we filed out his rendition of 'Sweet Caroline' will linger long in the memory. After due respects and a few words exchanged with Debbie the majority present decamped the short distance over to The Houghton Arms for a chance to remember Bill over a pint or two and some food laid on by the family. Disappointingly the venue lacked the expected stage signage, hazard tape and layout, so we mingled with a few of the locals gathering for their planned quiet afternoon meal and drink !.



Continued on Page 49

As we all gathered together stories and tales abounded, as stories and anecdotes were exchanged in fond memory of a legend passed. As the late afternoon light faded tales become more animated and perhaps exaggerated, but the common theme was always pretty much the same, Bill gave 110% to every motorsport and bike ride event he was involved with. Yes, he could be shall I say a little direct at times, but it was mostly for the best of intentions, although sometimes the subtlety of his 'barbed' words went over one or two radio operator or organisers heads. As we all learnt a little something new about Bill, his commitment and time devoted to the sport really hit home with many of us reflecting on the loss of his experience and knowledge, with the average age in the room also presenting future 'food for thought'.

All those attending, can be proud that we gave Bill a proper push over the finishing ramp. I'm sure as we parted I heard the faint words "Gemini 1 signing off, safe journey home and thanks for coming !".

Bill Wilmer 1943 – 2022

Gemini 1. RAC1, MSUK Radio Controller and NW Radio Co-ordinator

Looking forwards the senior members of the Gemini Team have met and are determined to continue on with what Bill built, as the UKs premier motorsport radio communications and safety team.

More news to follow for team members and event organisers.

BILL WILMER

Motorsport UK is sad to learn of the death of a pioneer in Radio and Safety cover for events.

For almost 60 years Bill Wilmer served motorsport in the North West of England, initially as a competitor and marshal, but soon after as an organiser, becoming Clerk of the Course for rallies at Flookburgh, and the Mayfield Safari Rally at Knowsley, then Sprints – including the National Sprint on Blackpool Promenade.

During this time, he recognised the benefits of effective radio communications, and the Gemini Team was born.

Safety communications became his passion, and for over 40 years Bill was the Motorsport UK regional radio coordinator for North Wales, Cheshire, Greater Manchester, Lancashire, Merseyside & Salop. He was also heavily involved in many aspects of the communication side of Britain's round of the World Rally Championship during this period. He didn't ease off even into his late 70s, still supporting around 45 events a year both as Safety Officer and staffing them with radio marshals.

His role affected so many aspects of motorsport and as one of the original Radio Coordinators, he developed and delivered radio safety across the UK making our events and our community safer.

Bill will be missed by organisers, marshals, and his many friends.



January has been a little bit quiet on the Motor Sport front for me. The only thing that I have been involved with on the organizing team for the **Pennine Winter Targa Rally** that was supposed to run on the **25th of February at Acaster Selby**. Not exactly 'last Minute' but certainly a very late call from the Land Owner and we have had no choice but to Cancel.

The rest of January has had me trying to get rid of a cold that I started suffering from on the 19th of December '22. Its probably due to my advancing years but I find that these things get harder to shift these days. I wake up free of any symptoms but by lunch it has come back.

The only other thing I have done (besides buying endless packs of tissues and Cough and Cold Remedies) is to book my place at Awards nights and on events to marshal. February is now full (5 events in 4 weekends) and I have just started on March - Already up to 3 events in the first two weeks.

On the right is the link to the SD34MSG Jotform to enter the **SD34MSG Championships for 2023**. It seems we have gone 'paperless' - not easy to give to club members at a club night - so on page 8 there you can print off a copy and post it to the SD34MSG Championship Registration Secretary.

The cough has changed tactics - As soon as I lie down it starts again. It continues for 10 mins and goes away until I wake up and starts again for 10 mins - baffled!

Number of events booked to marshal on is now up to 14

Morecambe CC put on a RallyAppLive Training event on

Tuesday the 24th. I went marshalling a time control. Despite my reservations for using it for a none Navigational Road Rally I can see that the app certainly is a very useful tool for the sport in the right circumstances.

Grumpy Old Git

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



SD34MSG

To Access the 2023 Championships Registration

[https://
form.jotform.com/222732754290355](https://form.jotform.com/222732754290355)

Escort Mk1 & Mk2 Parts

Over the years competing in motorsport we have accumulated a large amount of competition and standard parts including cars and projects. We are clearing out our stock of parts so here is an opportunity to purchase a quantity of mainly new Escort Mk1 & Mk2 panels.

Mk1 Doors (used), Sills, rear panels, front panels, strut top plates, anti-tramp brackets, large diff tunnel wing top repair plates, front chassis gussets.

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Inside the Industry

February 2023

with Paul Gilligan

Final 2022 Scores

Final new car registrations for 2022 came in 2% down on 2021 at 1.61 million units, still a third down on pre pandemic scores. Winners were Dacia and DS both up 55%, MG up 67%, Porsche up 33 % and Bentley up 21%. Nissan managed + 12% and Ford up 9%. The Koreans did well Hyundai up 15% and Kia 10%. VW wrested the top manufacturer position from Ford beating them by 5000 units in the end. Top selling individual model was the Nissan Qashqai which recorded 42704 registrations, first time a British built car has topped the charts for 24 years.

Audi and BMW were both about 7% down and Mercedes dropped 17% and well behind the other two Germans for the full year. Honda dropped 10%, Jeep 43%, Jaguar 36% and Land Rover 19%. Peugeot lost 15%, Skoda 12%, Subaru 34% (a mere 1391 new cars why bother?), Suzuki 17% Vauxhall 9% and VW in spite of being market leaders were 11% down. Volvo who had made very good progress in the five years pre Covid saw sales down by 24%

Tesla registered 54600 cars in the full year. 16400 being around 30% of these were registered in December alone! Of course these weren't sales they were pre registrations as Tesla saw stocks rising. A long time since we saw pre reg on that scale. See below Tesla followed this up with significant price REDUCTIONS!

The van market was a serious 20% down, but all due to lack of supply not demand. Top seller was the Ford Transit Custom at 42215 units a few hundred behind the Nissan Qashqai. There is a new model Custom coming in September with production of the current van ceasing at end July. Two months ago Ford announced that they had sufficient orders for the old model to cover all available production through to end July so closed the order books! Never seen that on a Ford van before.

Kia Hit 100,000 Sales

One of the start performers of 2022 was Kia who registered 100,191 cars reaching what has been a target of theirs for a long time. In 2007 Kia sold 30000 cars and were then helped by the introduction of the scrappage scheme, Kia were strong in the cheap end of the market then. Since then not only have they more than trebled volume in a reduced market but they have also dramatically increased the average price of the cars they sell. In 2007 with Scrapage Discount a Picanto was about £7000. Now Sportages are priced at over £40000 and the EV6 GT is £62000 They are confident that 100,000 is not the end of their journey just a point along the way.

So After The Koreans, Next The Chinese

I'm old enough to remember when Britain bought British cars. They were Austins or Morris's, Fords, Vauxhalls. Hillmans or Humbers. Executives and Bank Managers might have had a Rover or a Jaguar. In the 1960s European cars started to arrive, Fiats, Renaults, BMWs, Mercedes, VWs and so on. Then in the 1970s things began to change again. The Japanese arrived. Datsun, soon to become Nissan, Toyota and so on. Their cost of production was far lower than that of UK makers, they didn't have strikes to disrupt production, and their quality and reliability was far better. In the words of one UK maker senior at the time "The damn things don't break down" And of course the ones he was responsible for selling did – often. At the same time BMC later British Leyland (Austin, Morris, Riley, Wolsey, Triumph etc) decided to cull their dealer network leaving hundreds of effective local dealers looking for a route to sell new cars to loyal customers, Datsun and Toyota welcomed them with open arms.

