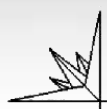


# March 2023 spotlight



**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



**Hexham & DMC's John Robson Rally.**  
Dan Sedgwick/Matt Hewlett 3<sup>rd</sup> O/A

*Photo Courtesy of  
Chris Ellison*

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

Volume 14 : Issue 3 : March 2023 : Maurice Ellison

## ***Front Cover :- John Robson Rally***

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**Comprising the following 10 Clubs**



**Blackpool South Shore Motor Club**  
[www.bssmc.com](http://www.bssmc.com)



**Clitheroe & District Motor Club**  
[www.clitheroedmc.co.uk](http://www.clitheroedmc.co.uk)



**Ecurie Royal Oak Motor Club**  
[www.eromc.co.uk](http://www.eromc.co.uk)



**Garstang & Preston MC**  
<https://gp-mc.co.uk/>



**High Moor Motor Club**  
[www.hmmc.co.uk](http://www.hmmc.co.uk)



**Preston Motorsport Club**  
[www.facebook.com/prestonmotorsportclub](http://www.facebook.com/prestonmotorsportclub)



**Stockport 061 Motor Club**  
[www.stockport061.co.uk](http://www.stockport061.co.uk)



**Warrington & District Motor Club**  
[www.warringtondmc.com](http://www.warringtondmc.com)



**Wallasey Motor Club**  
[www.wallaseymc.com](http://www.wallaseymc.com)



**2300 MC**  
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Saturday 11<sup>th</sup> February 2023, SD34MSG 'Night of Champions' - see page 6 for a report and photos.

I am very pleased to say around 100 of our members came along and supported the award winners. Many of those winners picked up trophies that covered the 3 years of 'Covid!'

The event was as ever down to the hard work of a small team of volunteers who did a great job, the 'Night of Champions' was a great success; I thank all our 'professional volunteers' that make SD34MSG work.

One of the hardest fought championships in 2022 was that of the SD34 MSG League, This is down to club members finishing on our championship events; it was a two club race at the end.....with just 25 point between the top two clubs. The last event of the year was cancelled due to the heavy snow that stopped Bolton Le Moors event running in December!



**Clitheroe & District Motor Club**  
**951pts O/A Winners**



**Under 17 Motor Club North West**  
**926pts Division A Winners**



**Wigan & DMC**  
**278.5pts Div. B**

**Kirby Lonsdale Motor Club with 329.5 points were Division C winners**

<https://sd34msg.org.uk/wp-content/uploads/2023/01/SD34-MSG-Interclub-League-2022-Final.pdf>

As can be seen from the Final standings for 2022, any club can win from any division, it just needs to have active members across several of our sport disciplines. The divisions are split up as to allow smaller clubs and new clubs a chance of winning!

SD34 clubs epitomises the phrase 'You only get out. - What you put in'

Clitheroe DMC is a well deserved winner, with all their active members running events, driving on them, also helping a great number of other motor clubs as their members help marshal and run other clubs events.

I hope that you competitors register for the SD34MSG championships in 2023; it is a simple task just fill in this form. [here](#)

**Steve Johnson : SD34 MSG Chairman.**

My son asked me "Where does Poo come from?"

I was a little uncomfortable but gave him an honest explanation.

He looked a little perplexed, and stared at me in stunned silence for a few seconds and then asked, "And Tigger?"

A positive attitude may not solve all your problems, but it will annoy enough people to make it worth the effort.



# Awards Night February 11<sup>th</sup> 2023

**The SD34 Motorsport Group celebrated another successful year at their annual awards ceremony, held at Poplar WMC in Accrington.**

Held for the first time since the Covid outbreak, representatives from all the member clubs gathered for the ceremonial handover of silverware for 2021 and 2022, hosted by the U17mc-northwest.

Rallymen Neil Roskell and Callum Young were on hand to present some of the trophies and to give an insight into their careers in the sport, with comperes Neil Raven and Tracey Smith.

SD34 chairman Steve Johnson presented the awards for the Individual and Interclub League, while Road Rally Championship compiler Steve Butler handed out the trophies for those two categories.

“The SD34 Motorsport Group would like to thank Neil and Callum for taking the time to join us on the night, and to all the members who came along and made the evening such a success,” said Steve.

“It proved just how popular and successful all our championships are, and how well the sport is doing in the North West.”















# ANWCC

Association of North Western Car Clubs

February started off with our Awards Night, held at a new venue for us – the Mere Court near Lymm. An excellent turn out saw 130 guests enjoy the evening and see most of our awards handed out by Chairman Mark and Secretary Tracey, thanks to them for all their work.

A couple of weeks later we had our AGM and all our officers were re-elected again! There followed a general meeting with a number of items discussed. The minutes will be on our web site very soon.

Our championships have got off fairly slowly, only one event in January but a further ten in February means that many have got a score on the chart. February actually saw us have three road rally championship events, and none were in Wales!

Hexham started us off with our most North-Easterly event, the John Robson Memorial Rally, and they gained 20 ANWCC contenders, some travelling from the far off Welsh area. Later in January there was an unfortunate clash with two road rallies on the same night, but both received good support from our contenders – 14 went to Derbyshire and 25 to Shropshire. The Road Rally Championship does get into Wales later in March!

Our Stage Rally Championship gets under way the first weekend of March with over 30 ANWCC contenders battling it out at Trac Môn on the Lee Holand Memorial Stages.

We also have two Forest Rally Championship rounds in March, the Malcolm Wilson Rally seeing BRC contenders join in, whilst later in the month it's back to the popular Welsh forests for the Rally North Wales. One thing notable this year is the big increase in entry fees for the forest events, due to the very high costs in running such an event – not just the forestry fees but also all the other items that have to be paid for.

Our Autotest/Autosolo championships have got under way with plenty of events lined up for the coming months, our Trials Championship will get under way next month – due to almost all our events also qualifying for the BRDA and British championships we have had to slightly amend the classes into line with their structures.

The end of March sees our Speed Championship get under way – with a Sprint at Cadwell Park and a Hillclimb at the Loton Park venue.

To date (28 February) we have reached a total of 216 championship contenders, about 40 down on the same date last year which was exceptional with a total of 317 making it the best year for 15 years. We will keep accepting championship registrations so if you are entering any of our qualifying events please consider signing up - link is at top left of our website home page!

We are looking for a Social Media Manager – someone who can manage our social media (Facebook, Tiktok and the many other methods of communication) to promote the ANWCC and its' championships, also to monitor our member club sites and ensure that event info gets transferred to our website home page – which is a one-stop shop and avoids people having to troll through many pages to find the info, then be unable to find it next time they search!

There are several social media sites displaying event calendars but our website is the only one where you will find the official ANWCC listings! ... [www.anwcc.co.uk](http://www.anwcc.co.uk)



*photos courtesy of  
Oliver Mathison*

*Dave V Thomas*

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

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

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





# **ANWCC 2022 Awards Night 4<sup>th</sup> February** Association of North Western Car Clubs







***Sorry that I Have not listed all the awards that you won  
and that there are a few photos of award winners missing***



# West Cumbria Motorsport Club Awards Night

February 4<sup>th</sup>

*Keith Thomas*

West Cumbria Motorsport Club held their awards night at the fantastic new M-Sport evaluation centre by kind permission of Malcolm Wilson president of the club.

A fabulous buffet preceded the awards presentation and Roger Fisher the hardworking magazine editor, master of ceremonies and as many of you will know tour guide who has conducted hundreds of group tours around the M-Sport motorsport centre thanked Malcolm and his lovely wife Elaine for their generosity hosting the function. Roger is one of the most hard working people it is possible to meet and can be seen receiving a special award in

recognition of his efforts over many years from Elaine. In the background the indefatigable Malcolm and Elaine can be seen setting out the buffet, then they were first up to buy raffle tickets for the charities M-Sport are supporting. WCMC are so lucky to have Malcolm and Elaine who are hands on people at grass roots level as well as being right at the top of the tree in World class motorsport. Just after the awards night M Sport driver Ott Tanac won WRC Rally Sweden so a really great 67<sup>th</sup> birthday present for Malcolm but so well deserved.

Malcolms mum Pearl died a few months ago, she was just as involved with the club and is now sorely missed but will never be forgotten, I have no doubt she would be looking down on Rally Sweden and encouraging the team to push on, death would be just another obstacle that she would find a way to overcome.

*Keith Thomas*





# Longton & District Motor Club Diamond Jubilee, Annual Dinner and Presentation of awards January 21st, 2023

On January 21st at Barton Manor, Longton & District Motor Club celebrated not only the 2022 Championship Awards but also the 60th anniversary of the club.

The club's Guest of honour for the evening was Motorsport UK CEO, Hugh Chambers. Hugh was kept busy presenting the numerous trophies to the winners.



*Nigel Fox receives the Bill Turner Trophy as highest points scorer "on the hills." Nigel was also successful in the speed championship and took seventh place.*



*John Loudon took second place in the sprint series, and receives the Chairman's Trophy*



*A glittering array of silverware was on view and presented to the worthy winners.*

*The first presentation of the evening was the Appreciation Award to each of the club's Marshals.*

*The team of marvellous marshals ensure all the club's events run smoothly and efficiently.*



*Geoff Ward, came second in the Speed Championship and also collected awards for being the highest placed racing car and highest placed senior competitor.*



*Michael Bellerby with his award.*

**Continued on Page 14**





*Martin Rowe receives the Blackpool Challenge Cup and the Brian Redman Trophy*



*Steve Wilson with the Longton Shield for the highest placed road car in the speed championship.*



*Matt Bramhall, winner of the speed championship holds the Champions Cup.*



*Terry Everall highest placed points scorer at the sprints. Terry also received the Creg-ny-baa Trophy for his third place in the speed championship.*



*Two special awards were presented on the night. Gavin Leadbetter is the recipient of the Wilkinson Sword in recognition of his outstanding contribution to the club and retiring chairman Graham Malcolm was presented with a gift in recognition of his 50 years as Chairman and years of service to the club.*



**Continued on Page 15**





*Peter Brown received two awards. The Peter Foreshaw Trophy along with the Founders Cup for his first place in the Sprint Series*



*Chris Bramhall who enjoyed success in the speed championship.*



*Anthony Brown receives the Longridge Cup for his fifth place in the championship.*



*Roger Abbott the recipient of the George Hardman Trophy for being the highest placed novice/newcomer.*



*Hugh Chambers, presented Graham Malcolm with a certificate to mark his many years of outstanding service to the club and the sport.*

## Ripon Motorsports Club

# Riponian Stages

### 12<sup>th</sup> February

**Chris Purvis : Hexham & DMC**

Well the Riponion didn't go as planned, stage one had a spin and a stall on McRaes corner.

SS2 didn't go much better snapping a rear shaft about 3 miles in so nursed it to the end only trouble was we still had the long road section and Wass to do before service. Stopped on the road section and removed the shaft in case it took a brake pipe off and put the joint back in to keep the oil in.

30 mins service, shaft changed and away to SS4. Dan commented the rear diff didnt seem right

Then to SS5, bit of a bogy-stage for us as it was a repeat of SS3. Half way through the gear linkage snapped so we were stuck in 3<sup>rd</sup> then just as we went over the Flying Finish the oil pressure dropped and the rattling started game over! 1<sup>st</sup> time we have had mechanical issues with the car so had to happen at some point. Next event with Dan will probably be Greystoke if the engine is back Now looking forward to the John Robson



**Chris Purvis : Hexham & DMC**



# Ripon Motorsports Club

## Riponian Stages

### 12<sup>th</sup> February

**Mark Broadbent : Airedale & Pennine MCC**

Initially, this was not an event that was ever going to be part of the calendar, however with a season in the BRC approaching an opportunity to get some practice in and record a finish for the first time after three attempts was too tempting!

It also gave Steve chance to drive his new Ford Fiesta R2T in anger after picking it up just the week previous. Given we were in class C with the two litre Ford Escorts meant the pressure was off and we could learn the car and get back into the swing of things given the last time we were out was in October 2022

A spin on stage one on the short tarmac section caught us out which lost us around ten seconds along with a broad-side moment later in the stage that saw us drop some time to the rest of the field. However the other two stages in the loop felt strong even when we caught and passed a slower car ahead in stage two, albeit with more time to be found for sure

Arriving back to service we saw the stage times were very competitive in class, running fourth amongst the more powerful Escorts with only a handful of seconds separating us from second

Remembering this event was all about a finish and driving the car back on the trailer without a scratch we put the results away and focused on repeating the first loop in the second leg in a similar fashion

Again catching and passing a car in stage five (oddly at the exact same point than in the the morning!) we were quicker on each of the stages than the first pass showing the progress Steve made getting used to the car in what we found to be very slippery stages

After stage six and the final stage we were overjoyed to find ourselves second in class and only fifteen seconds from first... those fifteen seconds possibly left in the first loop with our spin

The car drove straight on to the trailer after the final MTC and we are very much looking forward to the start of the BRC season in four weeks time

As always, many thanks to all the volunteers on the stages and behind the scenes to make the rally work very well, with very few and small delays. Also a huge thank you to the dedicated service crew giving up their weekends so we can play!

I am next out at the Malcolm Wilson Stages in March with Steve as part of the BRC4 class where we are looking for a strong start to the season ahead

**Steven Waugh and Mark Broadbent : Airedale & Pennine MCC**





# Ripon Motorsports Club

## Riponian Stages

### 12<sup>th</sup> February

*Paul Commons*

The Riponian Stages rally would once again host the opening round of the British Historic Rally Championship with 6 classic stages in the North Yorkshire Forests following a route similar to that of 2022 but in reverse. And despite the Historic section appearing a little on the light side a relatively healthy overall entry had been gathered for the Thirsk based event.

Possibly suffering from the rising cost of living and in particular the cost of entering rallies at the moment a modest 44 crews made the start of the National event; 1 fewer than hoped for following the late blow of losing last year's Winners Matthew Robinson and Sam Collis as a result of competition license issues!

However with Robinson joining fellow 2022 BHRC event winners Henri Grehan and Matt Edwards as missing from the entry list and pre-event favourites Martin McCormack and Barney Mitchel suffering an unfortunate early engine failure it did at least open up the fight for victory, with no fewer than 6 crews ending the event within the same minute as the eventual winners.

Indeed it was Nick Elliott and Dave Price who set the early pace in their glorious Alitalia liveried Fiat 131 but courtesy of quickening their pace through the first pass of Cropton and Wass Moor it was the Ford Escort pairing of Roger Chilman and Patrick Walsh who held a slender 5 second lead at the half way point.

A slow time on stage 4 would essentially put pay to Elliott's victory challenge but with Chilman dropping time in Cropton, just 9 seconds covered the podium positions as the crews headed for the Wass Moor finale; with Tom Walster, who had been away from rallying for several years prior to last year's outing on the Carlisle stages, just 3 seconds adrift in second.

Walster, a welcome addition to the BHRC in 2023, has clearly lost none of his pace but on this occasion the experience of Chilman and Walsh shone through as the Wales Motorsport duo set fastest time on stage 6 to run out as 4 second victors and take an early championship lead. Second place overall for Walster (with Christopher Ridge on the notes) did however represent an excellent result for the Nottinghamshire man.

*Continued on Page 18*





## **Riponian Stages**

### **Continued from page 17**

After setting a blistering pace over the afternoon loop (Fastest times in stage 4 and 5), Adrian Hetherington and Ronan O'Neill would jump from 8th at the halfway point to a remarkable 3rd overall by the end of the event to complete a Ford Escort lock out of the podium positions; with Elliott and Price having to settle for 4th and the Escorts of Simon Webster / Jez Rogers and Richard Jordan / James Gratton Smith rounding out the top six.

Elsewhere another strong performance from Josh Carr and Richard Wardle would see the Pinto engined Ford Escort MK1 pairing get the better of their more powerful counterparts to claim category 2 victory with an excellent 12th overall whilst Terry Cree and Richard Shores (Mini) were first home in Category 1. The fight for Class D3 was possibly the hardest fought on the day however with the lead changing no fewer than 4 times throughout the event as the RS2000 crew of Mike Reed and John Millington just lost out on victory by a mere second to David Dobson and Brian Hodgson in their MK2 Escort!

British Rally Championship regular Elliot Payne, with Tom Woodburn alongside, would be a hot favourite for the Interclub section of the event and it was no real surprise to see the Fiesta Rally 2 crew end the event on top after setting fastest time on five of the six stages. Behind, Hugh Brunton / Drew Sturrock aboard their Skoda Fabia would come out on the right side of a first stage tie breaker to claim second whilst Alistair Ginley / Craig Thorley would have to settle for third despite ending the event on equal times with the second placed crew. Meanwhile Anthony Hanson and Russel Holdsworth would claim the Interclub 2WD honours with 19th overall in their Vauxhall Chevette.

I had intended to mix things up on this years Riponian but with Gale Rigg being a personal favourite stage of mine the drawer of making the most of relatively recent felling was too much to pass up. Maybe somewhere different on the Trackrod?! Next up for the BHRC crews is Rally North Wales which promises a slight change of route to include a return to Dyfnant forest for the first time in a few years. Let's hope the massive £780 entry fee is not too off putting! I'll also keep my fingers crossed for similar weather to last year!