So now as above the Korean manufacturers Hyundai and Kia are growing with high quality advanced products with long warranties. However the next step is Chinese manufacturers. Two, Ora and BYD have established dealer agreements with major UK dealer groups recently. Their cars are electric and a lot cheaper than the opposition.

Watch this space!

Continued on Page 52

Bumpy Road For Electric Cars

Electric cars are now facing some problems. The growth in sales over the last few years have basically been in the company car market where low Benefit In Kind Tax charges have encouraged company car drivers to go electric. Now these cars are hitting the three year change point and coming into the used car market where they will need to be bought by customers paying with their own money. These customers are facing rising costs in many areas, electricity being only one of them. And used electric cars are expensive – so the perfect storm. Increased supply – reduced demand. The result is obvious, the values of used electric cars have dropped A LOT. Used Tesla Model 3s lost around a quarter of their value in the last four months. Then as above Tesla pre registered hundreds if not thousands of unsold cars in December, then reduced prices of their new cars by between 12% and 16%. They claim they are passing on the benefits or production efficiencies. Well they would say that wouldn't they? Not anything to do with not being able to sell what they can make. Must hit used values, and it has incensed those who bought late last year. Observers are forecasting further significant drops in the value of used electric cars in the coming months. Depreciation is the biggest cost of owning any car so these have suddenly become very expensive to run.

The result is that the value of used electric cars has fallen over recent month four times as fast as equivalent diesel cars. That is before Tesla announced their price reduction. To give a real world example one of our Fleet Management Clients in December asked us to sell a 30 month old Jaguar I Pace Electric car for them. Top model HSE, 30000 miles, immaculate. We always start with We Buy Any Car to give us and the client a base line. They offered £39500. Over the next week as they do increased that to £40200. Then they dropped the offer to £35000! Proof if needed that the value of used electric cars is falling? We Buy are part of the British Car Auctions Group, nobody is closer to the market. No problem for our client we'd sold it by then for them at £45250.

The bad publicity over the Christmas period concerning the lack of available and reliable recharging facilities didn't do electric cars any favours either. The task of building the recharging network required looks more impossible by the day.

All of this is resulting in many doubting if the banning of internal combustion cars from 2030 is still the right thing to do. In December the President of Toyota warned that in the car industry "The silent majority is now wondering if electric vehicles are really OK to have as the single option". BMW's boss stressed that "An abundance of renewable energy, a seamless public and private recharging network and access to the required raw materials are all essential before banning ICE cars". These and other industry leaders are pressing for hybrid cars to be reconsidered which seems to make a lot of sense?

Signs are that consumer uptake of electric cars is slowing for all the reasons set out above. The UK industry was forecast to produce 360,000 pure electric cars and vans in 2025, that forecast has been cut to 280,000. Similar reductions are forecast throughout Europe. And whilst there are few pre registered cars around at the moment I've been surprised by how many delivery miles electrics there are, often at big discounts.

More Bad News For Cazoo, But They're Not Alone

Cazoo recently announced a "revised" business plan for 2023. To cut costs in the UK following their withdrawal from Europe they will close more sites and axe more jobs. They plan to sell 40-50000 cars against 65000 in 2022 and focus on profit margin not volume. Target is a margin of £600 per unit against £420 in 2021. "Conventional" dealers average around £1500 per unit. Founder and Chief Executive Alex Chesterman moves up to become Executive Chairman to concentrate on the long term strategy of the business and a new CEO has been appointed to look after the day to day aspects.

Meanwhile rival online seller Cinch (also famous for high profile sports sponsorship) announced a pre tax loss of £149 Million for the last financial year compared to a loss of £22 Million for the previous year.

Cinch is part of Constellation Automotive which also owns British Car auctions and We Buy Any Car so the owners will be well aware of the record profits made by dealers from used cars in the last two years so will be rightly asking why Cinch has increased its losses by almost 600%? They have stated they will support the company for another 12 months, but after that?

In the US online used car seller Carvana has announced job cuts and reduced working hours as it battles slowing sales and \$7 Million of debt. 4000 employees were terminated in 2022 and now more to follow.

Jaguar Sticks To The Plan

Although Jaguar are staying pretty tight lipped it does seem clear that the new boss intends to follow the strategy laid out by his predecessor to move the company upmarket and to a pure electric range by 2025. The word is that prices may START at £100,000 and some models will be much more expensive than that. Target is apparently to rival Bentley whose cars start at £160,000. Last year Bentley sold 1629 cars in the UK, Jaguar 12,165. Obviously if Jaguar prices start well below those of Bentley you would expect them to sell more, but even then it will be a fraction of what they are selling now, and that is well down on where they were.

A Bentley spokesman was asked if they felt threatened by Jaguar at all. "Jaguar is a premium brand, Bentley is a luxury brand" he tersely replied. "There is a big difference as they will discover".

Meanwhile JLR has warned government ministers that if fines are introduced as planned next year to punish those not selling a set proportion of zero emission cars that is something they cannot afford to pay without delaying the introduction of their new electric range.

Paul Gilligan



Garstang & Preston MC
+

Pendle & DMC

Lee Holland Stages

5th March

Trac Mon, Ty Croes, Anglesey

**MARSHALS
WANTED**

**Contact the
Chief Marshal
ANDREW BENSON
AT**

Gpmc.chiefmarshal2023@gmail.com

Gilligan Vehicle Consulting Ltd

Postal Address

Great Carrock, How Hill

Greystoke, Penrith

Cumbria. CA11 0XY

CONTACT US

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01768 484 185



Lancashire Automobile Club – 120 Not Out

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

The Club has organised events from its inception with 'reliability trials' being the initial offering to members. These events were quickly followed by Sprints and Hillclimbs before the first world war. After the war rallies became the main focus. Following the second world war the Club continued with rallies organising some of the biggest events in the UK including the Morecambe Rally. LAC members earned a reputation in international rallies in Europe. In the 1960's hillclimbs and sprints became the main focus with events like the Tholt-y-Will Hillclimb on the Isle of Man and sprints at Woodvale and later Oulton Park. The Club also played a major role in both organising the Rally of Great Britain and running stages on the event usually at Whinnlatter in the Lake District. A 'new' event, The Manchester to Blackpool Veteran Vintage Car Run (a true rally in the sense it had road timing and a special test) became an annual event.



The 1970's saw a new venture into motor racing with races at the short lived Longridge Racing Circuit near Preston. Sprints and Hillclimbs continued with events at Scammonden Dam, Baitings Dam, Woodvale, Oulton Park and Longridge. Rallies such as the New Year Rally, Demdike and the Manchester Blackpool evolved with changes to national regulations for road rallies. The association with the RAC Rally of Great Britain continued and over the decade the Club ran stages at Holker Hall in the Lake district and North Wales.

The 1980's saw a continuation in the Club's Sprinting and Hillclimbing activities with events at Baitings Scammonden, Woodvale and towards the end of the decade 3 Sisters near Wigan. The Manchester to Blackpool lost its competitive element due to further changes in regulations and other road runs including the Coast to Coast were developed.

Moving to the 1990's the Club changed direction to concentrate on the road runs but sprints at 3 Sisters continued in association with Chester Motor Club. Events we know today such as the St Georges Day Run, Manchester to Blackpool, Coast to Coast Fellsman and Highland either continued or were developed.

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

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

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

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

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

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



The Year that was 2022

As the 60th year in CDMC's history draws to a close, and before thoughts turn to a new year and a new season of motorsport, it is possibly worth recalling a few memories of just what 2022 has delivered for our small community. Sadly, we have lost some friends of CDMC in the likes of Bob Milloy, Les Fragle, Julian Russell, Paddy Hopkirk and Bill Wilmer, plus not forgetting Dave Read who sadly passed away at this time last year. All were popular characters and motorsport will be the poorer for their loss. A more personal loss to the club was Elsie Honeywell who joined her husband Roy in rallying heaven. Roy was an original CDMC member and throughout his lengthy rallying career in which he often partnered their son Bill, he was always supported by Elsie and she in turn was a huge CDMC supporter. May they all rest in peace.

The club itself has recovered well post the pandemic and enjoyed enrolling nearly 180 members thanks to the efforts of Gareth, the membership secretary and despite "Queenie" Woodcock's best efforts the Facebook page enjoyed a burst of new virtual members with the year-end total now over 1600. "Queenie" must be getting soft in her old age...as the site membership monarch she has the power to admit or send to the Tower! It really is incredible how a strong social media presence helps the club's profile and is undoubtedly key to CDMC maintaining and growing its membership. The club remains in a relatively strong financial position with Mr Lewis acting as the club's conscience on all transactions and club committee meetings are now surprisingly well attended with even one or two younger members taking up slots. This year end saw the stepping down from formal committee duties of one certain Maurice Ellison, and what can one say about one of the North West's most popular club motorsport competitors, marshal, organiser and even a journalist – thank you Maurice for all you have done for CDMC over many years' service. Suspect that he will still wander along to most club nights though, and he will be bringing those huge spotlights and his radio to many an event next season no doubt.

Continued on Page 56



That Was The Year That Was ***Continued from Page 55***

Club nights proved to be a huge success again and particularly well attended were the guest nights, with the year seeing the evergreen Rod Carter taking us down memory lane (complete with his ukele!), Dave Wright talking WRC Focus and R5 Fiestas, Mark Kelly and Neil Colman outlining just how much work goes into competing at the top of the national tarmac tree, Kevin Furber presenting a fascinating insight into the mindset of a “works” level driver and lastly but not most definitely not least was the ever popular Phil Burton who came along in person (after his legendary Covid Zoom appearance from his workshop the previous year) to regale us with tales from Barbados – mainly how the heat drove him and the car to drink! Always popular nights with members far and wide and if there are any volunteers for 2023 you will be made most welcome.... we won't bite but we may laugh.....

The club's events proved as popular as ever with Buckel and Butler stepping down from organising the multi-award winning Clitheronian rally on a high with Darren Moon/Andrew Lowe proving worthy and popular winners. Thanks to Paul and Steve who have put so much into what has now become to be regarded as probably the premier road rally in the north of England – a hard act to follow guys! After last years foreshortened Primrose event it's fair to say Matt Hewlett (the CoC) had a few pre-rally nerves this year, but on the night the event ran well, and Matt has even said he might be up for another one in 2023! Steve Cotton with Niall Frost on the maps ran out very popular winners of this one with Steve going from hero to zero a week later with the same car being winched out of a large hole in Grisedale..... he will be back out shortly, I am sure. The club's Scatter series again excelled with over 30 individuals scoring points in both seats whilst continuing to keep pulling in newcomers to grassroots motorsport – probably over the last five or six years this has been key to continuing both the club's and members' development. Well done to Ben Mitton and Barry Allman for their table topping efforts over the last twelve months.

Year 2022 saw members competing far and wide ranging from national level events on both tarmac and gravel, to local 12 cars with even some not so local 12 cars by a bloke who competes in various shades of coloured Crocs.....

Continued on Page 57



That Was The Year That Was Continued from Page 56

The standouts were possibly Jonathon Mounsey gaining his first outright win at Crail, the overall campaign of the Wastebusters Rally Team in the BTRDA Championship where both John and Colin seemed to get quicker every event and still provided their many followers with loads of laughs, plus Callum Young who as part of the prestigious Motorsport UK Academy squad competed in a fair few cars and surfaces, and did the Club and himself proud by winning a number of rally and championship awards including the internal CDMC Young Member of the Year award. Other performances of note came from Archie Swinscoe with the old guard of Harper and Campbell again performing well on Mull. The roundy-roundy squad were again ably led by Nigel Fox, with Stephen Hardy via BM Motorsport also providing an insight into top level Formula Ford competition. The club's veteran member, the evergreen Jeff Smith even managed a few touring car assembly events plus a marshalling appearance or two, and as he says himself..." I can still talk a good rally!". All in all, it remains to congratulate the many members who competed at all levels, with success and failure being celebrated equally amongst friends— it's what it's all about, to be fair.

Socially the club enjoyed two very successful BBQs with the new de-luxe barbie, a raucous couple of beer rallies, exhibition events of members cars at both Pendle Powerfest plus the Motorsport evening at Bridge House Café in Wray, and even a new one for CDMC - the Blackpool Lights ride- which I feel could get more folks attending in 2023. The club continued to support the Malton Forest event and the travelling marshalling squadron enjoyed a lovely evening in Pickering, and in addition a significant team travelled to both Argyll and Grisedale to run stages under the capable supervision of Martin Young...beer and laughter was involved on all three occasions!! It should be stated that Martin was a most worthy recipient of the CDMC Club Member of the Year award for 2022.

Overall, it was another successful year for all involved with CDMC and whether a local full member or a virtual member from across the other side of the world, the Committee would like to thank you all for contributing to our successful 2022 year and we wish you every ounce of health, luck and happiness for 2023.

Tony Vart : Vice Chair CDMC



The day Willie came to play

Tom Wilkinson : Berwick & DMC

After Ralph had been up to the farm to play with his Datsun, he asked if we might invite Willie Rutherford up for a test day. This was the first season that Willie was using the 323 with the 2.6 rotary in it, so, as you can imagine, we were keen. "There's only one condition, though. He has to take each of us for a run up the road in it". Well, that proved to be no problem at all, and sure enough, a few weekends later, Willie turned up.



Photo courtesy of Arfon Jones

Now, for those of you who never had the pleasure of meeting Willie, he was absolutely mint company. A sharp wit, great sense of humour and flowing conversation meant we were in for an exceptional day.

After he had a short run up and down the road to warm things up, he was ready for a run right to the far end of the road, which was about 5-6 miles long before having to turn around and come back down again.

So he gets me into the passenger seat. No helmets or anything like that, but we did put the belts on. And away we went. The car was extremely impressive, very torquey, revved like there was no tomorrow, and very well balanced in terms of the ride and handling. After we'd gone maybe three miles, Willie shouts over "This pace is quick enough to win a Castrol Autosport round". (For the younger ones among us, that was the National Championship in those days).

Now about another mile further on, there was a deceptive right over blind crest, dropping sharply down onto a ninety right onto a wooden FC bridge followed by another ninety right off it. The bridges in those days had sleepers laid along either side to act as parapets. I called this to Willie (twice) but he didn't lift. As we came over the crest, it had to be total commitment. The rear nearside wheel bounced off that parapet, bounced the car back across the bridge and bounced off the other side parapet before he got it all back together, laughing maniacally as we shot up the hill on the other side.

I wasn't impressed as it had been my side nearest the biggest drop off the side. Half a mile further on, there was a very tightening left, more than a ninety but less than a hairpin, around a tall peat hag which hid the line. I didn't call it, and sure enough, we flew off into the peat bog on the outside of the corner. As the car slowly sank into the peat, Willie turned the engine off, and with that tick-ticking sound of a cooling car, I couldn't resist it. "Is that why you've never won a Castrol Autosport round then?" I asked it. I think he replied "Muck off!" but as I was still slightly deaf after the noise of that rotary, I might have misheard him.