## **Paul Commons Motorsport Photography**

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

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



### **Product**

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

For pricing and any other enquiries please get in touch via email

**paul.commonso@yahoo.co.uk**

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



# West Cumbria MSC February 12 Car Rally

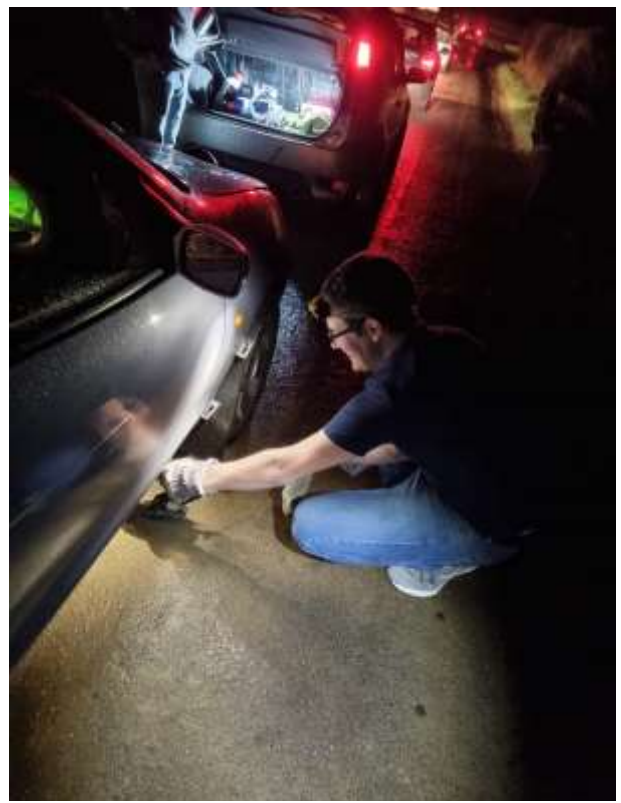
A brilliant night on the maps of 89 with West Cumbria Motorsport Club this evening, but not without drama! A puncture in the early parts of the leg between MTC 2 & MTC 3, after an over exuberant drive over a rough section, meant Will Anderson was put to the test changing a wheel, whilst I supervised and took photos!

Once again, Will was faultless on the maps, plotting and bashing like a pro and making sure we lost no time and got every code board! I have to keep reminding myself this is his first year doing anything like this - mega!

A huge thank you to Stephen, Ann and all the marshals for putting on a great event, and to Connor and Adam for use of their nut gun during the F1 Style wheel change!

Definitely time to sweet talk Mitch into putting some new brakes on the Puma!

*Dan Hurst*



## Beverley & DMC East Riding Stages Rally Sunday 26<sup>th</sup> February

2300 Club member Nigel Worswick has his first competitive outing of 2023 when he starts the East Riding Stages on Sunday.

The Blackburn driver is seeded at car 22 in his beautifully-prepared Fiesta S2000T, with Steven Clark, from Furness DMC, on the maps.

Run for the first time last year, the rally comprises 45-miles of closed roads around the Beverley area, starting from the town's historic Saturday market.

The high quality entry list boasts an impressive top fifteen crews, with any of them possible winners.

Thanks to Covid, Nigel and his superb ex-Nasser Al-Attiah machine have only been seen infrequently - his last outing was back in August - and that has hindered development of the car and his progress getting to grips with it.

He explained: "I bought it just as the pandemic kicked in. With events cancelled everywhere, it meant we didn't get the mileage in the car which I needed for two reasons.

"Firstly, it's left-hand-drive, which requires a lot of practice to master at high speed, and secondly, I'm not getting any younger.

"It's been a long and steep learning curve, frustrating at times, and we've had several issues to resolve with the car. But we've finally got to the point where I feel comfortable with it. We took it to the Barbados Rally and it performed faultlessly, and then had a day testing at Blyton, where again, it ran faultlessly.

"So, I'm really looking forward to the rally. The entry list is amazing, if I can get inside the top 15 it would be one hell of a result.

"Hopefully, it will be dry on Saturday. The roads are level, with long, 500-yard straights and straw-bale chicanes. In the wet, the tarmac becomes slimy and unpredictable.

"But, if I can get a clean run, drive the car as hard as I can, and bring it home in one piece, then I'll be very, very happy."



# 2023 EAST RIDING STAGES RALLY





# Beverley & DMC

## East Riding Stages Rally

### Sunday 26<sup>th</sup> February

To borrow a well-known footballing phrase, it was game of two halves for 2300 Club member Nigel Worswick on the East Riding Stages.

Sunday's closed-road event was the first outing of the year for the Blackburn driver, who was using his Fiesta S2000T in anger for the first time since last August.

Seeded at car 22 in a field packed with top crews, and just 45 competitive miles, Nigel and co-driver Steven Clark were determined to be quick out of the blocks.

But it didn't quite work out like that, with Nigel describing the opening loop as 'tricky'.

He explained: "There was clearly a problem with the damper settings, as the car was horrendously fidgety, kicking and jumping all over the road and threatening to throw us off at any moment.

"The first two stages were very fast, bumpy and narrow, which accentuated the problem, and I really thought we could have a big off. By the time we'd got to the end of stage two, I was ready to put the car in the trailer and go home.

"But eventually we decided to try and keep going until the lunch halt and then try and fix the problem in service.

"We put the dampers back on their baseline settings, and suddenly the car was transformed, which gave us confidence to push on in the afternoon."

And push on they did, slicing 20 seconds and 40 seconds off their morning times as it all began to gel inside the cockpit.

"The car was fantastic, and I was really buzzing by the end of the rally. My only disappointment was that, through no fault of the organisers, it was only 45 miles long and I was desperate to do another loop!

"I haven't driven the car competitively since the Dave Read Stages last August, so I know I'm out of practice, but I also know there's a lot more to come from me and the car. Looking back on the rally, although the afternoon stages were brilliant, I felt I'd done a good job in the morning just keeping the car on the road.

And Nigel was full of praise for his co-driver Steven Clark, from Furness Motor Club. An accomplished driver in his own right, it was their first time together in the car.

"Having two drivers in the the same car could have been a problem, but Steven did a superb job on the notes. He's a lovely guy, very clued-up and very calm inside the car, " said Nigel.

"So calm in fact, that at the end of the hair-raising second stage, he said 'That went well, I wasn't scared at all' which was a good job because I definitely was!"



# 2023 EAST RIDING STAGES RALLY





# Anglia MSC Snetterton Stages

## 11<sup>th</sup> February

**James Swallow : Bolton-le-Moors CC**

Kiaran and I were hoping for a strong event on round 4 of the MGJ Circuit Rally Championship, having had a 6<sup>th</sup> and two 5<sup>th</sup> places on the first rounds, we were aiming to cement a solid position, however it didn't really go as planned.

Despite it only being his 6<sup>th</sup> event in the car, Kiaran got off to a very strong start. The choice of softer intermediate tyres for the cold and damp early start meant that our times for stages 1 and 2 saw us lying 3rd overall.

Feeling buoyed by this we kept our heads down and attacked stage 3, but when we returned to service and looked at the results, we found we had lost a fair chunk of time to the crews around us. Kris informed us that rally leader, John Griffiths and Ollie O'Donovan in 3<sup>rd</sup> had both switched to harder medium tyres now that the stages had dried and the temperature was a balmy 10 degrees. With not enough time to switch boots, we headed out to stage 4, this time the wrong tyre being ever more evident, especially on the last loop with the car suffering with understeer. More lost time saw us drop to 4<sup>th</sup> at the dinner break. Time to make the ham and cheese sarnies, get the mediums on, and get ready to maintain our strong pace in the afternoon. Unfortunately, stage 5 was where things started to go a bit Pete Tong.

In the first technical section we had a half spin which caused us to stall, as we progressed into the stage we lost more time as we were baulked by a Darrian, as we followed them onto the gravel section a large rock was thrown at the car putting a sizeable dink in the windscreen. Next up on the stage to end all stages came my 1st mistake of the season. As we approached the final chicane, some incorrect markings on my maps meant I sent Kiaran the wrong way round. Thanks to some guidance from a marshal and a quick check of the furniture around us, we got back on track and finished the stage, but we had lost around 12s and dropped to 5<sup>th</sup>.

Stage 6 we gathered our composure and headed out again, we were flying until as we approached the chicane on the pit straight, on the limiter, hit the anchors and... nope, straight into the tyres, considerably nailing the chicane.

**Continued on Page 22**





We finished the stage at 7 tenths, and from the attention we were getting on the way back to service, it was clear the damage wasn't good.

To compound matters, Kris told us the Clerk would like a word about our little detour at the chicane on stage 5, and undoubtedly about what we'd done to his chicane only a few minutes ago. As Kris and Kiaran set about making the front end resemble a 208 again (and bleeding the brakes), I had the chat with the clerk and smoothed everything over, meaning we could go into stage 7 penalty free. Something we managed thanks to the very helpful scrutineers who gave advice on what they would be happy to accept in order for us to continue.

Stage 7 we were back, but a little tentative and things felt OK going into the final stage.

Then the final blow. Coming out of the twisty first section, we both sensed some slipping under acceleration, it felt like the clutch (we later learnt it was wheelspin that we were experiencing), and on the next series of bends Hank said something wasn't right, as we hit the brakes for the upcoming chicane we found ourselves facing the way we'd just come. Thinking we maybe had a puncture we got out to change it...but no flat. Not entirely sure what was going on and not wanting to risk any more damage to the car or hold anyone up, we cruised out of the stage early and picked up a stage max.

Miraculously we still managed 14th overall and 8th in class, so a very solid result all things considered, but for the championship, this round is hopefully one to be forgotten.

After the event, we found the issue we had on stage 8 was caused by a broken pressure plate on the rear diff. At the time of writing this, the parts are on their way from 3MO, and all being well we'll be ready for Anglesey at the weekend.

**James Swallow : Bolton-le-Moors CC**



# RIP

## Eve Fisher



**Sunday 26th February 2023**

I have been informed today by Graham Bray, of the passing of Eve Fisher this morning, Sunday 26th February 2023

Eve was SD34 Motorsport Group treasurer for some 25+ years, starting when Gavin Frew was the Chairman, stepping down just over 10 year ago!

Eve and Graham Marshalled and ran many autotests and stage rallies with Bury AC. Latterly doing radio duties at many stage rallies from WRC to bike rides with the Gemini team.

Eve receiving the Brian Molynux Trophy from Roy Honeywell.

Our thoughts go out to Graham and all those that knew Eve.

**Steve Johnson**  
**SD34 MSG Chairman**





# MG Car Club Ulster Centre **Derek Walker Memorial Trial**

**28<sup>th</sup> January '23**

**Stuart Bankier : Berwick & DMC**

I had arranged with my friend Noel Cochrane to marshal on this year's Derek Walker Trial at the end of January but a couple of days before I left home Noel asked if I would navigate for his son David instead. In less than a nano second I said yes. I marshalled on this event last year with Siobhan and it looked like a great day out with all manner of classic and modern cars entered.

This year was no different and the thirty third running of the event attracted an entry of nearly 50 cars with no fewer than nine Midgets, two Sprites and three MGBGTs.

The event attracted a very varied entry which included an Austin 7, VW Beetle, Morris Oxford, several Cooper S's as well as a lot of modern cars including many MX5s. The Midgets were split into separate classes: one for those with BMC engines and a second for those with other types of engine. David's has a Toyota 1600cc engine and gearbox but others entered had Ford crossflow, Ford Duratec and K series engines.

The event started from Kilraughts 1<sup>st</sup> Presbyterian Church and only in Ireland could the Minister be asked to say a few words at the driver's briefing. He hoped that we had a good day out and reminded us that we would be welcome should we wish to return next day for the Sunday service ! The format of the event was nine tests before lunch in a 30 mile route followed by a further nine tests in the afternoon all but one of which were repeats of the mornings tests. Nearly all of the tests were in farmyard complexes and it was to be a very muddy day out.

On these events when you arrive at each venue you can usually walk the tests so after a quick squint at the first test it was back in the car and time to tighten the seat belts. The first test was pretty typical with a quick blast round a cone in a farmyard before disappearing into the farm complex which included a trip into a very slippery barn and some muddy farm access roads. It was all a bit of a blurr and quickest on this test was Damien Moore and Tony Anderson in a Citroen Saxo followed by Will Corry and Pete More in another Midget and Robert Dickson and Robert Robinson in a Cooper S. We were fourth fastest , 4 seconds slower than the Saxo.

***Continued on Page 24***



***David Cochrane Stuart Bankier MG Midget***



***The winning Mini Cooper S of  
Robert Dickson and Robert Robinson***



***Angus Johnson Patrick Johnson  
Austin 7 Ulster***



***Mervyn Williamson Marcus Morrow  
VW Beetle***



## **Derek Walker Memorial Trial** **Continued From Page 23**

This was to be the pattern for the day as we swapped times all day and each of these four cars took turns at taking the fastest times on tests. We struggled on two occasions when the car wouldn't engage reverse but I am sure that the other crews had their issues too.

Robert Dickson's Cooper S is a replica of an ex works car that he owns and that has become a bit too valuable for throwing round farmyards. The car has been deseamed and is absolutely immaculate having been lightened wherever possible. Even the door handles and the external hinges have all been drilled to lose that extra bit of weight.

Will Corry is usually the man to beat and as we head towards lunch he gradually pulled out a slender lead over the Cooper S of Robert Dickson but Test 16 included a very challenging manoeuvre round one cone before reversing between two more and then heading forwards round another. Robert's Cooper S just sailed through this like a ballerina and was ten seconds quicker than anyone else sealing his fourth victory in the event in thirty years by a margin of five seconds.

These events in Northern Ireland are great fun, very competitive and usually attract about 50 entries. Great value at £ 65 including breakfast and lunch. I was in Ireland for a long weekend and managed to also go to look at the SS Nomadic, the Ulster Museum and the Transport Museum – all very interesting. Luckily I was flying Easyjet rather than Flybe as it was the weekend it went bust ! I hope I might get back for another event later in the year.



**David McCausland Billy Gillespie**  
**Talbot Sunbeam Ti**



**Bryan Mutch Ken McEntee**  
**Morris Oxford**

**with a touch of opposite lock**

**Photos courtesy of Pee Speed Photography**

## **Results**

1 <sup>st</sup>	Robert Dickson	Robert Robinson	Mini Cooper S
2 <sup>nd</sup>	Will Corry	Peter Moreland- Moore	MG Midget
3 <sup>rd</sup>	Damien Mooney	Tony Anderson	Citroen Saxo
4 <sup>th</sup>	David Cochrane	Stuart Bankier	MG Midget
5 <sup>th</sup>	Mark Francis	Aaron Annett	Toyota Yaris

**Stuart Bankier : Berwick & DMC**

  
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**Once upon a time all Local Newspapers would run with motorsport news.  
Hexham & DMC are very fortunate that their local paper still does.**

## HEXHAM COURANT

### **Hexham and District Motor Club annual rally to fundraise for charity 'Another year of full entries' Organisers looking forward to annual rally event**

Organisers are glad they will have a large number of entries for their annual rally to raise funds for charity.

More than 60 competitors will be facing the Northumberland wilderness as they participate in the Hexham and District Motor Club John Robson Rally 2023 and raise money for Tynedale Hospice at Home.

The annual event has run around Northumberland and County Durham since the 1960's and attracts crews from all round the county and is in various championships.

This years rally is sponsored by Glendinning of Prudhoe and will be at the Hexham Auction Mart on February 18, with the first car to leave at 20:00.

Competitors should arrive at the Auction Mart to have their cars checked over by the scrutineers around 16:00.

The first car should be returning to Hexham Mart around 02:00 am the next day (Feb 19).

Crews will drive through the night around Allendale, Sparty Lee, Allenheads, Westgate to a half way fuel top up at Mickleton Service station near Middleton-in-teesdale before returning north past Hamsterly, near Consett and finish at the auction mart via Dipton Mill.

But that's not all, there is another challenge for the teams.

They won't know their exact route until the minute they leave, and they will be given the route in a 'code' they will have to decipher to put on their maps.

Other pressures also include sticking to a time schedule, which will penalise them for being early as well as late.