After maybe quarter of an hour, Coke arrives with the recovery vehicle, the Series II Landrover and pulled us back onto the road. It fired straight up, and off we went again at quite unabated speed.

We had a great day, but there is a sequel to the story, which lead us into conflict with a very well-known north east navigator who sat in a very quick BDA Anglia, but that's another story! (see below)

The day Willie came to play The sequel

After we'd finished trying the car out for the day, Willie and his gang of mates took the car back down to the next farm where the tarmac road began to load the car onto the trailer.

Again, for those of you unfamiliar with the geography of Northumberland, the quickest way home for them was to go across the Otterburn Ranges, onto the A68 and then home.



Continued on Page 59

So when Willie gets to the trailer, he has a brainwave. Why not put a few tarmac miles on it over the ranges and load the car back onto the trailer when they reach the A68?

Now, we're still not clear whether he turned right at Cottonshope Head to go down to Byreness, or left to go down to Featherwood and either down Dere Street or along past the yumps into Redesdale Camp. What we do know is that he hit and killed a blackface ewe. Now Willie knew how these things worked, so he went to the farm to pay for the auld ewe.

You know what's coming! "That was my very best ewe" claims the farmer. "Has triplets every year and they always to take best of show at the mart". And so he paid thrice the going rate and that was that settled.

Except about a month later, Frank Imeson, our local club secretary, comes back from a meeting of the TMSG (Tyneside Motor Sport Group). "Geordie Tindall's going mad about you two. There's a report in about a rally car killing a sheep on Otterburn and Geordie is ranting on that it's about time those hooligan hillbillies were brought under control".

Now anyone who knows either of us will know that we don't take offence very easily, nor do we hold a grudge. However, this was an exception as it had nothing to do with us, and being blamed in public for it without anyone speaking to us did cause offence.

Revenge is a dish best served cold.

A couple of months later, there was a local forest rally in Kielder, so we popped over the ranges to go and spectate on Three Kings, the stage immediately after the ford in Byreness heading south west. Along came Richard Mawson in his immaculate BDA Anglia, navigated by our favourite person at the time. There's a spot where the road comes down a slight incline onto a 90 left over a steep culvert, followed by a 90 right off it and away up the hill.

Richard took too big a cut – not like him at all- and the car just fell off the side of the road without a sound. Well, we were there with a bunch of mates, so we all ran across and looked down on the stricken car. It was wedged across the stream and Geordie was struggling to get out of his side of the car. The accompaniment of cat-calls, jeers and general abuse (you bat fastard springs to mind) couldn't have helped the job.

Many years later, I was talking to Geordie about this, and to this day, he denies any memory of the whole incident.

Nostradamus in Motorsport 2023

January.

- MSUK appoint Paul Gascoigne as rallies manager.
- MSUK organises a new committee to encourage young people into motorsport. The criteria stipulate that only people with at least 30 years motorsport experience are qualified to sit on it.
- Steve Pugh wins rally photographer of the month.

February.

- Paul Gascoigne redecorates his office at a cost of £147k
- Hexham 12-car rally oversubscribed with entries
- As part of their strategy of encouraging younger people into motorsport, MSUK introduce a new championship, combining technology with low cost. **Buy On Line Low Overall Cost Kitcar Scheme**, There was uproar in Motorsport News when they used the acronym.
- MSUK in pursuit of a green agenda, introduce a rule that marshals can only use EVs to officiate with.
- Steve Pugh wins rally photographer of the month.

March.

- Pictures appear of Paul Gascoigne in his office, dressed in his dressing gown and slippers, fishing rod and unopened bag of fish and chips on his desk and surrounded by empty cans of Stella Artois. He denies having a party. Peter Barrett denies being in attendance.
- MSUK introduce a new rule of all R5 cars to be equipped with a 17mm restrictor. MSPORT create a new company specialising in only exporting R5 cars, both new and used.
- Steve Pugh wins rally photographer of the month.

April.

- Paul Gascoigne resigns. He wants to pursue other interests and spend more time with his family.

Nostradamus in Motorsport : Continued from Page 59

- An engine building company in the Orkneys, Magnificent Original Race Engines, sponsors the low cost championship. Motorsport News runs the front page headline, MORE BOLLOCKS.
- Steve Pugh wins rally photographer of the month.

May.

- MSUK appoint Katie Hopkins as rallies manager. She appoints Nigel Farage as her deputy saying "There is no place in UK Motorsport for Geordie accents"
- Nigel introduces a license fee for marshals at £185 stating that this will stimulate growth in motorsport, ensure we get the right people officiating on events and encourage younger people to enter the sport.
- The Jim Clark Memorial Rally is won by Phil and Jo Morton in an X19 with an average speed of 49mph. "It was a great event" said Morton "as there was no need for any chicanes"
- Steve Pugh wins rally photographer of the month.

June.

- Hexham 12-car rallies are still oversubscribed but all are cancelled because of the lack of marshals.
- Nigel Farage resigns, stating that he wants to pursue other interests and spend more time with his family.
- Steve Pugh wins rally photographer of the month.

July.

- Katie Hopkins resigns stating that she wants to pursue other interests and spend more time with her family.
- MSUK hold an internal crisis meeting about the state of the rallies division. Dave Richards is in attendance, and when made aware of the extent of the problem, he utters "Good Lord!"
- And on the basis of that personal reference, Jonathan Lord is appointed rallies manager.
- Steve Pugh wins rally photographer of the month.

August.

- Jonathan Lord repeals all rallying regulations introduced this year. MSUK are swamped by requests from marshals for a refund of their marshalling licence fees.
- The Tyneside Rally has to amend its stage plans and re-introduce chicanes
- MSPORT begin importing used R5 cars
- Steve Pugh wins rally photographer of the month.

September.

- Hexham 12-cars are reinstated and immediately swamped with entries and offers to marshal. The first one is won by Kris Meeke.
- Steve Pugh wins rally photographer of the month.

October.

- Due to no events having run due to lack of entries, the low cost championship is cancelled.
- Motorsport News announces it as "NO MORE BOLLOCKS"
- Phil and Jo Morton, still high after the JCMR, enter the Roger Albert Clark in a Mitsubishi Starion, despite not being able to pronounce Starion.
- Steve Pugh wins rally photographer of the month.

November.

- The Mortons retire on only the thirteenth stage of the RAC. The power of the car destroyed ten tyres after only twelve stages, and due to the new rule about maximum of 10 tyres per event, they run out of tyres. "Gutted" was Phil's reply when interviewed.
- The RAC is won by Haydon Patton in a Hillman Avenger. "It's just like being back home" he said after the event.
- Steve Pugh wins rally photographer of the month.

December.

- MSUK are swamped by applications for clubman's licenses after the announcement of Hexham's new 12-car championship.
- License fees are substantially reduced for 2024, along with permit fees and FC charges.
- Greenpeace immediately plan a number of protests about the growth of motorsport.
- Fleetwood Mac re-release a single in support of motorsport- "Oh Well".
- Steve Pugh wins rally photographer of the month.

Tom Wilkinson : Berwick & DMC

Just on my way back from Cardiff and I ask you, how can you not love a country like Wales?

Let's face it, where else can you get a partner, a caserole and a pullover out of one animal?

Rescue Training

Lancaster
21st/22nd January

The weekend of January 21/22 saw the 35th MSUK Rescue Training event take place, organised by Stuart Westbrook of Morecambe-based EMMU Rescue.

The first day of the training was spent in the Education Centre at Lancaster Royal Infirmary where various speakers presented lectures on subjects such as WRC hybrids, vehicle design changes and casualty management and monitoring.