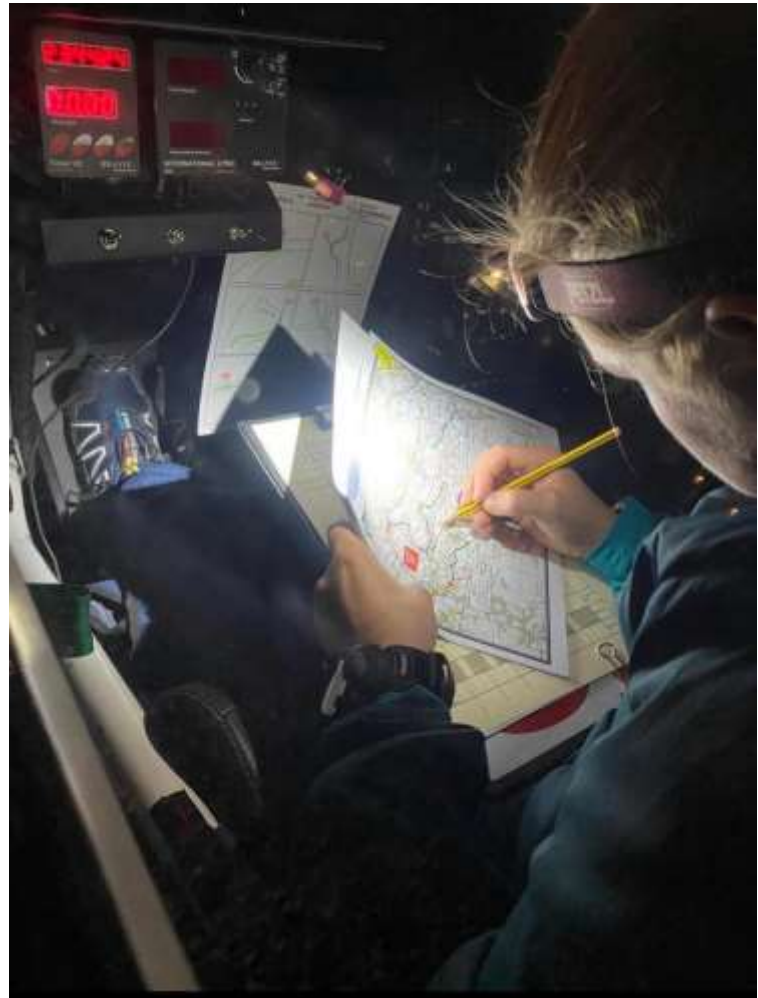
Jonathon Webb, the Clerk of the Course has commented: 'It's really good to see we had another full list of entries for this years event.

"We have a great organising team who are more than happy to help make the event a success.

"This is backed up by a large number of volunteer marshals who we are very grateful for, many are travelling from around the country just to be part of the rally."

The club makes sure every dwelling on the route has a letter put through their door giving notice of the increased traffic on the night and they also put a public notice on most junctions on the route.

More information can be found on the events website <http://www.johnrobsonrally.com>





# Hexham & DMC Glendinning of Prudhoe John Robson Rally 18/19<sup>th</sup> February

*Kris Coombes : Preston MC*



2nd overall on Saturday nights John Robson. eventful night

as usual in the Micra. The new power steering worked well for the first section. A broken jubilee clip ensured it dumped all its fluid on the sump guard and back tyres.

No power steering meant we struggled to commit and lost bits of time here and there. Few close calls also, so we made sure we got to petrol to see if there was a chance to fix it.

Fixed at petrol thanks to Seddy Sedgwick for the replacement clips.

It was a close top 5 and we'd decided to pull our finger out during the rain in the second half putting the EVO developments through their paces. Nearly called air traffic control a couple of times much to Louis' delight .

A section in the fog (which I really don't like) confirmed our suspicions of Richard Hunter & Gary Evans's win certainly a formidable pairing and truly amazing in limited visibility.

To come away with our best result to date felt like an achievement and certainly makes the time and effort (and cost) of continuing with this car worth while.

Thanks to Louis for risking another night on the maps. We thoroughly enjoyed the event as we always do. Massive thank you to marshals, organisers and everyone involved. Hopefully we managed to put on a show for you, we always try to make your efforts justified.

Well done to all the other competitors good to see rally mates out and about as always. Until next time - Kilo Eleven Whiskey Romeo Charlie cleared for take off

*Kris Coombes : Preston MC*

## Thoughts from the regroup after petrol.

- Car 1** "Good clean run no dramas despite the slippery conditions"
- Car 2** "no problems apart from missing a board and having to go back for it"
- Car 6** "bit of a moment in the Ford thought we might drop off the side of it but got away it!"
- Car 8** "the sambas first night event feels very different from usual Subaru good clean run, great fun!"
- Car 11** "Johns first night event (the driver) used to doing hrcr daylight events. Loving the challenge but very different!"
- Car 18** "fantastic event good clean run looking forward to the plot and bash sections"
- Car 28** "visited a few places that weren't on the map. Car cut out once but has been fine since"
- Car 31** "car keeps jumping out of gear, very frustrating!!"
- Car 39** "wrong slotted and took an age to reverse up a very dark lane"
- Car 29** Clan crusader "broke down on the way to the event managed to sort it but alternator can't handle the spot lights so having to just use headlights. All fine apart from that"



*Spirit of the Rally Award*



## **HEXHAM Motor Club's rally was a success, with less than a minute separating the top three.**

## ***And then they publish a Report A proper Local Newspaper***

The Glendinning of Prudhoe John Robson rally attracted more than 50 entries from around the country, as crews battled rain and fog as they navigated themselves around the lanes of Northumberland and County Durham. The annual rally takes place in February each year and starts and finishes at Hexham's Auction Mart. The first section route started at 9pm behind Haydon Bridge passing through Allen Banks over Ridley Common and into Whitfield. The second section saw crews go behind Allendale over Acton Moor and dropping into the first ford of the night at Acton Burn. The route then went round Sparty Lea and through the second ford, with most crews easily managing this section and arriving at the checkpoint at the correct time. They then went through Allenheads and dropped into County Durham via Westgate. The crews didn't return into Northumberland until the last section at 2am, taking them past Healy, Dipton Wood, Newbiggin and into the final check point just after Dipton Mill before heading in to the Auction Mart again to get their well deserved breakfasts. There were more than 80 marshals out during the night, battling the wind and heavy rain at times, but temperatures stayed above freezing. The club raised funds for Tynedale Hospice. Jonathon Webb from Hexham Motor Club commented: "It's fantastic to see crews and marshals from all over the country coming to visit the area, I know many stayed at local hotels and BnBs. "We are forever grateful of the goodwill and hospitality of the local residents on the route, we saw plenty of people out watching and we hope you all enjoyed seeing the wide variety of cars in the event. "A special mention goes to one of the recovery crews who rescued a stranded member of the public at 1am."

### **Sam Adams Protyre Motorsport UK Asphalt Rally Championship Contender**

Reigning Northern Ireland Junior rally champion Sam Adams will contest the Protyre Motorsport UK Asphalt Rally Championship for the first time this year – and whilst the talented 21-year old is doing it to gain more top-level competitive experience, his results last year in his Pinto-engined Ford Escort Mk2 suggest that he could be one to watch in the highly-competitive 2-litre class.

Sam made his rallying debut in 2016 and the following year won his first junior title.

Since 2019 Sam has benefitted from having the experienced Michael Johnston sat in the co-driver's seat.

Michael has been competing as a navigator for the past 35 years, up to and including international events, and is a former Clerk of the Course of the Ulster International Rally. To date, Sam and Michael have contested 14 events together, including winning their class on seven consecutive events last year.

"Last year we made a serious attempt at the Northern Ireland Rally Championship, which was Sam's first attempt at proper closed road rallies," explains Michael.

"We finished first in class on all five championship events, with Sam winning the Junior title at his first attempt, while we also won our class on the Circuit of Ireland and Ulster Rally.

"We have not competed on the Protyre Asphalt Championship before and we haven't done any of the championship events before either, so we're looking forward to this new challenge advancing this very talented young driver's range of experience."

Sam is a lorry driver by day for his father's company Adams Transport and has recently become a dad to a beautiful baby girl called Ava.



***Photo :  
Phil Stewart Photography***

# Liverpool Motor Club Speed Championship 2023

Once again Liverpool Motor Club is running it's speed championship. There are 25 rounds at 8 locations in North Wales and the North and Midlands of England.

In division one the best 9 scores count. Division two is for drivers who intend to compete in a maximum of 6 events. There are classes suitable for all cars, it's the perfect way to have a day out with a classic rally car without risking damage.

The Liverpool Motor Club Speed Championship also has close alignment with the SD34 and ANWCC championships

Regulations and championship entry details are on the website now ([speedchampionship.com](http://speedchampionship.com)).

Round	Day	Date	Venue	Club	
1	Sat	April 1	Trac Mon - Anglesey	Longton	Sprint
2	Sun	April 2	Trac Mon - Anglesey	Longton	Sprint
3	Sat	April 29	Trac Mon - Anglesey	MG Car Club	Sprint
4	Sun	April 30	Trac Mon - Anglesey	MG Car Club	Sprint
5	Sat	May 13	Blyton	Longton	Sprint
6	Sun	May 14	Blyton	Longton	Sprint
7	Sun	May 14	Scammonden	MG Car Club	Hillclimb
8	Sat	May 27	Aintree	Liverpool	Sprint
9	Sat	June 10	Barbon	Liverpool/KLMC	Hillclimb
10	Sun	June 11	Three Sisters	Longton	Sprint
11	Sun	June 18	Scammonden	Pendle	Hillclimb
12	Sat	June 24	Aintree	Liverpool	Sprint
13	Sat	July 15	Barbon	Liverpool/KLMC	Hillclimb
14	Sun	July 23	Three Sisters	Longton	Sprint
15	Sun	July 30	Scammonden	Mid Cheshire	Hillclimb
16	Sat	Aug 5	Blyton	Sheffield & Hallamshire	Sprint
17	Sun	Aug 6	Blyton	Sheffield & Hallamshire	Sprint
18	Sun	Aug 13	Curborough	Mid Cheshire	Sprint
19	Sat	Sept 2	Aintree	Liverpool	Sprint
20	Sun	Sept 3	Three Sisters	Longton	Sprint
21	Sat	Sept 16	Harewood	BARC Yorkshire	Hillclimb
22	Sun	Sept 17	Harewood	BARC Yorkshire	Hillclimb
23	Sat	Sept 30	Trac Mon - Anglesey	Longton	Sprint
24	Sun	Oct 1	Trac Mon - Anglesey	Longton	Sprint
25	Sat	Oct 8	Scammonden	Sheffield & Hallamshire	Hillclimb



# A Cracking Week

*Neil Raven : Ilkley & DMC*

It's been a cracking motorsport week up here in the North. It started with deciding to put the roll cage that's been gathering dust in the garage in to the Peugeot in time for the John Robson Rally on Saturday. A 5 minute job until a bit of tin worm required the removal of the fuel tank.

This bugged up the schedule by adding another nights work so we had to sacrifice our entry on the Ilkley scatter which was hugely disappointing as it was a great event. Even with this big decision I was still welding plates in to the Peugeot at 3pm on Saturday, just 30 mins before we were due to be heading up the A1 to Hexham for the John Robson road rally organised by Hexham & District Motor Club

As the Peugeot was up on bricks the blue MX5 with its fab orange wheels was called in for duty. The rally organisers were happy to change our entry so we had a run. The MX5 had already had a motorsport outing this week with Mission Motorsport at the Three Sisters kart track taking part in their track day on Monday. They are a motorsport group who support forces veterans by giving them a day out and an experience they wouldn't normally get to have, 3 laps of the kart track in an MX5

It's a great day out with the social side being more important than the scary passenger ride for the veterans. In amongst my passengers I had two who served in the Falklands and one who did several tours in Northern Ireland. A humbling experience to drive these people who served their country and have struggled to settle back in to a civilian life

The orange wheel clad MX5 was at the back of the queue for the veterans as there were three Yaris GR's, a fantastic Merc, a very rapid BMW 1 series and a couple of highly strung Honda Civics and Peter Clegg in his supercharged Mini It was a great day and the sun shone on us all.

Through the week the installation of the roll cage made good progress and my welding improved with each cage mounting installation. I've gone from pigeon shit weld to golden eagle droplets I've actually impressed myself with how well it's gone and if we do find ourselves upside down on a stone wall I'll be happy to be in the car I've still got a bit to do but the car should be ready for the Revival Rally in March

Claire Nevar and I have been practicing our navigational and road rally skills by taking part in the De Lacy Motor Club Group 12 car events which have been superb to give us experience plotting on the move. The John Robson rally on Saturday would be the first time Mrs Rave and I would be able to put all this hard work in to practice.



*Continued on Page 30*



## **A Great Week** **Continued from Page 29**

We had a great time in this superb event which crossed a flat out road rally with a navigational event. Both of the crew were kept busy all night and Mrs Rave was on form with her plotting. The first half was plotted in the warmth of the Hexham auction mart and the second half on the Roman roads that traverse the Northumbrian countryside. We had a great night in the Hot Wheels MX5 but did find a large pothole which buckled two of the new wheels!

We started at 20.34 Saturday evening and finished at 02.45 Sunday morning! It's a superb form of Motorsport which relies on both of the crew to perform. We finished 27th overall and 6th in class, which is fairly irrelevant because just to finish without crashing or running out of time is an achievement. The car was great, Mrs Rave was on it and I kept us on the tarmac. What we did find out was we were too slow! So we have some work to do there but that can be achieved

One of the comments we received at the time controls of the rally was, nice cocks! My valentines gift to Claire was a shiny set of pink cock dust caps for her Porsche! Being the selfless type she is, she fitted them to the MX5 and they created plenty of smiles I've never had so many compliments of my good looking cock, albeit only 1 inch in height In with the entry you get a slap up breakfast to get you home, it was superb We got home at 05.30 Sunday morning and had 2 1/2 hours sleep before we set off to York Motor Club to try the Hot Wheels MX5 out on an Autotest! Before we set off I had to swap over the buckled wheels for some fresh wheels I had in the shed All done we set the sat nav to York

A glorious topless drive under the Yorkshire sun took us to another ex WWII airfield where Ian Young had set out some great tests to test our Sunday morning brains. Last month we competed in the Peugeot but were back in the MX5 fold for this event. A healthy entry of 20 competitors were directed to one of three tests. 10 of those competitors were in MX5's, including us

We had a great morning with plenty of competition between the Japanese rear wheel drive crews. We were all sent off to our own test to start with and cleared the surface of any loose debris with varying degrees of flamboyant rear end action A wrong test for us didn't start the day well but as I got used to the the tests and lack of sleep we got better.

The icing on the cake was fastest time on the Bob a Nob which saw Gary Ross and David Blaney trying to get their cars up on one wheel! Gaz Wriggo was keeping it tidy but was knocking hell out of the markers! His annual membership fee will go towards replacing the poles he destroyed today



*Photo Courtesy of Jez Turner*

**Continued on Page 31**



## ***A Great Week***

### ***Continued from Page 28***

All tests completed we made our way home for a few more hours of kip before heading off to the local curry house and settling in for a night with Vera and Guy Martin. It's been a superb weekend spent with great friends enjoying a common passion, motorsport. I feel a very slow Monday at work coming on

A huge thank you to the organisers of all these events and an even bigger thank you to the marshals who come out in all weathers to make these events run. The rain was horizontal on Saturday night on the Northumbrian moors but we were met by happy marshals who filled our time sheets out quickly and efficiently

Equally on the York Autotest today it was a great atmosphere with everyone enjoying club motorsport at its pursuit level. I'll repeat a line from my earlier ramblings, the social side is as important as the competitive element, if not more so

***Neil Raven : Ilkley & DMC***



*Photo Courtesy of Charlie Leovold*



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# ***NORTH WEST RACERS***

## ***With Dave Williams***

### **IAN SMITH**

North West motorsport – particularly those involved with Formula Ford 1600 – recently lost an iconic figure when Ian “Diz” Smith passed away.

For your author, a chat with Diz to catch up with the latest gossip, hear one of his jokes delivered through a beaming toothy grin and to inhale some of his cigarette smoke was always an essential part of a visit to the Oulton Park paddock.

Since the 1960's Diz spent most of his spare time promoting and facilitating grassroots motor racing – be it marshalling, organising events, co-ordinating championships or overseeing members of the general public having their first taste of high performance driving at racing schools.

With his dry Scouse wit, passion for his hobby, love of Liverpool FC and full grey beard, Ian was quite a character. When it came to racing, Smith's focus was usually away from the mainstream with an emphasis on maximum fun and enjoyment for all involved. He loved to champion the underdog to such an extent that it often brought him into conflict with those in authority.

His life at the circuits started in 1964 at Aintree in the days when the home of the Grand National Steeplechase was also regularly used for 2- and 4-wheeled competition. Initially he marshalled at the weekly test days but then helped to provide safety cover for race meetings at the Liverpool circuit and Oulton Park. Infact Diz's debut on the banks was the final event on the full Aintree Grand Prix layout.

Before long Ian became an active member in the Northern Centre of the British Motorsports Marshals' Club and was soon part of the committee. Ian's efforts must have been greatly appreciated as he was voted Marshal of the Year in 1969 although he used to modestly quip “It was not due to me being the best marshal but because I did the most days!”

Four years later Smith was drafted in to take up the post of Competition Secretary at the Aintree Circuit Club after the previous incumbent threw her teddy out of the pram and left at short notice... however “teddy chucking” is an art form which Ian was to become very accomplished at.

It was a case of being in-at-the-deep-end because Ian was given a copy of the Blue Book and told he was organising half a dozen race meetings that year... and the first one was just six weeks away!

During the 1970s Diz regularly battled to promote club racing at Aintree in the face of the Brands Hatch empire particularly with regards to last minute changes to the season's fixtures. In 1975 he brought matters to a head. Where previously he had re-arranged his calendar to avoid staging events on the same day as nearby Oulton Park, for one particular Saturday, he laid on a lucratively sponsored non-Championship F3 race at Aintree when there was also a meeting down the road at Tarporley. He was even cheeky enough to take a full page advert in the programme at the preceding Oulton meeting, which the management of the time failed to spot.

Needless to say, in the Autumn of 1975 Ian received a 'phone call from Brands to agree a complementary schedule at both tracks for the following year and the Blue Book was even amended to prevent two meetings being run in close geographical proximity on the same day.

An additional complication was that Ian had to select the Aintree dates in accordance to the wishes of his landlords from the horse-racing fraternity. Motorsport could not begin on Merseyside until that year's Grand National had been run (fortunately the venue had just the one annual equine festival in those days) and it had to end by September so that the grass had 6 months to recover before the biggest spectacle in the world of steeple-chasing. Furthermore, a sizeable bill was received whenever a car crashed into one of the legendary (and very solid) fences.



***Photo Courtesy of Julia Hawkins***



Because of its port, Liverpool has strong links with Ireland and Aintree Circuit Club was no different. To entice drivers over from the Emerald Isle, arrangements were made to collect their racing cars from the docks at 07:00 on a race morning and take them the 6 miles to the circuit. All they had to do was load them onto the ferry the night before.

This led to Diz helping out a young Irishman who went on to great things. His name was Eddie Jordan. Smith toured the country as Jordan's right hand-man in a VW Transporter pickup with a Crossle racing car on the back. They had plenty of adventures and Diz ended up getting mentioned in Jordan's autobiography... although he was always miffed that he didn't get called to be on *This is Your Life*!

Ian would wonder where he'd have ended up if he had stayed involved with Jordan. With a twinkle in his eye, he usually answered his own question with, "Certainly not freezing my nuts off at the Three Sisters Racing School, that's for sure!!!!"

In the late '70s, Ian's started talking and writing about the sport he loved. As well as filling in for absent commentators he began reporting on meetings at all the Northern and Midland circuits for *Motoring News*. He was also their Mondello Park correspondent for a while.

The Irish sense of humour was a match for Ian's. He once told me about his first visit to a race meeting over there, "I was shocked to discover that the bar was open at signing on!" he recalled, "However, the oft quoted saying was 'To be sure, to be sure... It'll be OK' and it usually was. Mind you it has got more safety conscious in recent years - nowadays the beer delivery truck drives round the track in the same direction as the cars that are testing!"

In 1979 a friendship which was to stand the test of time was formed with Richard Peacock when Ian became involved with the Aintree Racing Drivers' School. This developed into him becoming Richard's trusty assistant, co-ordinating the School and Corporate Days along with being heavily involved with the racing team.

Ian was also the "Despatch Manager" for Richard's Crossle agency. Actually, this job title was allocated to him when he demanded recognition for helping out when returning parts to the manufacturer. Over the years the word "Despatch" mutated through Desperate, Despair, Dezzy and Dizzy to become his infamous nickname Diz.

Smith remained with what was once the Aintree Racing Drivers' School for many years although it went through a number of metamorphoses including changes of name, ownership and location.

With Ian's support, Richard Peacock was the inaugural FF1600 Champion of Oulton in 1982. Three years later the Dynamic Duo founded the Formula E series. They invented the category having spotted an opportunity when in-board suspension became the benchmark of contemporary Formula Ford designs. Formula E catered for older cars which had fallen in value as their conventional wishbone set-ups were less effective than the new-fangled layouts.

The category delivered some of the best racing ever seen at Oulton Park, however it didn't fit in with the corporate strategy for the 1990's of the then circuit owner Nicola Foulston and she effectively killed off the series. This is a decision that rankled Diz for many years!

Despite these frustrations, Ian continued to be involved with many of the Champion of Oulton competitors and at the turn of the Millennium he took over the role of Championship Co-ordinator from Tom Dooley. By this time, in recognition of the rounds staged at the Ty Croes circuit on Anglesey (which opened in 1997), the category had been re-named North West FF1600.

The circuit at Anglesey was the brainchild of Richard Peacock with Ian being heavily involved in its operation for some time. This underlines the major influence the Dynamic Duo had on motorsport in this region for more than a quarter of a century. Despite spending less time in the western wind-swept end of North Wales the retired civil servant remained very active. In his final years, even though he had been diagnosed with cancer, he oversaw the transformation of the regional Formula Ford Championship into the Super Classic Pre'99 series.

Ian was still regularly attending race meetings in 2022. Regardless of his serious health issue his big smile was always in place when he was doing what he loved best – watching Formula Fords. Just 10 days before he died, Ian and I had a discussion about some social media content relating to FF1600, the category was at the front and centre of his life right until the end.

Such enthusiasm and dedication to the sport will long be remembered.

Spotlight extends its condolences to Ian's wife Di and his son Steve.

**Dave Williams**

# ***Oulton Park Diary***

***With Dave Williams***

## **LOOKING AHEAD TO A YEAR OF RACING**

Traditionally, the motor racing season at Oulton Park ran from mid-March to mid-October but for 2023 this has shifted back a little with the opening meeting taking place on 1<sup>st</sup> April with the final one staged on 28<sup>th</sup> October. These are the first and last Saturdays of British Summer Time.

The calendar features 23 race meetings at the Cheshire circuit plus the Neil Howard Rally which provides a winter bonus on 4<sup>th</sup> November with a firework display after that event providing a spectacular climax for spectators.

Things kick off on April Fools Day with a plethora of Caterhams featuring championships for complete rookies who run their cars in basic road-going spec right up to some of the best pilots in the country behind the wheel of the 420R model. The latter top-of-the-range example is as fast as a GT4 car.

Variety of machinery is a major attraction of club motorsport so in some respects a meeting dedicated to one type of car lacks appeal. However, the Caterhams are so evenly matched and their box-like shapes make slip-streaming compulsory therefore with trains of up to a dozen Caterhams charging around Oulton this is one of the best days of the year for wheel-to-wheel racing. Get up close in the paddock and you'll also see what great pieces of kit they are.

After the cavalcade of Caterhams, fans can feast on some beautiful sights and sounds at the first major meeting of the season when the British GT Championship gets underway with its traditional Easter visit to Cheshire. It's always a great pleasure to hear the earth-shaking rumble of a 6.3 litre V8 powering a Mercedes-AMG up Clay Hill.

The Balance of Power regulations enable a diverse range of sportscars to compete on an even footing – even if it is bizarre to see huge Bentleys running at the front of the field as they tower over the painted-on-the-road McLarens and Lamborghinis. With driver changes, there is sure to be plenty of swings in the fortunes of the teams throughout the 2 of hour-long contests.

On the support package for the Easter meeting there promises some great racing with many stars of the future on show in the GB3, GB4 and Ginetta Junior Championships. The latter is making the switch to race alongside the British GT series this year instead of occupying a place on the TOCA package.



***The Mercedes-AMG makes a glorious sound***



***The Ginetta Juniors will be supporting British GT in 2023***



***The National and Super FF1600 runners visit April in May***

***Continued on Page 35***



## ***Oulton Park Diary***

### ***Continued From Page 34***

The final car race meeting in April – on the 22<sup>nd</sup> – features a double helping of Formula Ford 1600s with the National and Super Classic (Pre '99) Championships on the menu.

Members of the MG Car Club have been competing for the Cockshoot Cup for decades. When I began watching the championship in the 1980s, it solely catered for sportscars that had designs dating back to the 1960s – the MGB and Midget models – but when the series visits Oulton Park on 13th May for its opening round of the season, ZR hatchbacks and ZS saloons will be eligible to take part as well as the MGF 2-seater which was on sale from 1995 to 2011.

A week later the most exotic single-make championship in the country visits Cheshire in the shape of the Ferrari Challenge UK which is contested by a field of 488 Evos. This is quite a strange meeting as it runs on the Friday as well as the Saturday and there are no support races, only on-track demonstrations of Ferrari cars.

There is more sportscar action over the late-May Bank Holiday weekend. On the Saturday, there will be a 3 hour race that will be a round of the British Endurance Championship for cars running to GT3 and GT4 regulations. Then, on the Monday, attention will switch to the Britcar Trophy for sportscars and saloons plus the Britcar Prototype Cup – a new category for 2023 which will incorporate the amazingly spectacular Praga Cup.

June begins with the BMW Sommerfest which was previously staged at Donington Park. Then there is a touring car Double Header with the TCR UK Championship and BTCC running on consecutive weekends. The latter is the most prestigious series in the UK with live coverage on ITV4. With success ballast and reverse grids, a variety of winners is guaranteed. A huge crowd always gives the feeling that this is a “big event”.

A string of themed meetings will make July a busy month. The cars on display around the paddock and infield will be as much of a draw as the racing on the track. Things kick off with a supercar pageant with the GT Cup headlining the competitive aspect of the day.

The following week, the focus will be on French manufacturers with a meeting entitled “Auto De France” with “Ford Power Live” taking centre stage a week later.

There is a break from racing on 22<sup>nd</sup> July as Tunerfest North appears on the fixture list. This features “Time Attack” where highly modified road cars race against the clock and drivers in the Motorsport UK Drift Pro Championship display a different type of skill as the power round the track sideways in clouds of tyre smoke.

July concludes with what is the highlight of the year for many, the Historic Gold Cup. The programme for this meeting has not been finalised but The Jim Clark Trust has confirmed it will be in attendance to celebrate the 60<sup>th</sup> anniversary of the legendary Scot winning his first F1 World Championship.



***A grid full of Ferraris will be at Oulton in May***



***BTCC brings Big Time racing in June***



***The Gold Cup is the highlight of the year for many***



***CNC Heads is like watching the Wacky Races***

***Continued on Page 36***

## **Oulton Park Diary** **Continued From Page 35**

There will be more historic action the following weekend, 5<sup>th</sup> August, when the Equipe Classic Racing Club will be in charge. They cater for clubman competitors with Pre 1966 sports and saloon cars.

A highlight of the 12<sup>th</sup> August meeting will be the Clubmans Sports Prototype Championship. The fairly unrestricted regulations mean some fascinating machinery will be entered. Then on 19<sup>th</sup> August, 70 years of the iconic Corvette will be celebrated at the US Autoshow.

As the calendar currently stands, there is then no car racing at Oulton Park for 4 weeks (only a couple of motorbike meetings) until 23<sup>rd</sup> September when the Classic Sports Car Club bring along their eclectic mix of championships. This is followed a week later by an endurance race for the Ford Ka.

We then complete the season with 3 traditional club race meetings organised by the 750 Motor Club (7<sup>th</sup> October), BARC (14<sup>th</sup> October) and BRSCC (28<sup>th</sup> October). The highlight will be the final rounds of the CNC Heads Sports/Saloon Championship at the BARC meeting which features such a diverse range of cars, it looks akin to the Wacky Races cartoon series.

As has been the case for a number of years, the Fun Cup will complete the Oulton Park racing season on 28<sup>th</sup> October although this year, the 4 hour enduro will be split into races of 1 hour and 3 hour durations.

The Neil Howard Rally brings competitive action to a close a week later.



***The Neil Howard Stages provides a spectacular end to the season***

***All Photos Courtesy of PS Images***

***Dave Williams***

## **Caernarvon & Anglesey MC** **It's a Date 'Nav Run'** **February 9<sup>th</sup>**

***Lee Matthews C&A MC***

John & I hadn't done an event together for decades. He used to navigate for me regularly on road rallies in the late 80's, so it was nice to team up once again as extra competition for our boys, Sion & Iwan who have paired up for the Valentine Rally.

We had hoped to beat them, but it seems they have younger eye-sight, and they spotted two symbols that we missed, and they missed one we found, despite both of us following the correct route.

This route was about 30 miles around the South of Caernarfon area and was very tricky with lots of triangles and easy to miss slots and loops.

At one NAM triangle on a moorland area we went down every track to try and find the symbol, and in so doing made wheel tracks across the grassy moorland which Sion later followed in his Audi and he picked up a puncture. Ha ha, as it was the wrong route anyway. It was funny seeing other competitors coming towards us, or passing us only for them to disappear down a slot that was the wrong way.

We had a great night, and the banter in the car made the night fly by. Thanks to Dion and Daniel for organising a truly challenging Navigation Run.

Probably the most difficult of the recent Runs C&A Motor Club has organised.

Roll on the Barnes Engineering Valentine Rally where me & John are on Closing Car duties in the little Micra. Well done everyone. That was a tough event. Loved it.

***Lee Matthews : C&AMC***





# Caernarvon & Anglesey MC It's a Date 'Nav Run'

February 9<sup>th</sup>

*Dion Rowlands / Cory Jones*

Firstly a big thank you to all that attended the 'It's a Date' Navigation Run last night!

An epic entry with a variation of crews that had never plotted a route in their lives to some Master and Expert class Navigators.

Hopefully everyone enjoyed the challenge - it was certainly that!

We were very humbled to see another full entry (unfortunately a few reserves yet again - remember to arrive early to ensure your place!)

We set out to provide a 30 mile route with very tricky navigation and plotting to give all competitors planning on entering the upcoming Valentine rally a 'worst case' plotting experience to put them at ease. As explained in the drivers' briefing - if you plotted and got around the 'It's a Date!' - the Valentine will be a doddle!

Well done to all finishers - Here is a roundup of the top 10 finishers. We have photos of all scoresheets and if anybody want's to run through and explain parts of the route etc. please ask - We're more than happy to explain where you went wrong or missed some symbols.

There were 80 marks available from a mixture of 1 point symbols and 2 point 'Cymru' symbols on the tricky bits! The top was very close and an interesting 1st and 2nd with Sion & Iwan beating their dads!!



## RESULTS

1. 66 pts - Sion Matthews & Iwan Evans (Audi A4)
2. 65 pts - Lee Matthews & John Evans (Nissan Micra Turbo)
3. 63 pts - Peredur Davies & Moi Williams (Skoda Octavia)
4. 59 pts - Dion Rowlands & Cory Jones (Toyota Corolla)
5. 56 pts - Jill Clarke & Paul Clarke (Furthest Clean) (Nissan Qashqai)
6. 56 pts - Aron Evans & Tom Lindstrom (BMW E45 Touring)
7. 54 pts - Tom Parkes & Aled Roberts
8. 53 pts - Arwyn Williams & Llifon Williams (Porsche 911)
9. 51 pts - Lee Threadgold & Sion Jones (Peugeot RCZ)
10. 50 pts - Clare Hookham & Caron Thomas (Hyundai i20N)

Thank you all for attending and we look forward to seeing you on the next one!

*Dion Rowlands / Cory Jones*

# My First Event

## The 1980 Lombard RAC Rally

*Stephen Lancaster : Airedale & Pennine MCC*

My First Event. (age 19) 1980 Lombard RAC. Living in Leeds, a friend asked if I'd like to help marshal at the Hotel by the old A1 roundabout at Wetherby on the Sunday (16th Nov) evening then drive up to the Lakes through the night. At the hotel, the competitors were coming in after the stage at Bramham, we were asked to collect the time cards from the MTC and take to the results people. Nothing too exciting !!

At the time my friend had a standard-ish Mini, 1340cc, wide wheels, bucket seats, spots. Yes I'm sure you all can picture it. So off we went north A1 & A66 to the Lakes, parked up in the middle of nowhere at god knows what time to get some sleep ( have you tried sleeping in a Mini with bucket seats ? ) In the early light of the following morning we had some of the little food we had taken and off to find some fuel, and a hot drink !! then a stage to watch.

In Keswick, the plan changed a little when my friend ran into a stone wall with the front left corner as we were going round an uphill right hand bend, result was car undrivable, fortunatly we weren't hurt mainly due to wearing seat belts ( the wall was unharmed ) The priority now changed to how do I get home for work the following day otherwise I'd be in deep doo-doo, While having a cuppa provided by the wall owner we found the damage was not as bad as first thought, just straighen a few bits and put the spare wheel on. The home owner who provided the tea said there was a small engineering company down the road who could sort the bent bits, everything back together my friend said we'll head for a local hotel as he knew the owners, as the windscreen had smashed it was an interesting few miles, no way we would of made it back to Leeds.

By the time we got to the hotel it was late afternoon, owner produced a bus & train timetable and told us the last bus of the day goes passed in 15 minutes and gets into Carnforth 10 minutes before the last train to Leeds, so I hot foot it to the bus stop, duely arrived at Carnforth station and a quick dash to the train and I could relax. Once back in Leeds it was another bus home.

An eventful couple of days for sure, no rallying & no pictures, only memories now. Sadly one reason why I remember this is because the Yorkshire Ripper claimed another victim in an area of Leeds that I travelled through to get home. 17-11-1980.

Made it to work the following day non the worst for the adventure. Played it safe in 1981 and watched at Harewood Hillclimb.