The participants moved out of the classroom for day two, attending a site near Morecambe for a day of action, putting lessons learnt into practice. Several vehicles were supplied by Ken Allen Vehicle Dismantlers and these were set upon by the attendees, trying new approaches, equipment and team management techniques as they cut away panels from the cars and extracted their volunteer patients. Use was also made of a roll cage module which allows vehicle rolls to be simulated.

In addition to the extraction practice a number of crews successfully passed their three yearly MSUK Rescue Assessments.

The weekend was rounded off with the traditional open air hotpot, mushy peas and cabbage lunch, rewarding the crews before they headed home after another successful event.



Happy New Year!

Neil Raven : Ilkley & DMC

We've had a great few days seeing the old year out and the new one in! Friday saw us compete in our last event of the year in the new to us MX5. The final round of the 2022 De Lacy 12 car championship was in the safe hands of team Jones and was a full entry. We finished 4th overall which was a great end to this excellent championship. It looks like it's going to be bigger and better in 2023 so head over to the De Lacy MC facebook page for more info

Saturday I actually went to a retail park and a large shop called a supermarket There were bargains galore with three bottles of brake fluid for £2.10 from the big shop and a 2023 diary for half price in the retail park And to top it all off half price pizzas for tea, all little wins After our bargain tea Claire sorted all the clues out for the scatter on the 11th January then we retired to sit in front of the telly box to watch Phantom of the Open, a great film about a Cumbrian crane operator who blagged his way in to the British golf open. Well worth a watch

New Years Day saw three daft buggers getting in to a river to celebrate the first day of the new year Tim Collins and Andrew Boyes joined me in a feisty Wharfe while Claire Nevar took the calmer option of staying in bed It was a fantastic swoosh in the river with Tim sailing past the exit point but fortunately finding some calm water to swim back up in

After the excitement of the swim Claire and I met up with friends from the motor club and enjoyed a steady 2 mile walk to the river and back, through large puddles, to the start. Some of our more adventurous members decided to keep their feet dry by using the props on hand As all good walks do, this one ended in a pub and we sampled a pint of Taylor's Landlord. A great end to the first day of 2023.

The second day of January saw the Ilkley Annual New Year Trial take place in Dob Park woods. Mrs Rave and I arrived Topless in the MX5 but it was far too cold to stay like that so we put the roof up and our woolly hats on before heading to our section to observe the riders Glorious sunshine was flooding over the hill opposite us but we were in the shade and our little pandies were freezing.

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Happy New Year Continued from page 62

Another great event with the riders tackling some excellent sections, mostly in mud and water. We had the company of a cheeky robin who would drop down and pick out the insects from the leaves the bikes had churned up then fly off before being run over by the next bike. He was whizzing around feeding his face for a good 5 hours; we stood around for 5 hours eating cold pizza and drinking soup.

Once all riders had been through we walked up the steep hill to warm ourselves up before getting the top off the car and making good progress back home to pick my father in law up to go and see Billy Pearce in Jack and the Beanstalk at the Alhambra theatre. We arrived in time to get a drink then took our seats for this annual event. Hiya kids, HIYA BILLY was the call through the evening and the jokes kept coming. It was great fun with plenty of surprises and special effects.

Worn out from laughing, clapping and singing we needed some sustenance at the end of the show and were treated to a curry by my father in law at the Sweet Centre on Lumb Lane. It was just the ticket and rounded off a great day.

It's been a great way to see out 2022 and kick off 2023, in the company of good friends and family, enjoying motor-sport and the fresh air. **We've got a full calendar of events to look forward to and have a roll cage to fit in the Peugeot 205. Wishing you all a fab 2023**

After a great canal walk on Saturday the hangover cure came in the form of the York Autotest Claire Nevar and I were running in class 6 which allows a passenger and as I hadn't learnt the tests she was much needed and did a fantastic job.

I usually compete in my red Mazda and had intended to use the new blue MX5 but we have a lot of events coming up in Sticky, our Peugeot 205, so I needed to get to grips with a front wheel drive car again.

Before we set off we had to put some fuel in and get the spiny steering knob out of the Mazda so I could get the Peugeot round the cones. I found the petrol station but couldn't find my knob! I usually leave it in the glove box for safe keeping but it had gone. My fuzzy brain went in to overdrive trying to think where it might be and I eventually remembered as we pulled up to the event. It was in a bag in the garage after I cleared the MX5's glove box out. Doh!

A Gregg's coffee and bacon buttie en route relieved a bit of the hangover and the glorious sunshine made us smile. I had only put one spare tyre in and no money for the Bob a Nob, I really was unprepared.

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Happy New Year Continued from page 63

I still didn't have the capacity to remember the tests, fortunately Claire had marked them up and we went through them together. They started to stick in my Autotest part of my head and we trundled off to test 1. The MX5 boys were out in force with Gary Vatenan and Leanne Jackson gliding around the tests trying to keep the tail happy Mazda in a straight line. Peter Clegg and Sarah Clegg were out in the Corsa and were flying! They continued their fine form from Decembers Autotest and were setting great times.

The Peugeot was brilliant! It has limited slip diff in it which basically makes it keep both wheels turning on the slippery mud covered concrete runway we were playing on. This made the 360° turns superb fun and after a few attempts I started to get the hang of it. However, with confidence comes mistakes and I hit a cone then went a bit wide around a heap of soil and hit a rock hiding in the grass. This resulted in a huge bang, a spilt tyre and a poor time.

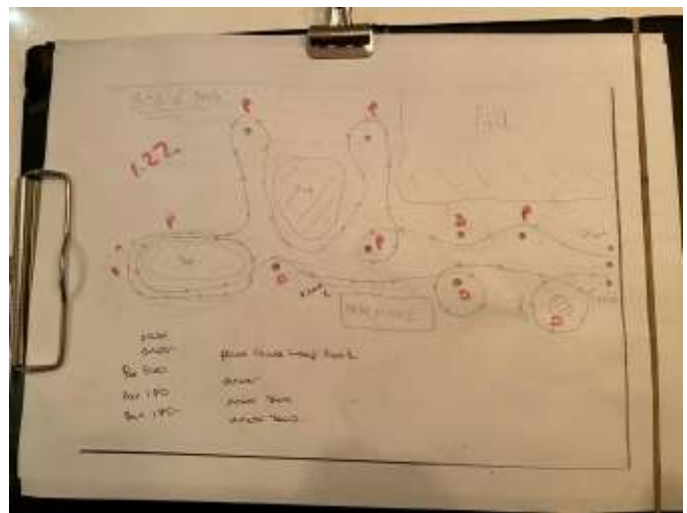
I had to limp off and fit the one spare we had, this was only our third run as well. With no more spares and a very lumpy test later on I had to consider how hard I attacked the tests. Test 2 had some reversing in it, which can be a bit of a challenge in a car with bucket seats in as you struggle to turn round to see where you're going! This was a smooth test so I went for it. Claire was calling the route through the cones clearly and in good time and we flew through the test posting a fastest time. The next run was quicker and the third run one saw us sliding sideways towards a cone but the car stopped with a few inches to spare. I also stalled it which lost us 3 seconds but we got through unscathed.

We parked Sticky up and had a chat while the rest of the competitors completed the first two tests. The spare tyre was working well, Claire was on the ball with the directions and I was getting used to the car. Once everyone had completed their runs we jumped back in our cars and as Claire got in to Sticky there was a loud metallic bang. On inspection the front coil spring had broken and dropped the car by two inches in height. It is possible for broken springs to go through the side of the tyre but we had escaped that present. To make sure the broken coils didn't puncture the tyre we tie wrapped them up and carried on. Now I really did have to watch how I drive now as we were heading for the rough test with large rocks lining the test and a few tyre shredding steps on 360° turns. What could possibly go wrong?