*Photo above Courtesy of Geoff Harding  
Harry Hockly and Alistair Roberts  
Mini Clubman GT, Car 88  
Start no. 88, finished 31st overall*

*Stephen Lancaster : Airedale & Pennine MCC*

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# John Easson Award Winner Johnnie Mackay

Johnnie Mackay is in for a testing year of rallying - and he's delighted.

The young Scottish driver was the worthy winner of the 2300 Club's 2022 John Easson Award, which has a total prize fund of £6,000.

That money will go towards paying entry fees and tyres for Johnnie's attack on the 2023 Scottish Rally Championship. And in turn, that will free up part of his budget to do the one thing he's been unable to do so far - and that's to go testing. "It was brilliant to win the award in December, and join the long list of very accomplished drivers," said Johnnie, who lives in Newburgh, Aberdeenshire.

"The money that goes with the award will make such a difference to our season, especially as we are running a new car.

"We will now be able to go pre-event testing, something we never been able to do because we didn't have the budget."

After winning the 2022 UK Asphalt Junior Championship and the class N3 title in his Fiesta ST, the 21-year-old has decided to switch to a four-wheel-drive Mitsubishi Evo 7 for a tilt at the SRC Challengers class.

Designed for competitors who haven't finished in the top ten overall, the class excludes WRC and R5 machinery.

Johnnie explained: "The ST has been a great car for me, but I needed to make a step up for 2023. I could have gone down the R2 route, who would have given me 30 bhp more than the ST, but would cost up to £40,000.

"Going to an Evo doubles the power, and gives me four-wheel-drive, for less than an R2.

"Competition in the Challengers is going to be pretty close with only a handful of seconds between cars, and that is where I want to be.

"It's going to make such a difference to be able to test beforehand, making sure everything clicks and I'm happy with the car instead of having to do it on the rally itself.

"It's also going to be massive help as the format of the SRC alternates between tarmac and gravel. Although I consider myself a neat and smooth driver with a preference for tarmac, setting fast times in an Evo on gravel requires a different driving technique.

"I can't wait for the first round, the Snowman Rally in March, when I can fly the flag for the 2300 Club."



# 2023 SO FAR

*Greg Harrand : Lampeter & DMC*

The rallying season has well and truly begun again with events taking place all over the country, going back in time a little to the end of January the Tregaron motor club organised Cambrian road rally took place in the lanes of west Wales on the 18th and 29th of January. Starting from Pontrhifendigaid where a short test took place before competitors took on the 65 or so miles of lanes over maps 135 and 146. Naturally being a local event a few club entrants featured on the entry list, with previous Cambrian winners Huw and Owen Rowcliffe taking the number 1 spot in their familiar Toyota corolla and at 12 were Jonathan Davies and Andrew Gaunt in a Peugeot 206.



***Dafydd Evans guides Ethan Davies around to a podium finish on the Festival targa  
Photos Courtesy of Southwestpix***

The test was made up of one lap around the circuit plus a section around the service area. Huw and Owen got off to a great start as they set the joint second quickest time here, stopping the clocks on 5 minutes and 4 seconds. Jonathan and Andrew also did very well with the tenth quickest time of 5 minutes and 20 seconds.

Following the test the competitors then went into the lanes for the rest of the rally. The general route of the rally saw competitors heading out to the coast and back. Time control 3 was the first where competitors gathered penalties and was located on the edge of Llanafan forest. Huw and Owen gained 1 minute and 52 seconds of penalties here. It would unfortunately be a short rally for Jonathan and Andrew as they retired during the night.

From here the route passed by Llechrod and Rhydrhosier before going by Trefenter, and then on through Cnwc-y-barcud. Unfortunately whilst they managed to set some excellent times on route Huw and Owen had booked into Time control 1 early and therefore received a fail, a great shame as they would have taken the win for the second time had it not been for that incident. Even so they still managed to put in an excellent performance as the rally made its way through Llanddeiniol before turning back at the coast.

Following this, competitors went through Glan y Rhos farm where Time control 15 was located. This was a very tight section and everyone gathered a substantial penalty, with Huw and Owen picking up 2 minutes and 19 seconds. Following this there was a slightly more relaxed section that ran through Pontrhydygroes before a final tight section as the disused mines at Rhiwlas. Here again penalties were gained and Huw and Owen did very well with 3 minutes and 15 seconds gained. This saw them end the rally with a penalty count of 17 minutes and 14 seconds, but due to picking up a fail at the beginning of the event saw them drop to twenty-sixth overall and fourteenth in class. Whilst it wasn't the longest rally in the calendar it was definitely a test for all of those entered which everyone seemed to have enjoyed.

On the 18th of February Bath motor club ran their Festival targa rally at Castle Combe circuit and surrounding venues. Once again Dafydd Evans found himself in the passenger seat of Ethan Davies' Ford puma. The rally would be made up of ten tests giving competitors nearly 48 miles of competition. The first two tests of the event were 7 and a half miles in length and made up of several loops around the circuit and surrounding roads. At the end of these opening two tests, Ethan and Dafydd held a slim 7 second lead in their puma, a great start to their day. After this the next two tests took place at Charlton Park and Kemble airfield. Here at Charlton park things went badly for Ethan and Dafydd as they suffered with a minor overshoot, and then had difficulty in getting their puma into reverse gear, which cost them some time. South Cerney was the next venue where two more 3 mile tests took place before a lunch halt. Ethan and Dafydd continued to do very well but had dropped to second overall, lying 14 seconds behind the leading car.

***Continued on Page 41***



Another run around South Cerney and Charlton park made up tests seven and eight, and again Ethan and Dafydd did very well as they held onto their second place position. Going back to Castle Combe for the final two tests they had 25 seconds to make up if they wanted to take the win.

It would be an eventful last couple of tests for them as they gained a 30 second penalty for jump starting at a Stop/Go control which put the pressure on. Sadly they also found themselves in traffic at many of the loops and controls, costing them vital seconds. This would see them end the day in a very respectable second overall and first in class. They ended up 1 minute and 18 seconds down from the winners times, still an excellent result for the both of them.

Also taking place on that weekend was the Mel Harries road rally, organised by Ammanford motor club. This 100 mile event was originally scheduled to run at the end of last year but was postponed due to snow, so found a new date in the calendar over the 18th and 19th of February. Starting from the school in Fairfach the route would see competitors travelling over the lanes of OS maps 146, 159 and 160 before finishing in Glynhir golf club.

This event attracted a handful of club members, the first being in car 3, which would be Huw Rowcliffe in the Toyota Corolla, this time partnered by Marc Hughes. At 7 were Cadog Davies and Rhys Jones, Cadog changing seats and driving his Proton Satria on this event. Next up at 21 were Jonathan Davies and Andrew Gaunt in Jonathan's Peugeot 206, he was followed by another Peugeot 206 at 28, this one belonging to Alan Gaunt, who had Richard Williams sat with him. Right behind them at 29 was Rhys Lewis who had Andrew Ling on map duties. They were out in a Ford Puma. Rounding off club members and navigating in car 47 was Owen Rowcliffe, he would be sat in the Proton Satria belonging to Jonathan Davies.

With signing on and plotting taken care of it was off into the lanes for the first half, which would include several tight sections. The first of these was at Time control 4, and would see everyone gather penalties here. Doing best among club members were Huw and Marc who gained 22 seconds here. Next up were Rhys and Andrew who had 44 seconds. Not far off them were Alan and Richard with 51 seconds. They were followed by Jonathan and Owen on 1 minute and 45 seconds, and then Jonathan and Andrew on 1 minute and 59 seconds. Sadly it was to be a short journey for Cadog and Rhys who retired in the first half of the event.

Time control 6 was the next tight one, and here once again Huw and Marc set the pace among club members, stopping the clocks on 30 seconds. Next up were Alan and Richard with 55 seconds. Jonathan and Andrew were next on one minute and 23 seconds, and they were followed by Rhys and Andrew on 1 minute 59. Jonathan and Owen achieved 2 minutes and 40 seconds.

There were a few more tight sections in the first half which saw competitors gain penalties, at the petrol halt it was Huw and Marc that were doing best among club members as they held sixth overall with 4 minutes and 8 seconds of penalties. Alan and Richard were right behind them in seventh with 4 minutes and 12 seconds. Jonathan and Andrew were in ninth with 5 minutes and 15 seconds. The other Jonathan and Owen followed them in sixteenth overall with 7 minutes and 36 seconds. Rhys and Andrew rounded off club members in seventeenth with 8 minutes and 19 seconds.

The second half of the event wasn't as tight as the first but still featured a couple of sections where everyone would gain penalties, and these would be at Time control's 17 and 21. Unfortunately all but two club members would retire from the rally during the second half of the event, with Huw and Marc plus Jonathan and Owen being the only survivors. At Time control 17 Huw and Marc achieved 1 minute and 30 seconds and at Time control 21 they had 1 minute and 11 seconds. Jonathan and Owen achieved 2 minutes and 3 seconds at Time control 17 and 2 minutes and Time control 21, although they did gather a few penalties at some of the other controls.

In the end it was Huw Rowcliffe and Marc Hughes that did best among Lampeter club members, finishing the rally in a very respectable sixth overall and fifth in class with 6 minutes and 49 seconds. Jonathan Davies and Owen Rowcliffe managed to finish in twelfth overall and first in class with a penalty count of 15 minutes and 25 seconds.

**The ANWCC Awards Night on Saturday the 4<sup>th</sup> of February** delivered a surprise award for me. I knew I was getting the runners up Marshals Award (Bloody Brian Wragg beat me again!!) but I was not expecting to get the 'Scroll of Excellence' (for SPOTLIGHT) See photo - right). Obviously the right choice but what took them so long to find me!!!! Someone should talk to Andrea Duncan

## Grumpy Old Git

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



**Wednesday the 8th of February** and Motorsport UK announce the appointment of Jonathon Jackson (replacement for Ian Tullie) as Head of Rallies & Cross Country. **See MUK announcement on page 55.** Pleased that they have found someone that is a seasoned competitor and hope he is as approachable as Ian was. I must have met him back in 2011 at Blyton where he started his Motor-sport Career but I cant remember that far back (Old Age & Stupidity strikes again)



**The SD34MSG Awards Night on Saturday the 11<sup>th</sup>** of February held no surprises for me. I got the runners-up Marshals Award again (& once again Bloody Brian Wragg beat me) Congratulations Brian. I must get Brian out on a Night Road Rally sometime and show him what proper rally marshalling is all about (*Getting cold & wet on a windswept moor and then the joy of a breakfast at 5am whilst listening to excuses from competitors as to why they didn't win.*) I bought a few strips of Raffle Tickets. I placed them in my pocket and forgot about them until it was time for the draw. The raffle tickets then vanished and I was left listening to my numbers coming out at regular intervals but couldn't claim the various bottles for prizes. When I got home I put my hand into my jacket pocket and found them straight away. Without bad luck I wouldn't have any luck at all! As a foot note Brian Wragg tells me that he wont be doing as many events in 2023 and is going to let me win this year . No you don't Brian - Get out there and do more! Without the competition it isn't as much fun.



# SD34MSG

## To Access the 2023 Championships Registration

<https://form.jotform.com/222732754290355>

**Riponian Stages on Sunday the 12th of February** and its an early start for me after the SD34 awards night. I am, thankfully, marshalling on Wass (SS3 & SS6). If it had been SS1 I would probably had to go straight from the awards night and sleep in the car, I am getting far to old for that malarkey. As it was I woke up at 4am and seeing that my alarm was set for 5am saw no point in trying to get back to sleep. My mind was obviously still grumbling away at all those lost raffle tickets! Arrived at Signing-on and they are all still tucked up in the Motor-Homes. Eventually hand in my Signing On form, collect a Kit Kat and a bag of crisps and make my way to Post 11. Set up the mast for the radio and have Breakfast. My Marshal arrives and we put up the red & white tape for our box junction. Eventually we get the radio check and are struggling to hear control despite the mast. Eventually I and another 3 crews have to route any messages / info through Gemini 55 who is sat on the high ground.



**Continued on Page 43**



## **Hexham & DMC's John Robson Night Rally** **18/19<sup>th</sup> of February**

Lynsey Procter is Chief Marshal and promised us a warm balmy night as compensation for last years horrendous conditions. On the Thursday prior to the rally we are asked to attend an on-line Marshals Briefing. Beside all the usual instructions she tells us that she wont be at the Rally. Instead she will be in France with some 'Cock and Bull' story about helping out the School!!!! She then introduces her patsy to take all the Flack about the promises of 'Good Weather' - someone called 'Ian Tulley'.

When I sign on I discover that I have a Companion for the Night. Paul Kitson who has retired to live in the Durham area and has joined Hexham & DMC. Paul used to compete in Sprints etc but knows almost nothing about Road Rallying and is being asked to Marshal on Hexhams 12 Car Rallies and is going to be my Apprentice for the night. Paul is Excellent company and after 3 course cars and 2 Competitors he needs no further instruction and just gets on with it. A

very enjoyable event with an excellent breakfast and companion despite the promised good weather not arriving. ('But it was better than last year' as Ali Procter pointed out when I complained)

I will be back next year - If for no other reason than to bait Lynsey about the weather. The John Robson is an excellent event and the Hexham Auction Mart serves the biggest breakfasts - I was struggling to finish mine off.

### **ANWCC Meeting : Tuesday 21<sup>st</sup> February**

The meeting was a Hybrid with both Zoom and with delegates attending in person. It was its usual Productive self with plenty of information flowing in both directions. What struck me most was the chat both before and after the meeting which was full of dissent towards MUK which these days seems to be full of expensive specialists in everything except Motorsport. At the sharp end where clubs are run and managed by volunteers for free we are being bombarded with an endless stream of Political correctness and constantly asked to complete questionnaires about basics that anyone who had only a smattering of motorsport knowledge would already know just so MUK can tick a box! And then on the way home the M6 was closed and I had to divert onto the M62, then the M60, then the M61 and back onto the M6 to get home - A 34 mile detour.

### **East Riding Stages 25th February**

All four of us were supposed to be at Acaster Malbis for the Pennine Targa on the Saturday and then at the ERSR on the Sunday. The Pennine got cancelled so we had a day off. We did SS1 & SS5. No drama at our junction but plenty of Spectators. We should have taken more Buns & Bacon (sorry if Bacon an offensive and inappropriate word these days) and we would have made a fortune. As it was Frosty fed us Breakfast , Lunch and Afternoon Tea with a wide selection of Cakes and Biscuits

**Continued on Page 44**



**Signing On at Hexham Auction Mart**



**ANWCC**  
Association of North Western Car Clubs



**2023**  
**EAST RIDING**  
**STAGES RALLY**



# **It would appear that I am in the Do Dah again. Some Jokes are no longer acceptable**

It would appear that Motorsport UK has been monitoring Spotlight for the past 6 months, They have been receiving COMPLAINTS!

Upon receipt of the email I immediately sent a Draft copy of the March Edition and asking they inform me if any of the jokes contained were offensive. If they were I would remove them.

Does anyone at Motorsport UK, ever watch National TV - Live at the Apollo?

I am a volunteer. I do this for Free. I don't get paid. I can walk away with no qualms.

ps See grumpy page 43 ANWCC Meeting You might have noticed that there are gaps all over the place in this issue of Spotlight That's because I have removed ALL Jokes from this edition.

No matter which joke I looked at I could see that no matter how inoffensive I might view it - it could cause offence to someone somewhere because it was funny!

This also allows SD34 MSG committee to discuss the weekend's correspondence from MUK at the next meeting

CL/AD/ID 120696/5989 24th February 2023

## **Spotlight Magazine**



I am writing to you to regarding the content of your club magazine 'Spotlight' which Motorsport UK has been monitoring over the last 6 months. Additionally, we have now received complaints from members of the motorsport community regarding inappropriate content and we are therefore required to highlight our concerns to you.

### **Specifically, the following items within your February newsletter are of concern –**

- Page 24 “Behind every angry woman....”
- Page 44 “Children Writing About the Ocean”
- Page 60-61 “Nostradamus in Motorsport 2023”
- Page 72 o Untitled joke o “Paddy Phones Putin”

The above are just a few examples of inappropriate/bad language and crude and generally unsuitable jokes that have been highlighted over recent times.

We have a mutual obligation to respect and uphold standards that are inoffensive and appropriate to the audience and especially where children (persons under 18) may be recipients or have access to copy. This concern is if anything more acute in the age of digital publication. These standards are very clearly publicised by Motorsport UK and are required of all our Registered Clubs and Regional Associations and of course includes all EDI principles.

The items highlighted above fall significantly below the acceptable standards and those who have rightly complained to us properly expect us to take action. These items should have been rejected at the editorial stage and although it is now too late to retract the offending articles, we must insist that such instances do not occur again and I would be grateful for your confirmation that you will ensure this.

I would take this opportunity to remind you of the Race with Respect code and our obligations under that to be respectful, inclusive, uphold the values of the National Governing Body and represent and promote our great sport in the best way possible.

Yours sincerely,

**ANDREA DUNCAN**

Race with Respect Coordinator  
For and on behalf of Motorsport UK



# ***Inside the Industry***

## ***March 2023***

*with Paul Gilligan*

### **Ford Slash Jobs In Europe & Gives Up Volume Aspirations**

This is undoubtedly the story of the month. Rumours that Ford were shortly to announce job cuts in Europe have been circulating for some time. When the axe fell last week the scale of the cuts was much more than had been expected.

In the UK 20%, one in 5, Ford of Britain employees faces redundancy or early retirement. That's 1300 people. About 1000 of these jobs will be skilled engineers at Ford's product research and development centre in Essex. The other 300 jobs to go are in sales, marketing, finance and so on. This will leave Ford employing less than a third of it's workforce of ten years ago, and a fraction of the total they employed 30 years ago when vehicle production at Dagenham, Southampton and Liverpool was in full swing.

Across Europe the cuts total 3800 jobs. The reason is given as electric vehicles taking much less resource to design and develop than petrols & diesels. But equally important is that reading between the lines Ford plan to sell a lot less cars in Europe than has been the case in the past. They have already stopped making Mondeos without replacing the model. Fiesta is to stop soon again with no replacement. Focus is to cease soon as will Galaxy and S Max MPVs. Ford are moving to a much slimmer all electric range and the products will be "Unapologetically America". In other words there will be fewer models and fewer sales, and car product development will be largely done in the US. Ford has seen its UK market share drop from around 33% in the 1970s and 1980s to about 7% now. And it seems that is about where they intend to settle, maybe a bit less. Then obviously they need to reduce their cost base to be profitable at these lower sales levels.

Ford remain very strong in the van market and this is where European development will continue. It seems before very long we'll see Ford selling more vans than cars in Europe. Where that leaves dealers who have built facilities to handle far more car sales than they are now achieving and will achieve in the future you can only imagine. I was talking to a long serving Ford dealer about this the other day after the cuts had been announced. "What's good about a Ford franchise now?" I asked. He replied in one word: "Vans".

### **Don't Believe Everything You Read In The Papers**

About car sales anyway. When the January sales figures came out and showed a total almost 15% up on last year almost every paper in the land ran stories welcoming the recovery from the lows of the last two years. The Times said "The recovery in the new car market appears to be gathering momentum" and this was one of the calmer reactions. In fact a very small amount of research would have given a different view. Yes total sales were up almost 15%, albeit against a very poor January last year. But retail sales were down by over 4% again against a very poor result last year. Business sales were up almost 46% and large fleet sales almost 37%. Large fleet largely because the manufacturers are now supplying at least some cars to the rental industry again. Not at the mammoth discounts they used to offer. Not necessarily the models the rental companies would like. They are having to make do with what they are offered, which are the cars the manufacturers have the components to make but can't sell to retail customers. Desperate for cars of any type the rental companies are grateful for whatever they can get. The rest of the increase in fleet and business sales is down to improving supply of some models meaning that cars where the lease contracts had been extended because of lack of replacements are now beginning to be changed a supply improves on some models. The retail figure (which the media missed) is the one which will tell you if there genuinely is a recovery in the market. Industry forecasts are that 2023 will be maybe about 10% up on 2022 in the end and all of this growth will be in fleet and business sales. Worth mentioning by the way that Britain's best selling car in January was an MG!

***Continued on Page 46***

Then attention turned to the used car market. Much was made of the drop in used car sales in 2022 over 2021 of 8.5%. Whilst later in the year as the cost of living crisis began to bite demand did fall at the lower end of the market. But overall there was one reason and one reason only and that was lack of supply. Lower new sales inevitable mean less used cars entering the market so potential buyers are forced to wait for a suitable car to become available. Used car prices which have gone up on average by 35% in the last two years have stabilised but electrics apart haven't started dropping yet (see below).

One thing the press did notice was that sales of used electric cars went up by 37% last year. This was reported as a "Surge in demand". In fact it was simply because a lot more used electric cars hit the market as the ones taken on by company fleets in 2019 and 2020 were replaced. This increase in supply has resulted in the value of used electric cars first dropping then collapsing (not too strong a word believe me). I instanced last month that We Buy Any Car had offered one of our customers £39000 then increasing to £40500 for a used Jaguar I Pace. The offer then dropped by mid January to £35000. Even though we sold the car (for £45250) before Christmas WBAC are still emailing me revised offers. It's now down to £29500 so a drop of 28% in two months. This reflects accurately what is going on out there. Whilst the volume of used electrics coming onto the market continues to increase customer simply don't want to buy them. Tesla Model 3 cars have dropped in value by 33% in three months, Tesla Model Ys down by 27% in the same period. Most electric cars dropped by over 10% in January alone. One major remarketing company reported that they sold to trade customers over 80% of the petrol and diesel cars they had available in January, and under 20% of the electric cars. Many dealers are simply refusing to make an offer for used electrics as they don't want to stock them and see the value fall each month. Customers are put off by high prices, lack of recharging, increasing price of electricity and eventual high cost of battery replacement. The Vehicle Remarketing Association has called for Government Grants to encourage customers to buy used electric cars otherwise they fear that the plummeting used values will put people off buying new ones. Which of course is supposed to be our only choice in a few years.

For "Surge in demand" read "Almost no demand".

## **Where Now for Used Car Prices?**

I'll exclude electric cars if I may because I don't think anyone can predict where the bottom is for those just now. As mentioned above prices for others have shot up over the last two years because of lack of supply. In 2019 before Covid struck the average price of cars advertised on Autotrader was just under £13000, now its just over £17500. I remember last year one dealer saying to me he didn't want to sell any used cars because he was making £25000 a month on the increase in the value of his stock. It seems that only increased used car supply can bring a significant drop in values, and there is no sign of that. 2 million new cars less than previously have been sold in the last two years. That's two million used cars that simply don't exist. This year is forecast to bring about 1.7M new car sales, about 700,000 less than pre covid, so another 700,000 "missing" used cars. And its not just quantity its quality. Well over 50% of business car lease contracts have been extended because replacements weren't available. So these cars when eventually replaced will be older and higher miles. The one owner low miles car is even rarer than before. Latest news is so far in February prices of petrol and diesel cars are up again by about 2.5 per cent but electrics down by another 9%.

It is generally agreed that as supply isn't going to improve only a big drop in demand will see any significant drop in values. Most observers are saying the maximum drop will be about 3%, and some see increases of 5-10%. Certainly at the moment dealers are still fighting over quality stock.

## **How Economical Are Electric Cars In Real Life**

I read what I thought was a fantastically informative article in one of the magazines recently. They assembled 9 pure electric cars. Then they took them to Peterborough services on the A1 M and fully charged them at the public facility.



Next drove up the motorway to Leeds, some urban driving and last to Wetherby services where the cars were again recharged at the public facility. In fact they differed a little from real life because no driver was allowed to go over 70 mph, heated seats weren't to be used and climate control was set at 19 degrees.

Bad news none of the cars were able to achieve their claimed range. Most could only manage about 70%, the worst was only 55%. And remember not being driven what you and I would call "normally". Then how expensive were they to "fuel". The magazine admitted their costs were higher because they were using the speediest chargers available at the motorway services and these are the most expensive. So their cost was 66p per KW. However its fair to point out that a business user in a hurry would be likely to use those same chargers. Comparing the recharge costs to motorway petrol at £1.77 per litre the Porsche Taycan did the equivalent of 24.2 mpg, the VW ID Buzz 24.3, Kia EV6 26.3 and Genesis GV60 29.3. Obviously if people used home or office based slower charger the results would be better, and of course would swing the other way if you bought supermarket fuel.

So maybe this sort of thing explains why people aren't queuing up to buy used electric cars. The jury's still out as they say.

## **First MOT To Be Delayed To 4 Years?**

The Department for Transport has launched a consultation process to look at the possibility of delaying a car's first MOT Test from 3 years to 4. Their purpose is to save motorists money and they say that the improved technology of current cars means that safety will not be compromised. No surprise the industry disagrees. MOT Test and the associated work which results from failure adds up to a very significant amount of workshop revenue. However the industry has a point when they say over 15% of cars fail their first MOT at 3 years. And of course fleet cars may well cover up to 100,000 miles in that period. Discussions continue. It may well be that a compromise will be reached where cars must have their first test at 4 years or say 40000 miles whichever comes first.

## **Mercedes First Month Using The Agency Model**

January was the first month of Mercedes selling new cars using the Agency Model where the manufacturer sets the selling prices, there is no discounting and dealers become agents being paid a fee (rumoured to be 5% of the price) for each sale in return for providing facilities, test drives and so on. So everyone, other manufacturers who haven't yet introduced the change in particular, were watching with great interest. Mercedes stated they were "hugely excited" by the change, but the facts seem rather different. In a market up by almost 15% Mercedes sold 21% LESS cars than in January last year with just over 5000 cars moved. And that performance would have been a lot worse if Mercedes hadn't themselves registered a complete new demonstrator fleet for the "Agents" to use as Mercedes not the agents now own the demonstrators. That was probably around 1000 cars so the actual drop was far higher, maybe over 35%, which is SERIOUS..

One agent said off the record that the problem is that without discounts from the retailers Mercedes actual transaction prices now look unattractive. He said that unless Mercedes implemented price cuts across all ranges he didn't see the situation reversing. Whilst of course there is no incentive now for the customer to shop around several different Mercedes dealers because all will quote him the same price, he can still negotiate a discount from the likes of BMW or Audi, against which it is said that Mercedes now look bad value.

## **Did I Say The Chinese Are Coming?**

Well yes I did, as recently as last month. Since then another Chinese manufacturer Chery has announced it plans to begin UK sales next year. As mentioned above Britain's best selling car in January was a Chinese produced MG. Last year 6 Chinese manufacturers were in the top 50 for sales achieved in Europe as a whole. MG did best in 24<sup>th</sup> place, comfortably outselling companies like Jaguar Land Rover and Honda. And don't forget that Tesla Model Y electric cars sold in Europe are manufactured in Shanghai. Four Chinese manufacturers started selling cars in Europe for the first time last year.

None of these have arrived in the UK yet but all intend to. In total at least 8 Chinese car manufacturers not currently represented in the UK are looking at selling cars here this year or next. This trend is only going one way it seems.

## Charity Challenges

The end of January saw the finish of my 2022 Charity Challenge which was to walk from Lands' End to John O'Groats AND BACK. This is a total of 1748 miles there and back but I took a scenic route so covered 2035 miles in all. As ever I'd appeal to your generosity and ask for donations to the **Eden Valley Hospice**. You can do this by on my just giving page go to

<https://www.justgiving.com/page/paul-gilligan-1676900593987>

Which brings me to the 2023 Challenge. I've decided on a Continental Tour from Penrith to Palermo in Sicily. This totals 2132 miles and will take me first to Dover and then Paris and south to Nice. I'll enjoy the coastal walk to Genoa through some of my very favourite towns and cities, then head down to Rome. Then further south through Naples and beyond to cross the Straits of Messina and into Sicily. I hope to have time to divert in Cefalu to walk the Targa Florio course. I've been lucky enough to drive it which left me with an enormous respect from those who drove flimsy spaceframe cars there at close to 200 mph. And on to Palermo by the end of January next year.



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*Paul Gilligan*



<https://drystoneradio.com/>

The 'Morecambe and Wise of rallying'.  
Preparing for the Podcast



*Charlie Woodward & Malc Graham*



# T Sport Road Rally Car FOR SALE

It is a 51 plate, in bright yellow, and has an MOT until October 23rd 2023. All the inner sill welding has been done, so no need to worry there. The speedo is showing 158k, but when I bought it 2 years ago, I was informed that a low mileage 40k engine and box had been put in it, and while I can't verify it, It pulls like a train, and uses no oil or water.

So what is in it?

- It has a full bolt in cage from Single Source, and has had floor plates welded in to strengthen it.
- KW Coilovers are fitted to the front, which were refurbished last year by Cornering Force in Harrogate.
- OMP seats with harnesses.
- OMP steering wheel.
- Brake bias adjusting lever.
- Performance exhaust with a brand new sports cat fitted for the current MOT.
- 2 driving lights at front as per road rally rules, wired through a relay complete with stabiliser bars.
- Upgraded headlight bulbs.
- Sump guard.
- 1144 pads. (Stops on a penny.)
- Navigator overhead light.
- Navigators foot rest.
- Navigators clock.
- Separate fan switch.
- Runs currently on 3x PS3's and 1 x Firestone all in excellent condition. Front runs with slight camber for turning in.
- Spill kit, warning triangle, boot mounted plastic tool box.
- Alloys were refurbished in 2021 locally by a specialist.

Basically the car is ready to go.

I have had a 100% finishing record with the car, and indeed gained a class win on the Durham Dales Targa rally in 2021, beating bigger opposition including a Celica.

Now if I am being really really picky, it may need a rear wheel bearing, but apart from that, it is good to go. It is a well known car due to it's colour.

It could carry on as a road/targa rally car, or you could use it on track days.

Sadly there are no spares, but there is a set of 4 very good rims with excellent winter tyres on.

Located in Wakefield in West Yorkshire.



## £3,500 ono.

**Ken Quinn** email : [kenquinn50@gmail.com](mailto:kenquinn50@gmail.com)

# KRAZY RACES



BMMC has offered to support the Krazy Races again this year. So we would like to put a message out to canvas for volunteers.

BMMC supported three Krazy Races events in 2022 and this year they are going to be bigger! At least six volunteers per event is optimum. This year they will have a tunnel and a rumble strip in the course (the insurers won't include jumps!)

**The main website link**  
**(<https://www.krazyraces.co.uk/>).**

As you will see some charities already announced but not all venues announced yet.

## There are six events in 2023

**May 28<sup>th</sup> Stockport Town Centre**  
**June 18<sup>th</sup> Swansea City Centre**  
**July 16<sup>th</sup> Northwich**  
**Aug 6<sup>th</sup> Warrington Town Centre**  
**Aug 28<sup>th</sup> Wolverhampton Town Centre**  
**Sept 17<sup>th</sup> Lancaster - Williamson Park**

**If you are interested, then please contact the**  
**National Chair Nadine Lewis**  
**on [bmmc.chair@marshals.co.uk](mailto:bmmc.chair@marshals.co.uk)**

## 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.

## Entries Open March 9th

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.**

Meetings at The Cross Keys at Whitechapel  
every other Thursday

**REGS :** [regardlessrally.co.uk](http://regardlessrally.co.uk)

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

# BMW Drive Shafts WANTED

I am looking for a pair of drive shafts from a BMW 3 series E30, E28 or E24 between 1977 to 1987. A long shot I realise but I know the wide knowledge in the group.

My Skoda Estelle trials car is fitted with a BMW diff unit. I originally had the drive shafts cut, sleeved and welded then made up adapters for the outer ends to fit the BMW flanges to the Skoda inner hub flanges. That inevitably compromised the working angles of the CVs meaning I have less suspension drop than I would like.

My options are either to get new shafts as above and build hybrid shafts of BMW inner and Skoda outer or have the existing shafts modified to this.

Failing getting replacement shafts is there anyone around who would take on the job of modifying the existing shafts.

**Myke Pocock**  
**[mykepocock@yahoo.co.uk](mailto:mykepocock@yahoo.co.uk)**



# Solid Results For Bird In Opening Asian Le Mans Series Rounds In Dubai

Cumbrian racing driver Frank Bird was competing in the opening two rounds of the 2023 Asian Le Mans Series held at the Dubai Autodrome at the weekend of 11<sup>th</sup> & 12<sup>th</sup> of February and came away with a pair of solid results.

As part of the German-based Haupt Racing Team, the Penrith-born driver was at the wheel of the team's #6 Mercedes-AMG GT3 along with teammates Arjun Maini from India and Frenchman Michael Blanchemain for the pair of four-hour races.

With backing from Paul Bird Motorsport (PBM), Frank set third fastest time in the GT class during Friday's Free Practice session which they couldn't improve upon during the afternoon session, before Saturday's qualifier for the opening race saw them placed 13th on the grid for the race later on in the evening.

Completing a total of 111 laps, Bird was quickest of the three-man team during his 30 laps at the wheel as they brought the car home to a superb seventh place finish to set themselves up for the following day's second round. However, despite a good start, it didn't work out as well as the opening race due to the team being hit with a couple of penalties, but despite the setback, Frank contributed 27 laps with the team eventually finishing in 15th place in Sunday's round two.

Frank Bird, HRT #6: *"That's the first two rounds of the Asian Le Mans Series done with a seventh and 15th place finish in the races. Both races were super fun to be in with fights going on all over the track. HRT prepared a great car but unfortunately in race two, some penalties cost us a better result. I'm looking forward to Abu Dhabi next weekend where hopefully we can use our experience from the first weekend and score two more solid finishes."*

The action now moves on to the Yas Marina Circuit in Abu Dhabi for the two final rounds on the 17/19 February).



# Frustration For Frank Bird In Abu Dhabi

Following on from two solid points scoring outings in the opening rounds of the 2023 Asian LeMans Series in Dubai last weekend, young Cumbrian driver Frank Bird, after a great drive in race one, endured a disappointing final race in the final two rounds which took place at the YAS Marina circuit in Abu Dhabi.