Nothing, that's what. The car ran well even though it was leaning a bit. We took the first run steadily and kept it neat resulting in a fastest time! The next run was slightly quicker but the final run was superb! We beat our first time by 7 seconds! This test did claim a couple of victims and we made a trip up the side of a mound of stones. The margin between a fast time and damaged body work or a puncture is fine.

The sun shone all day and Steven Draper's tests kept us on our toes. There was plenty of laughs to be had and lots of sideways action from the MX5's. A huge thanks to Steve for putting the event on and marshalling all day! To Ian Young for marshaling and keeping lookout on the top of the heaps in the wind! Roger Burkill also did a stint of marshaling out in the sun and in the cold York wind. And to Barry Caukill who captured our efforts on camera and stood on top of the highest heap in the biting wind. His videos are up already! <https://youtu.be/Pg4GOInX088>

The next event is scheduled for the 19th February and these are superb practice for targas and of course auto testing



Rally Marshals

Acquired Rights Scheme

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

Submissions under the process will only be accepted from Registered / Accredited Marshals, so if you aren't yet accredited, head over to Motorsport UK's website and complete the accreditation course.

To qualify for a higher grade of registration under the acquired rights scheme, you must supply the information detailed below to your Club, who will then complete the necessary Club declaration or nomination letter and forward all of the documents to Motorsport UK.

For Level 1 & 2 grades you need to put together a list of the events that you have attended over the last 5 years. Don't forget to include training days.

For Level 3 grades you need the same 5 years attendance history, but then you need to add your general motorsport CV, to include all relevant experience, both within and outside of motorsport i.e., an expression of your motorsport marshalling career across all disciplines, including things such as club committee and organisational roles.

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

2023 Rally Marshals Training

For 2023 ANCC, ANECCC and ANWCC are altering the venues for Marshal Training.

In the past the Training Team have run one day where 5 courses have been run simultaneously, this year we are going back to grass routes and when invited, presenting at local Motor Clubs using the funding we have already applied for.

The major cost in putting on Training is in venue hire and with lots of hotels/colleges no longer available or too expensive we have decided to support club meetings by using the facilities they already use. Yes we could use Village Halls or the local Scout rooms but with usually only one room available we might as well use the local Pub or Hotel as Motor Clubs do and put the money into local hospitality and support Motor Clubs

We will need a room with seating and electric sockets and possibly internet access, if the room has a smart TV we can use this. To cover the Trainers travel costs etc we will need all attendees to complete a feedback form before they leave.

We will provide chosen presentation run via our laptop, projector/screen/smart TV, any props we need, any paperwork we need completing.

Presentations topics will usually be covered in two evenings and we are planning a practical session at a central venue later in the year for everyone to get even more hands on.

Topics available are :-

- | | |
|-------------------------|--------------------------|
| * First on Scene | * New to Motorsport |
| * Stage Set up | * Introduction to Timing |
| * Introduction to Radio | * Advanced Timing |
| * Advanced Radio | |

MARSHALS TRAINING SESSIONS

Online Training Sessions

We are running a series of monthly online training seminars, live on Zoom. You can join in with a computer, tablet or smartphone. Each session usually lasts for around 90 minutes and you'll receive a certificate of attendance.

These are all Motorsport UK training modules and count towards grade maintenance or upgrade requirements for Motorsport UK licence holders.

[Fire Theory and First Marshal on Scene](#)

Tuesday 28 February, 7pm

Get the knowledge and confidence to tackling a fire in a motorsport environment and be able to intervene until medical and rescue services arrive. This session is for new marshals and anyone wanting a refresher. All upgrades in the Marshals Pathway require the Fire Theory foundation modules. The First Marshal on Scene module is required for all discipline upgrades from Registered Marshal to Grade 1 on the Marshals' Development Pathway. We also require the Fire Theory module to be completed before attending a practical fire training session. This training will be supplemented with practical training in the Scottish Borders in April.

[Rally Radio](#)

Tuesday 28 March, 7pm

Learn about the various communication methods at a Rally event and how to effectively communicate. This session will be of particular benefit to those wanting to upgrade from Grade 1 Rally Marshal to Grade 2 (Radio) Marshal on the Marshals' Development Pathway. It will also be useful for anyone looking for a bit of a refresher. This training will be supplemented with practical training in the Scottish Borders in April.

[Introduction to Speed Marshalling](#)

Tuesday 25 April, 7pm

Motorsport has many disciplines, all with slightly different rules, regulations and things that marshals need to be aware of for the event to run safely. Sprints and hill climbs, or 'Speed Events' as we know them, involve competitors driving as fast as they like around tracks or up hills. In this session, you will get a basic awareness of your role as a Marshal at speed events, how to ensure your personal safety, and acquire a basic understanding of the organisational structure of a speed meeting. This session is suitable for new marshals and anyone wanting a refresher, but it will be of particular benefit to those wanting to upgrade from Registered Marshal to Grade 1 Speed Marshal on the Marshals' Development Pathway.

[Introduction to Race Marshalling](#)

Tuesday 30 May, 7pm

Motorsport has many disciplines, all with slightly different rules, regulations and things that marshals need to be aware of for the event to run safely. Get a basic awareness of your role as a Marshal at race events, how to ensure your personal safety, and acquire a basic understanding of the organisational structure of a race meeting. This session is suitable for new marshals and anyone wanting a refresher, but it will be of particular benefit to those wanting to upgrade from Registered Marshal to Grade 1 Race Marshal on the Marshals' Development Pathway.

[Race – Basic Flag](#)

Tuesday 27 June, 7pm

Learn about the meaning of each flag used at race meetings and become more aware of the safety car flag and board process. This session is suitable for new marshals and anyone wanting a refresher, but it will be of particular benefit to those wanting to upgrade from Registered Marshal to Grade 1 Race Marshals on the Marshals' Development Pathway.

Continued on Page 67

Rally Event Organisation and Structure

Tuesday 25 July, 7pm

Learn about the Chain of Command system and the various levels of decision making which can be allocated within it, particularly within rally events. This session is suitable for experienced marshals and anyone wanting a refresher, but it will be of particular benefit to those wanting to upgrade from Grade 2 Rally Marshal (Radio or Timing) to Grade 3 Rally Marshal on the Marshals' Development Pathway.

Face to Face Training

We are planning a number of in-person training events to include a wide range of practical topics. The dates for these sessions are aligned with significant events in the Scottish motorsport calendar.

Race Marshals Training

Saturday 18 February,

Knockhill Racing Circuit.

This training day, organised by the Scottish Motor Racing Club, is suitable for both new and experienced race marshals and will involve both classroom and practical workshops. For newcomers, it is an opportunity to get an induction into race marshalling with the Scottish Motor Racing Club, whilst more experienced marshals will have the opportunity to refresh their knowledge on a variety of subjects and/or learn about new topics. Attendance counts towards grade maintenance or upgrade requirements for Motorsport UK licence holders.

Rally Marshals Training

Saturday 9 April,

Duns.

Practical training to include Marshalling on Closed Road Rallies; First Marshal on Scene; Fire Theory; Rally Radio; Spectator Safety and Management.

Informal Development Sessions

This is a series of 6 bi-monthly online sessions on a range of less formal topics. They will run on Zoom and you can join in with a computer, tablet or smartphone. Each session usually lasts for around 90 minutes. They are not Motorsport UK modules and cannot be used for upgrade or grade maintenance purposes.