Once again driving for the German-based Haupt Racing Team, the Penrith-born driver was at the wheel of the team's #6 Paul Bird Motorsport-backed Mercedes-AMG GT3 along with teammates Arjun Maini from India and Frenchman Michael Blanchemain for the pair of four-hour races.

The team got off to a good start by posting 12th fastest time in the opening Free Practice session which they bettered to tenth in FP2. Qualifying saw the team's amateur driver Blanchemain place the car in 19th out of the 23 GT cars ready for Saturday's opening four hour race.

Frank made a great start by setting fastest lap out of the three teammates, where they were challenging up the order when, after swapping drivers, the Frenchman damaged a wheel bearing meaning the team lost six laps in the pits.

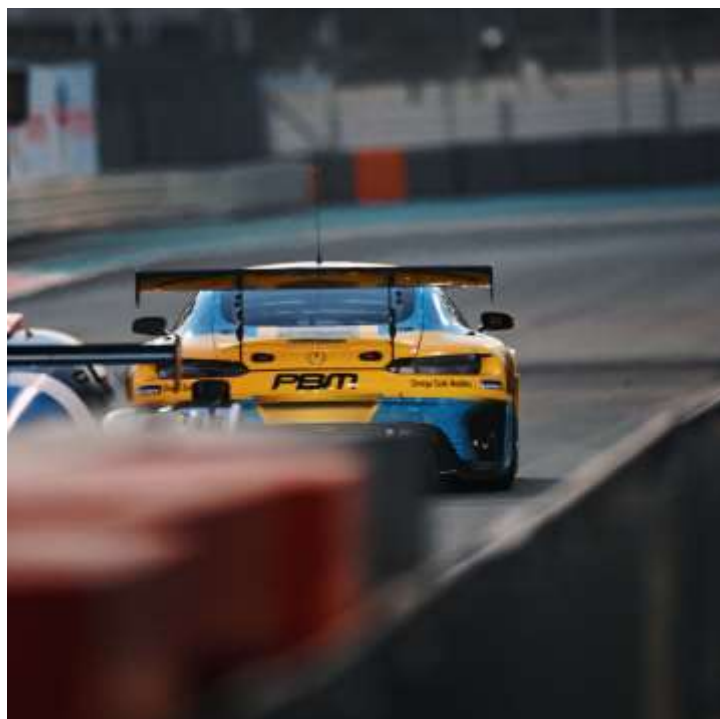
Despite the handicap, they crossed the line in 13th place, and had it not been for the delay in the pits, Bird and the team could have been challenging for a podium finish

Starting Sunday's race from a lowly 40th on the grid, Frank drove the first stint and courtesy of another fastest lap, he was soon up to second in class as the race progressed whereby he handed over to his teammates. Sadly, however, the team suffered a technical failure which led to them retiring after 79 laps.

Despite the disappointment, Frank finished the four-round series in a battling 15th place overall in the GT Drivers' class.

Frank Bird: "Seeing the car retire was an unfortunate way to end the 2023 Asian Le Mans Series with a DNF. I had great fun at the start of the final race, going from 20th in the GT class up to second and finally showing what we could do. When swapping over to my teammate during the race, we encountered a technical problem which forced us to retire. It's not how we had it planned out but nevertheless I loved my time out in the UAE so thanks to the team for a mega job over the two weeks and to my teammates and of course to our sponsors and my dad."

Frank will be back in rally action this forthcoming weekend in the PBM team's Silkolene, Hager and Mac Tools-backed Ford Fiesta Rally 2 as he contests the Reed Group East Riding Stages Rally which comprises the opening round of the Protyre BTRDA Asphalt Rally Championship in association with Motorsport News.





# A Silver-lined Experience

In March 2021, Erin Collings embarked her Silver Duke of Edinburgh's Award (DofE), which included an element of volunteering in the local community.

Having no idea what she wanted to do to fulfil this part of the award, she was asked if she wanted to do some time-keeping at Cramlington and District Motor Club. An immediate reply of "yes" and she was on her way.

"I've always loved cars, so this seemed perfect as a skill" says Collings. "I remember when I first went to the autocross; I was so nervous and had no clue what it was going to be like or what to expect."

Fortunately, Erin was welcomed to the Club's by Safeguarding Officer Simon Tappin, and was soon introduced to Terry Torkington, the club's Timekeeper.

"Initially the plan was for me to give the times to the person recording them," reveals Collings, "but they decided to let Terry train me into assisting with Timekeeping".

"The more times I went the more I appreciated how much of a community it is and the more I saw how much they supported each other and helped each other, while being incredibly competitive. The way I've always described autocross to people is it's a sport made up of mechanics and car enthusiasts who race each other around a field; It's just a community of people who have something they enjoy and are all able to share that with each other. It's something special and I love that I can be part of it."

Erin completed her Silver DofE over a year ago but continues Timekeeping at Cramlington and District Motor Club. "Autocross is now like a second family," she adds. "Since I've been learning to drive, I am now able to appreciate the skill that the racers have and the time they all invest in their cars. I love the responsibility of having the stop watches; admittedly it can get tiring watching every second go by, but the drivers are always entertaining to watch so it's always worth it".

"I didn't know Autocross was a thing before I did it for my Duke of Edinburgh's Award but I'm so grateful for having the opportunity to help towards something so special and unique."

Erin Collings is just one of the 321,000 thousand young people that started their Duke of Edinburgh's Award in 2021/22.

**If your Club could mentor a new young person volunteering with the Duke of Edinburgh's Award, please visit: [www.dofe.org/](http://www.dofe.org/) notice-boards and contact your regional team to find out more**

## Looking for a Recovery unit?

MSUK Licenced unit with qualified & experienced crew  
Fully equipped 4WD vehicle with suspended tow facilities

Tarmac & gravel Stage Rallies, Hillclimbs & Sprints

Retired competitor putting something back!

**Please contact - Vic Lord - Extractor 9**

**07904 290159**      [vic.l@zab17.com](mailto:vic.l@zab17.com)

**MSUK 252400 - UNIT 381085 - AMRO 193**



## Registrations are open for the 2023 ANCC Stage Rally Championship

Registration is free and there are awards and prizes for each class winner including a free set of pacenotes courtesy of [Onthepacenoteuk](http://Onthepacenoteuk) for the winning co-driver in each class. Full details can be found at [ancc.co.uk](http://ancc.co.uk)

## Register here:

<https://form.jotform.com/230165846260353>

# Government funding sought for UK WRC round

## Stakeholders to collaborate on gaining Government support for World Rally Championship return to the UK ahead of April decision deadline

The All-Party Parliamentary Group for Motorsport (APPG) held a meeting in January of stakeholders critical to securing the return of the World Rally Championship (WRC) to the UK, with a bid to host the event in Northern Ireland.

Members of Parliament were joined by senior representatives of the WRC, Motorsport UK, and the event promotor, as well as Tourism Northern Ireland and Events Northern Ireland. Teams were also represented as their presence generates substantial impact on local economies before, during, and after the four-day international event.

“It was abundantly clear from the meeting that all parties involved want the WRC to return to the UK, and to Northern Ireland in particular.” said APPG Vice-Chair and North Antrim MP Ian Paisley. “A well-researched and strong case has been built thanks to the outstanding collaboration between all parties. However, there remains one more fundamental element to be found, financial support from national, devolved, and regional governments.”

WRC reiterated its desire to see the UK back in the World Championship calendar and has provided the end of April this year as the deadline by which any decision must be taken for a 2024 event.

James Sunderland continued, saying “Ministers have been supportive of a UK bid but we are at the stage where that must translate to some financial backing, and quickly.

“Stakeholders have developed a clear business case showing the economic benefits a WRC event brings to the local and national economies, far in excess of the level of public funding required by any bid. Combined with the UK’s retained institutional memory from marshals, volunteers and infrastructure providers, the costs are known, and the event can be ready as quickly as any other in the calendar. It is a simple matter of getting out more than you put in.”

The APPG is working with all stakeholders to send a joint letter to senior Ministers with the budget and business case, and public bodies responsible for assessing and recommending bids on behalf of Ministers are committed to reviewing ahead of the April deadline for a decision to be taken.

“Ultimately, this is a straightforward decision for Ministers” concluded Greg Smith, Co-Chair of the APPG and MP for Buckingham. “We know how much the event will cost, we know how much it will generate, and we know all those who need to be are committed. We are ready to sit down with Ministers and make it happen and see the WRC back in the UK in 2024.

I phoned my Scottish boss this morning and said:  
"Sorry boss, I won't be able to come in today, I've got a  
bit of a cough".

He said: "You have a wee cough laddie?"

I said: "That's great. Cheers Boss. I'll see you next week then!"

# When Jaguar make a new engine they don't do it by halves.

You'd expect Jaguar's first engine since 1948 to be pretty unusual.

But a 5.3 litre V12!

This is the only 12-cylinder engine outside a Ferrari or Lamborghini (and you know what they cost, £8,000 or more)

In about the time it takes you to read this sentence the new E-Type will take you to 60mph. And then on to almost a quarter the speed of sound.

But you can't just plonk an engine like this into an existing model—even an E-Type.

The new Series 3 has low profile, anti-aquaplane tyres, wider track, anti-dive front suspension, power-steering and brakes more efficient than ever.

It hugs the road like a lovesome leech.

And if there's a quieter sports car on the road we haven't heard it. Or a cosier one—new ventilation and the heating up a full 40%.

You can buy this much improved E-Type with the much proved 6-cylinder XK engine from £2866.68.

Or with the V12 from £3122.57.

And show everyone on the road a clean pair of wheels.

 **Jaguar E-Type**

Jaguar Cars Ltd., Coventry  
RETRO-MOTORS.COM



**The new E-Type with 1-2-3-4-5-6-7-8-9-10-11-12 cylinders.**



Recommended retail prices (inc. vat). Open new orders. 6-cylinder from £2866.68. 12-cylinder from £3122.57. 2+2 Road Rover, 6-cylinder from £2115.40. 12-cylinder from £2370.30. Seat belts, optional items and delivery charges extra.

44 April 1981

**17**



# **Jonathon Jackson (North Wales CC) has been appointed at Motorsport UK as the New Head of Rallies and Cross Country**



Jonathan Jackson (pictured right), an experienced rally competitor, active marshal and events professional, will be joining Motorsport UK as Head of Rallies and Cross Country on 27 February 2023.

As a lifelong member of North Wales Car Club, Jackson has a wealth of experience within Rallying.

He started his competition career in 2011 at Blyton Airfield and quickly moved onwards to BTRDA Rally First and Junior 1000, before climbing the ranks into the British and Irish Tarmac Rally Championships and making his World Rally Championship debut at Wales Rally GB in 2013.

His first overall victory came at the Argyll Stages in 2021, with an international victory following at the Ulster Rally in 2022. Most recently, Jackson took victory alongside Meirion Evans at the Galway International Rally, the opening round of the Irish Rally Championship, in their Volkswagen Polo GTi R5.

Away from competing, Jackson has been an active member on the Formula 1000 Rally Club Committee and BTRDA Rallies Committee, providing strategic guidance and expertise to the community.

Jackson has marshalled in stages and ran Arrival and Start Controls, Regroups and been a Competitor Liaison Officer on events. Furthermore, Jackson is a member of Cambrian Rally Organising Team, undertaking Clerk of the Course training.

Jackson will join Motorsport UK from National Gas Transmission where he led on Customer Engagement and Process Improvement; ensuring customers received the highest standard of service whilst analysing and improving existing internal processes.

Jackson will report to John Ryan, Safety and Sporting Director, and will act as the primary representative for Motorsport UK in relation to all Rally and Cross-Country matters, focusing on the strategic direction of Rallying to ensure its long-term sustainability.

“I’m absolutely delighted to be joining Motorsport UK as Head of Rallies & Cross Country,” commented Jackson on his appointment. “As someone who has been a passionate lifelong fan of the sport, it’s a great honour to have been selected for this position.

“I’ve been very fortunate to have been able to experience a number of great things during my time in the sport so far – both in and out of the car. As a current competitor and trainee Clerk of Course I see, feel and hear what my fellow licence holders are saying, so I’m really excited to join Motorsport UK and continue some of the great work that is already underway – as well as tackling the challenges Rallying and Cross Country face going forward.

“We have a fantastic discipline full of some of the most enthusiastic and knowledgeable people in the world – and I’m really looking forward to meeting as many of you as I can.”

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**motor  
sport  
UK**

**ESPORTS**



# INTRODUCING THE ESPORTS HUB

Motorsport UK has an exciting vision and strategy set out for the future of Esports, and the Esports Hub is just the beginning of that journey.

A dedicated space for the esports community, the Hub will offer new drivers a roadmap to starting their esports journey, building an understanding of the industry, including what equipment to use and where to race. Established racers will receive a unique experience and added value to their existing racing, with opportunities to take part in professional events and championships.

Access to the Motorsport UK Esports Hub is free with the option of an annual paid member subscription providing a range of unique benefits and discounts on equipment, set-ups, coaching and early access to Motorsport UK community events.

As a special introductory offer, members who sign up for the annual member subscription before 28 February will receive 10% off noblechairs' range of gaming chairs and early access to the Williams Esports Experience.

## VISIT THE HUB AND SIGN UP NOW

If you are interested in hearing more about Motorsport UK Esports, sign up to the mailing list [here](#).







We had a great 4 days at Autosport in January. Well done to the Midlands team for organising the stand and cars - it looked great! Thanks to everyone who visited us and helped out - we took a number of names of people interested in marshalling and also gave out leaflets to prospective new members. We also were honoured to get a photo opportunity with Sir Jackie Stewart in support of his Race Against Dementia charity. Great also to get support and invited to speak with Downforce Radio, Motorsport UK and Silverstone Interactive Museum to plug the BMMC and all the positives of volunteering.

By now you will have no doubt started making plans for your volunteering this year. The volunteering system is populated for Race, Sprint and Karting events and Jon Cordery has produced a calendar of all things Rally related on BRMC. There's a few Krazy Races to get involved in and an event in October over a number of days where separate information will follow. For those itching to get started we always wait until after Autosport in case there are date changes to correct - but now it is ... go, go, go!

*Continued on Page 64*





We would be grateful if you use the volunteering system so that we can obtain some data on how many days our members are attending. A number of organising clubs are offering deals to join their club and attend their events - as well as ways to volunteer direct - we have no problem with that! But please ensure that if you do volunteer direct that you just put "volunteered via club" in our system to register your attendance. And remember some events may require you to volunteer direct but most events won't give you priority if you do that! We ensure your details are passed to organisers accordingly and you are treated exactly the same no matter how you volunteer.

Hopefully I will get to see some of you at training events coming up. Our trainers have worked hard to ensure these events cover the old grading scheme and the new Pathway to gain your signatures accordingly so please put every effort in to attend and support these where you can.

We are running a new series of Sponsor spotlights as they reach certain milestones this year....CSCC up first for their 20th Anniversary Year a rather special event at Anglesey. We thank them for their continued support for the club and hope you will enjoy their entertaining events!

I was delighted to receive the BWRDC Goldstar Volunteer of the Year award at Motorsport UK last month at the Bicester Scramble. Note to all female members - you too can join this organisation (free in year one and £10 per year going forward). I will be attending their lunch and book launch in a couple of weeks to recognise their Diamond Anniversary.

I also was honoured to be invited to the Royal Automobile Club for the Motorsport UK Night of Champions on Saturday. Congratulations to Steve Tarrant who was presented with a Lifetime Achievement award. A veritable plethora of stars were recognised alongside championship winners.

Sadly we have already said goodbye to three members of the North West community this year - condolences to the families and friends of Brian Hayes, John Watt and Jason Breeze. All of them long standing supporters of the club and passionate about our hobby.

So time to dust off the overalls and tabards in anticipation of new grading patches coming soon - and look forward to seeing you out and about.

***Nadine Lewis : BMMC Chair***

**Clitheroe  
& District  
Motor Club**



**HALL TROPHY  
Stages Rally  
29<sup>th</sup> APRIL  
Weeton**

**LOTS OF MARSHALS  
WANTED**

**Please Contact  
Chief Marshal  
Maurice Ellison**

**Email :**

**sd34news@gmail.com**

**or**

**Mobile : 07788723721**

**Regs & Entry form  
available NOW at  
www.clitheroedmc.co.uk**



# Ernie Harrison

Sad to report the death of Ernie Harrison who lived at Deanscales for the later years of his life but previously lived in Cockermouth opposite the Bitter End pub in Kirkgate, he was a well known character that many of the members knew well, he is pictured in the attached photo standing beside the drivers door of my Cortina MK2 in white overalls. The picture was taken at the start of the 1970 Scottish International Rally which started in Blythswood Square Glasgow, Gerald McEwan is wearing black overalls and myself in blue overalls are possibly looking a few years younger that we do look now..

As none of us could afford to do the rally on our own the three of us not only shared the cost of the rally between us but each one of us drove one third of the stage miles and it was agreed that as it was my car I could choose the stages I drove. One of the stages I drove was the the iconic forest of Ae stage that involved the need to do a perfect handbrake turn at the hairpin in Gubhill Farmyard, if you got it wrong and couldn't get it around the hairpin you got a lot of stick from the vast crowd of many hundreds of spectators, luckily each time we did that stage I managed to get it right so you got a great cheer from the crowd and that year an extra big cheer from Ernie and Gerald, I think they were just relived they didn't have to get out and manhandle the car off the apex of the hairpin !