Marshals Development Pathway, Upgrades and Assessments, and the Acquired Rights Process

Thursday 23 February, 7pm

Find out more about the new Marshals' Development Pathway and how to work your way through it. We'll also explain the Acquired Rights process, which enables those who may not have previously registered with Motorsport UK, or have chosen not to upgrade, to have their knowledge, skills and experience recognised by a more suitable grade of registration.

Learn more about Motorsport UK

Thursday 27 April, 7pm

A look behind the scenes at how the governing body is organised, who's who, who does what, and a whole lot more.

Let's be social... and responsible!

Thursday 29 June, 7pm

This session considers the use and abuse of social media in motorsport.

Medical, Rescue and Recovery Seminars

This is a series of 6 bi-monthly webinars aimed specifically at Medical, Rescue and Recovery personnel involved in a first response role at incidents. Attendance at these sessions is restricted to Motorsport UK licenced Medical, Rescue and Recovery personnel (full and trainee) so that we can focus more on the medical and operational issues than we perhaps could in a more open session. Motorsport UK licence numbers will be verified before registration is confirmed.

Incident Review – Silverstone

Thursday 2 February, 7pm

The session looks at a significant incident in 2020 and the lessons learned.

Incident Review – Thruxton

Thursday 6 April, 7pm

The session looks at a significant incident in 2022 and the lessons learned.

Responding to EV incidents

Thursday 1 June, 7pm

The session looks at how rescue, medical and recovery teams should prepare for, and respond to, incidents involving electric or hybrid vehicles.



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**Last THURSDAY for our informal
CPD sessions, every two months
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<https://training.scottishmotorsportsclubs.co.uk/2023>

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Lancashire A.C.
ALEX POOLE Evening
Tales From the Sixties
And since
Thursday 23rd March 2023

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

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

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

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

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

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

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



Competition Car Testing

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

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

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

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Used for Car Trials, Sporting Trials and Classic Trials events.

Calculated results automatically including "Index of Performance"

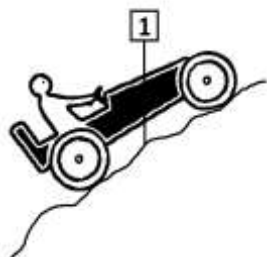
Facebook group TrialAppLive

www.sapphire-solutions.co.uk



CONTACT John

John@sapphire-solutions.co.uk



- Low cost management solution
- Intuitive App
- Rapid Results
- Integrated Entry and Payments
- Eliminates Paperwork
- Support and Training

Peugeot 205 Parts

Over the years competing in motorsport we have accumulated a large amount of competition and standard parts, cars and projects. We are clearing out our stock of Peugeot 205 parts so here is an opportunity to purchase the remaining new and used parts we have. This includes:

New parts: Front panel, 3 offside front wings, 3 sets headlights, 3 clear front indicator sets, 6 N/S orange indicators, 2 tailgate lock sets, 2 door lock sets, 2 sets sills, set Rallye arches.

Used Parts: O/S front wing, 2 rear spoilers, various bumpers, 3 tailgates, 3 doors, 4 power steering racks, std rack, Gti front sub-frame/TCA's and A/R bar, Series 1 heater, electric power steering pump.

Std 205 shell (requires repair to rear quarters), plus boxes of other miscellaneous parts.

Price: £950 o.n.o. (may split if enough interest)



Parts are located in East Yorkshire close to JN37 M62

Phone Mick on 07748 347202 or Simon on 07785 308165

One day, the wife comes home with a spectacular diamond ring.

"Where did you get that ring?" her husband asks.

"Well," she replies, "my boss and I played the lotto and we won, so I bought it with my share of the winnings."

A week later, his wife comes home with a long shiny fur coat.

"Where did you get that coat?" her husband asks.

She replies, "My boss and I played the lotto and we won again, so I bought it with my share of the winnings."

Another week later, his wife comes home, driving in a red Ferrari.

"Where did you get that car?" her husband asks.

Again she repeats the same story about the lotto and her share of the winnings.

That night, his wife asks him to draw her a nice warm bath while she gets undressed.

When she enters the bathroom, she finds that there is barely enough water in the bath to cover the plug at the far end.

"What's this?" she asks her husband.

"Well," he replies, "We don't want to get your lotto ticket wet, do we?"

Rally of Derbyshire

Organised by Matlock Motor Club

25/26 February 2023

!! Call for Marshals !!



Please book your control with
Charlie Wheeldon 07973 567 239
Matlock_mc_marshalling@outlook.com



Rally of Derbyshire

Organised by Matlock Motor Club

25/26 February 2023



2022 Winners Richard Hemmingway/Sam Collis

photo courtesy of M&H Photography

Entries Available



PADDY PHONES PUTIN

Paddy: Me and the lads are disgusted with you, and we are going to invade Russia to see how you like it.

Putin, amused: How many soldiers do you have?

Paddy: 22, but we can stretch to 24 if Murphy and Ginty can get the day off work.

Putin: How many tanks do you have?

Paddy: We don't have any tanks, but we can get hold of 12 JCBs

Putin: OK, how many rifles do you have?

Paddy: We have 3 shotguns, an old blunderbuss that my granddad used, and a lot of pitchforks.

Putin: We have 3 million soldiers, 13 thousand tanks, and enough AK47s and ammunition to hold out against you for five years.

Paddy: Hold on, I'll have a word with the lads.

Putin: OK, I'll hold.

Paddy: I've had a word with the lads, and we've decided to hold a Guinness-drinking contest instead of invading you.

Putin: May I ask how you came to that decision?

Paddy: It's simple enough. We don't have room for 3 million prisoners of war.

Manx Auto Sport
**The ORMCO
Accounts Stages**
Sat, 11 March
Jurby Motordrome, Isle of Man



Manx Auto Sport is very excited to announce their first event of the year, the ORMCO Accounts Stages, promoted by Druidale Motor Club. This Event will be a single venue stage Rally held at Jurby Motordrome on the 11th of March, with entries opening on the first week of February.

We would very much like to thank Ormco Accounts for coming on board to sponsor this event. Because of this event being added to the calendar, we have also been able to submit an application to Motorsport UK for Manx Rally Championship to run for 2023. The team at Manx Auto Sport have been working really hard to bring you a great year of events for 2023, and we are very much looking forward to releasing more information very soon.

Any one wishing to register their can do via manxautosport@gmail.com

Manx Auto Sport
**Manx National
Rally**
12 May – 13 May

**Chris Kelly
Memorial Stages**
29 Sept – 30 Sep

Kirkby Lonsdale MC
The Car's the Star
Holker Hall & Gardens
July 16th



Two guys are walking through the woods one day when they stumble across a big deep hole.

The first guy peers into it and says, "Wow! That looks deep."

The second guy says, "It sure does. Let's throw a few pebbles in there and see how deep it is. We'll be able to tell the depth by how long it is before we hear the noise of the pebbles landing."

So they pick up a few pebbles and throw them in and wait.

Nothing. There's no noise.

The first guy says, "Jeeez. That is really deep. I know, let's throw one of these great big rocks down there. Those should make a noise."

So they pick up a couple of football-sized rocks and toss them into the hole and wait... and wait... Again, nothing.

They look at each other in amazement.

Then the first guy gets a determined look on his face and says, "Hey, over here in the weeds, there's a railroad tie. Help me carry it over. When we toss that sucker in, it's gotta make some noise."

So the two of them drag the heavy tie over to the hole and heave it in. Once again, not a sound comes from the hole.

Suddenly, out of the nearby woods, a goat appears, running like the wind. It rushes toward the two men, then right past them, running as fast as its legs will carry it. Suddenly it leaps in the air and into the hole.

The two men are astonished by what they've just seen and looked at each other in amazement.

Then, out of the woods comes a farmer who spots the men and ambles over.

He asks them, "Hey, you two guys seen my goat out here?"

The first guy says, "You bet we did! Craziest thing I ever saw. It came running like crazy and just jumped into this hole and disappeared!"

"Nah", says the farmer, "That couldn't have been my goat. My goat was chained to a railroad tie."

WDMC

WARRINGTON & DISTRICT MOTOR CLUB



2023 Gravel PCA Series Wern Ddu

**12 February, 9 April,
24 & 25 June, 24 September,
29 October, 12 November
10 December**

We have done our best to avoid clashes, but limitations on venue gave little room for flexibility.

The venue has received a huge terraforming up grade. It will allow a greater area for routes and for two tracks running simultaneously more runs, more mileage - same cost.

The return of the popular Summer double weekend event / BBQ.

As I gather more information I will add to this group.

All competitors from last year will have received an email link to entries, last year's trial timing app live giving instant on line results, was very well received, so part of making that work is the adoption of its standard entry form.

WDMC is a great supporter of the SD34MSG championship, we use its rule set for our results. See page 58 for SD34MSG Championship

The SD34MSG runs interclub championship which our event qualifies for - I did quick calculation a lot of you guys could be in with a shot of championship honours its easy to register and dead cheap - so will add details later.

Catering as always from Emyli and her team.

We are looking for some more competitors to join organising group, I have had several enquires, please PM me.

Help in scrutineering, sector marshals can be drivers.

SG PETCH STAGE RALLY CHAMPIONSHIP 2023



**13 ROUND CHAMPIONSHIP
CHAMPIONSHIP REGISTRATION
FOR THE 2023 SEASON
£15.00 PER COMPETITOR
WWW.ANECCSTAGERALLY.CO.UK**

REGISTRATION IS VIA ON-LINE,
DETAILS WILL BE ON OUR WEBSITE &
FACEBOOK PAGE

2023 CALENDAR

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

**DATE'S & EVENT'S TO BE
CONFIRMED**

AWARDS

**1ST OVERALL
2ND " "
3RD " "**

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

NEW THIS YEAR

**1ST FEMALE DRIVER
1ST FEMALE CODRIVER
(OVERALL)**



HI-SERV —Highland Services Building Materials LTD— Mull Classic/Targa Rally 11th March 2023

The old man Murphy had worked down at the Guinness Brewery for years,

But one day, he just wasn't paying attention and he tripped on the walkway and fell over into the beer vat and drowned.

The foreman thought it should be his job to inform the widow Murphy of her old man's death.

He showed up at the front door and rang the bell.

When she came to the door, he said, "I'm sorry to tell you, but poor old Murphy passed away at work today when he fell into the Guinness vat and drowned."

She wept and covered her face with her apron and after a time, between sobs, she asked, "Tell me, did he suffer much..?"

"I don't think so," said the foreman: "He got out three times to go to the Bathroom !!!".



**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.
- ANWCC Regional TARGA Championship
- NESCR0 Challenge Round

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

Regs : <https://www.apmcc.co.uk/wp-content/uploads/2022/12/PennineRegs-v7.pdf>

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**

Lancashire A.C.

Coast to Coast Classic Car Run

Midland Hotel, Morecambe

**SATURDAY, 8 JULY 2023
FROM 08:15 - 16:15**

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

Important

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





NESCRO

Historic Motorsport In The North Of England & Scotland



2023 NESCRO CHALLENGE DATES LIST

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

Bold Dates are 2023 Confirmed

Those not in Bold are not Confirmed

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

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

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

Bob Hargreaves

2023 NESCRO Challenge Co-ordinator

01229 587777

07742 313602



three sisters
CIRCUIT

threesisterscircuit.co.uk



Car Track Days:
12th February
13th March
17th April



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.amsc@hotmail.com

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



Pro-Rally.co.uk

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ANWCC

To Access all
of the following

2023 Championships Calendar

Championship Registration

2023 Championship Tables

Please Visit

www.anwcc.co.uk

SD34MSG

To Access the
Championships
Registration

[https://
form.jotform.com/222732
754290355](https://form.jotform.com/222732754290355)

rally

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circuit
traction

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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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SD34MSG 2023 Championships Open to ALL SD34MSG Group Members

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- Stage Rallies
- Sprints
- Hillclimb

Enter ALL for Just £5

Register on Line

<http://sd34msg.org.uk>

Three Sisters Circuit

Sales & Administration Assistant

Job Description

Three Sisters Circuit operates various events from karting through to Drifting. We are looking for support in our busy office to take enquiries from a range of customers looking to book their events.

This is a sales focused role and the position involves offering up selling and add-on's to maximize sales.

The purpose of this role is to generate revenue for the circuit via various events alongside some inbound/outbound calls.

Job Type:

Temp to Perm Contract

LOCATION

Three Sisters Circuit, Three Sisters Road, Ashton in Makerfield, Wigan WN4 8DD

HOURS

9 am to 5 pm Monday to Friday

Skills and Experience :

Previous experience of working in a sales environment is preferred; Experience on CRM systems is preferred Previous Computer Based work experience is desired but basic keyboard skills are essential; Must have and excellent telephone manner; Must be able to process information accurately during the telephone booking process; Good organisational skills.

Develop leads from various channels including website, phone and events.

Database management –Ensuring the database is up to date, upload new data and segmenting data.

APPLY

Please send your CV and a covering letter to:
lynn.lackey@threesisterscircuit.co.uk

Acknowledgements

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

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

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

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

Jokes, Photographs, Information, reports etc

Terry Martin (CDMC)	Steve Entwistle,
Rod Brereton, (PDMC)	John Rhodes (APMCC)
Amey Honchoz (IDMC)	Bruce Lindsay (PDMC)
Brian Wragg (L'pool MC)	Steve Butler (CDMC)
Greg Harrod (Lampeter)	Tony Vart (CDMC)
George Jennings (WaDMC)	Keith Thomas (Wigton)
Tony Lynch (WiDMC)	Barry Allman (CDMC)
Tommi Meadows (CDMC)	Neil Raven (IDMC)
Bob Hargreaves (KLMLC)	Gary Evans (MMC)
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)
Tom Wilkinson (BDMC)	Ian Clapham (116 MC)
Donald Tarbet (ANECCC)	Adrian Spencer (Wigan)
Stuart Bankier (BDMC)	Kris Coombes (PrestonMC)
Sion Matthews (C&AMC)	Callum Young (CDMC)
Ian Grindrod (2300MC)	Nick Townley (KLMLC)
Dan Willan (KLMLC)	Martyn Taylor (KLMLC)

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)

Plus

Tony North & Chris Ellison,
Phil James of Pro-Rally,
Paul Commons Photography
Paul Gilligan 'Inside the Industry'
Garry Simpson Songasport
Duncan Littler Speed Sports Photography
Joe Gillbertson, Geoff Bengough
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



Wednesday 15th March
7:15 for 7:30pm
By Zoom

ANCC



Monday 6th March 8pm

at Cleckheaton Sports & Social Club

www.ancc.co.uk



ANWCC

Association of North Western Car Clubs

Tuesday February 21st

8pm at the Kilton Inn

Knutsford WA16 0PZ

What3words "major.supposes.material"

http://anwcc.co.uk

ANECCC



Thursday 27th April, 7:30pm

**Dr. Syntax, New Ridley,
Stocksfield NE43 7RG**

Hybrid Meeting (Zoom & In Person)

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 March Edition is

Monday the 27th of February

which is due out on

Wednesday the 1st of March

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