In 1971 Ernie competed in the Scottish his own Escort with Charles Graves navigating for him and for the next decade the contingent from West Cumbria got bigger and bigger until there was probably nearly twenty or so cars competing in the "Scottish", great times indeed, many people were encouraged to do the event because of the tales told about the fun we all had on the event including tobogganing down the dry ski slope at Aviemore on tea trays "borrowed" from the pubs and hotels.

In the 1960s Ernie rode in motorbike scrambles and in trials at Dalston, Bewaldeth, Dean Moor, Holmrook and other places, he was always entertaining, quite noisy and at times was a bit controversial with risqué jokes told in rather inappropriate company !

On Saturday nights the George pub at Keswick was a popular venue before going on to the dances in Keswick, Ros-thwaite and Threlkeld, at that time there was no dual carriageway along Bassenthwaite Lake in fact the railway line was still there for much of the time and the road had two way traffic along the twisty elevated section between the Beck Wythop and the Pheasant Hotel. When they had completed the tarmacing on the road surface on the section between Bass Lake station and Embleton they were actually running traffic along what is now the A66 although they were still working on the verges, in those days the workforce was rather exposed to risks as they didn't have hundreds of traffic cones to mark the edges of the road, they used a few 50 gallon drums instead. One of Ernie's party tricks coming home from the night out in those pre breathaliser days of course in his Ford Consul was to clip each of the empty 50 gallon drums with the front bumper of the Consul and see how far he could hit it away from the road into the verge or hedge, in fact he became very good at this and each week the barrels were retrieved by the workforce on Monday morning and replaced ready for Ernie the following Saturday.

However someone on the Highways team got tired of this and filled a barrel with either water or concrete with the result that Ernie needed a new wing and bumper after the next weekends outing !

For many recent years he was part of Irving Wilsons team of marshals manning the forest roads and junctions when M Sport drivers were testing cars in the local forests.

He was a very good builder and was to be seen around Cockermouth driving his white truck going from job to job and did a lot of work at Cockermouth Castle for Lord and Lady Egremont, after a few years retirement he got bored and for a while was delivering pies and similar products to local garages and other outlets for one of the local butchers in Cockermouth. Having suffered from recent ill health I understand he had to go into a care home in Maryport for the last few months of his life where he died at the weekend, at the moment I don't know any funeral details but will post them when I find out.

We send our condolences to his wife Helen and their children and family, he will be a great miss but will never be forgotten.



**Keith Thomas**

**Fellside A.C.**

## **NORTHERN CLASSIC TRIAL**

**18th February 2023**

It is with deep regret that Fell Side Auto Club have to announce that The Northern Classic Trial is cancelled this year.

I must thank those who have entered and inform you that refunds will be processed shortly. Having applied for a date with FE (Forestry England) over 6 months ago and indicated which forests we wished to use we were given permission based on that. Since then all our planning with FE has been based on that with no indication of any issues.

On Monday (23<sup>rd</sup> January) we received an email to say that "some significant complications had arisen" and that access for all events including motorsport would be denied in Wythop forest until they could be resolved. I challenged that and agreed that a decision regarding running would be made by mid day Friday (27<sup>th</sup> January) due to our now very tight time scale for various aspects.

I received an email today (February 1<sup>st</sup>) with a proposal that we pay an extra amount of 50% of our permit fee and the extra charges (which would have included the new per competitor fee of £12 per car and £4:50 per bike) to go to the land owner. (Forestry England manage the wood) There was no guarantee that the owner would actually agree to this anyway.

I am sure you will all agree that we are extremely angry over this considering what we have conformed to from FE and the permissions they have already given us.

We wish to thank all past competitors, marshals and supporters of The Northern. It was good whilst it happened.



**2022**



### **Watch the Club Webinar with Dave Richards & Hugh Chambers answering Clubmans Questions**

<https://www.youtube.com/watch?v=gaVgZLku1G4>

**Dukeries MC Confirm**

## **Flying Fortress**

**Will Not Run in 2023**



Following discussions with Boughton Estates, it has been confirmed that the construction of a Solar Farm and other building work on the Grafton Airfield site means that we will not have access to this venue in 2023.

We remain in contact with the Estate, and we are still hopeful of being able to run events on the Grafton Airfield and Boughton Estates venues in future years.

**The Pendle DMC with Garstang & Preston MC**

## **LEE HOLLAND STAGES**

**5th March 2023**

**Regulations are now on the Pendle District MC website.**

**This is a round of the following :-**

- MGJ Circuit Rally Championship 2022/23
- Junior F1000 Rally Championship 2023
- ANWCC Stage Rally Championship 2023
- ANWCC North Wales Stage Rally Challenge 2023
- ANWCC Ladies Rally Championship 2023
- ANWCC Allrounders Championship 2023
- SD34 MSG Stage, Individual, Marshals & League Championships 2023



# Event Secretary & Event Steward Workshops 2023

The Learning & Development Team are pleased to announce that a second series of workshop sessions will be taking place for Event Secretaries and Event Stewards this year.

The second leg of workshops will be held in February and March at venues across the UK, including Exeter, Cambridge, Darlington, and Haydock. We encourage all individuals who are interested in, or actively perform these roles, to take part. The workshops, taking place during weekends between the 25<sup>th</sup> February and 25<sup>th</sup> March, will be as hands-on as possible and provide an opportunity to learn more about the duties involved as well as helping you to develop existing skills.

## Workshop calendar 2023:

- **25<sup>th</sup> February** - Exeter
- **11<sup>th</sup> March** - Darlington
- **18<sup>th</sup> March** - Cambridge
- **25<sup>th</sup> March** - Haydock

To register for one of the above workshops, please complete the following form:

<https://www.cognitoforms.com/MotorsportUK1/EventSecretaryStewardWorkshops2023>

If you attended one of the workshops that took place in 2022 but know someone within your Club that would benefit from attending, please do encourage them to register for a place.

We look forward to welcoming you at a workshop.



# Marshal Appeal

For the 46th time we will provide a forest stage event in the beautiful Lake District. Starting from the friendly town of Cockermouth where scrutineering and documentation will take place in the M-Sport complex. It will be organised by the same experienced team who have been involved for many years. The event has easy access via the M6 motorway & good A roads. We will have an early start and an early finish so you could be home for dinner so come on up!! We welcome our usual competitors in BTRDA, Motoscope Historic, SG Petch AN-ECCC and ASWCC championships but extend a warm welcome to the British Rally Championship contenders.

I'm looking for in-stage, sector, time keeping marshals to facilitate the running of the event. The event will be the first round of the BTRDA Championship (amongst others) and we anticipate a quality field on the entry list.

If you're able to help, please reply to me using this email address or ring me on 07714 122194 or [ka-rens@silkrallyradio.com](mailto:ka-rens@silkrallyradio.com)

This year we will also be utilising the Rally Stage Team portal to assist us with staffing the stages. If you've used this before, could I please ask you to also register for the event there. If you've not already got a login, could I please ask you to set up a profile on their website and then register for the event. Details are here. <https://www.rallystageteam.co.uk/> If you are unable to do this then let me know and I can add your details.

If you can, please can you scan or photograph your Marshals Registration Card or Certificate of Accreditation and send it with your reply. If you can't, then please supply your 2022 Marshal Registration number. If you've not done the On-line Accreditation then that's not a problem as long as we're aware and can then buddy you up. However we would advise you to do the Accreditation, it takes around 25 minutes and can be accessed here. [www.motorsportuk.org/Marshals/Online-rally-marshals-training](http://www.motorsportuk.org/Marshals/Online-rally-marshals-training)

Hope to hear from you!

**Karen Spencer : Chief Marshal**

# **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
- \* Stage Set up
- \* Introduction to Radio
- \* Advanced Radio
- \* New to Motorsport
- \* Introduction to Timing
- \* Advanced Timing

Either send a message or email [info@mediachoice.co.uk](mailto:info@mediachoice.co.uk) ANWCC Training Officer

**THURSDAY, 30 MARCH 2023**

**FROM 19:30-22:30**

## **First Marshal on Scene - Training Evening**

Fiveways Pub, Macclesfield Road, Hazel Grove, Stockport, SK7 6BE  
Register via link Below

[docs.google.com/forms/d/e/1FAIpQLSez8V1cnVlxKeTKhiWG3qw-mUao\\_oshw1tfeuoY1tAL\\_Kehig/viewform](https://docs.google.com/forms/d/e/1FAIpQLSez8V1cnVlxKeTKhiWG3qw-mUao_oshw1tfeuoY1tAL_Kehig/viewform)





**Lancashire A.C.**  
**ALEX POOLE Evening**  
**Tales From the Sixties . . . .**  
**And since**  
**Thursday 23<sup>rd</sup> March 2023**

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

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

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

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

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

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

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



  
**three sisters**  
CIRCUIT

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

## 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.



# NESCRO



Historic Motorsport In The North Of England & Scotland

## 2023 NESCRO CHALLENGE DATES LIST

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

**Bold Dates are 2023 Confirmed**

Those not in Bold are not Confirmed

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

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

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

*Bob Hargreaves*

*2023 NESCRO Challenge Co-ordinator*

01229 587777

07742 313602



**three sisters**  
CIRCUIT

threesisterscircuit.co.uk



**Car Track Days:**  
**13th March**  
**17th April**  
**15th May**



# Sapphire Solutions Ltd



## TimingAppLive Management And Results Solutions

Everything (Entry, Scoring and Results) can be done via a Mobile Phone App

This all adds up to making running an event easier and safer for Organisers, Marshals and Competitors.

Used for Autotests, Production Car Autotests (PCA), AutoSOLO and TARGA Rally events.

Calculates results automatically.

**Facebook group TimingAppLive**

**www.sapphire-solutions.co.uk**



## CONTACT John

[John@sapphire-solutions.co.uk](mailto: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**



**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.

## 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](http://wigtonmc.co.uk)



## Wigton Motor Club Forthcoming events

**March 12<sup>th</sup>**

**Cars & Coffee at the Motor House,**

Moota near Cockermouth CA13 0QE 10 until 12

**March 19<sup>th</sup>**

**Autosolo. Venue tbc**

**April 16<sup>th</sup>**

Cars & Coffee at the Motor House,

Moota near Cockermouth CA13 0QE 10 until 12

**April 23<sup>rd</sup>**

**Drive It Day**

at Dalemain Mansion  
near Penrith. 11 until 2

**May 3<sup>rd</sup>**

**Coronation Meander**

The event welcomes anyone in cars from the pre World War Two era although similar cars up to 1950 will be accepted. We warmly invite those who are part of the Oily Fingernails Group to join us.

The Meander will be approximately 55 miles long and will be run at a very sedate pace with simple route instructions and no formal timing. It is simply an opportunity to exercise your cars on quiet, non challenging Cumbrian roads in the company of fellow enthusiasts. We will start at the Motor House at Moota on the A595 and finish at Base Camp, Cocklakes on the A66 one mile east of Troutbeck. A list of entries with start times will be sent out by e-mail with final instructions during the week prior. We start our day with coffee and biscuits at the Motor House from 10.30am and for those requiring something more substantial The Moota Coffee Shop is next door. First car departs at 11.30am.

The route will be defined by a simple road book with tulip diagrams, directions and distances and the entry fee for Wigton Motor Club members will be £25 per car and for non members £30. Included are coffee and biscuits at the start. The road book instructions and self adhesive plates will be distributed at signing on in the Motor House at the start. Food and refreshments will be available at the finish at entrants cost.

**Regs & Entry Form**

<https://www.wigtonmc.co.uk/events/index.php>





## SMC Stages Rally **APRIL 16<sup>th</sup>** **Anglesey Circuit**

Enter the event via

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

## MARSHALS

If you're not competing and want to get a closer view of the action then why not register as a marshal.

**Marshals are required Saturday set-up and all day Sunday for the rally itself.**

Previous marshalling experience is not required.

**Please contact our Chief Marshal**

**Ken Wilkinson Tel: 07771 742 692**

**Or**

**Radio Marshals**

[markwilkinson81@outlook.com](mailto:markwilkinson81@outlook.com)





**WIGAN** & DISTRICT  
**MOTOR CLUB**

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



Pro-Rally.co.uk **1**

John & Alex Stone winning The CompBrake Motorsport Stages in May 2022.

**The CompBrake Motorsport Stages.**

Three Sisters Race Circuit.

Ashton-In-Makerfield, Wigan. Sunday 14<sup>th</sup>. May 2023.

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](mailto:manxautosport@gmail.com)

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

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

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



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.



# WDMC

WARRINGTON & DISTRICT  
MOTOR CLUB



## 2023 Gravel PCA Series Wern Ddu

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 return of the popular Summer double weekend event / BBQ .

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

Catering as always from Emyli and her team .

## SD34MSG Championships '23 Open to ALL SD34MSG Group Members

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

Enter ALL for Just £5

Register on Line

<http://sd34msg.org.uk>



# HI-SERV

—Highland Services Building Materials LTD—

## Mull Classic/Targa Rally

11th March 2023

## Bolton-le-Moors CC Bolton Midday Touring Assembly SATURDAY, 15<sup>th</sup> APRIL

FROM 08:00-18:00

Start and Finish :

Ye Jolly Crofters, Chorley Old Rd., Bolton

Approx 150 miles of NW Countryside.

Full printed tulip road book., 2 meals included in the entry.

**Regs:** <https://img1.wsimg.com/blobby/go/cbf18b83-84d9-48da-a071-aa63d52b8ce6/downloads/Bolton%20Midday%20Regs%202023.pdf?ver=1675294774917>

**Entries:** <https://www.rallies.info/webentry/2023/boltonmidday/webentry.php>



WE'RE CELEBRATING

**120 YEARS**

OF

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A CELEBRATION DINNER TO BE  
HELD ON

**Saturday 4th March 2023**

**7pm**

**Hazel Grove Golf Club  
SK76LU**

DRESS CODE: "RALLY JACKETS TO  
DINNER JACKETS AND EVERYTHING IN  
BETWEEN"

**£25 per head**

INTERESTED? CONTACT  
[NANCY.RUSSELL@NTLWORLD.COM](mailto:NANCY.RUSSELL@NTLWORLD.COM)



Lancashire A.C.

# **Coast to Coast Classic Car Run**

**Midland Hotel, Morecambe**

**SATURDAY, 8 JULY 2023**

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

The 31st Annual Coast to Coast Classic Tour.

(Morecambe to Sandside). Lots of 'new' roads. The event is a 'Touring Assembly' and is non-competitive.

The Route Book is a simple Tulip type but has full written directions for those not familiar with the Tulip format. In addition there is a simple Concoure d'Elegance at the finish.

Important

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



**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**





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

### Dates

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



### Contacts;

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

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

## 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.

**Price £750 o.n.o.**  
(may split if enough interest)

**Mk2** Inner sill repair panels, O/S front chassis rail, strut top plates, firewall plates, front floor gussets, pair front chassis gussets.

**Price £350 o.n.o.**  
(may split if enough interest)



**Located in East Yorkshire close to JN37 M62**

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



Pro-Rally.co.uk

1



## Motorsports Photography and Journalism

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

Phil James

Motorsports Photographer & Journalist

07771 76 86 57 | 01772 69 00 34

phil@pro-rally.co.uk

@ProRallyPhoto

Pro-Rally.co.uk

1

www.pro-rally.co.uk

# ANWCC

To Access all  
of the following

2023 Championships Calendar

Championship Registration

2023 Championship Tables

Please Visit

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

# SD34MSG

To Access the  
Championships  
Registration

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

# rally

AT  
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anglesey  
circuit  
traction

JUST £140  
FOR THE DAY

PRICE PER TEAM OF DRIVER AND CO-DRIVER



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

## UPCOMING EVENTS

FEB 17<sup>th</sup>

SUNDAY

MAR 15<sup>th</sup>

FRIDAY

APR 13<sup>th</sup>

SATURDAY

JUN 29<sup>th</sup>

SATURDAY

**BOOK ONLINE AT [RALLYTRACKDAYS.COM](http://RALLYTRACKDAYS.COM)**

OR CALL THE CIRCUIT OFFICE ON 01407 811400



# GAZZARD ACCOUNTS

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**E-Mail :**

***gazzard.accts@btinternet.com***



**Gazzard Accounts Ltd**

## **AS Performance North of England Tarmacadam Rally Championship**

**The Championship rounds for 2023**

26 <sup>th</sup> Feb	East Riding Stages
12 <sup>th</sup> March	Donnington Stages
30 <sup>th</sup> April	Leconfield Stages
26 <sup>th</sup> /27 <sup>th</sup> May	Jim Clark Rally
28 <sup>th</sup> May	Jim Clark Reivers Rally
10 <sup>th</sup> June	Crail Stages
23 <sup>rd</sup> /24 <sup>th</sup> June	Argyll Rally
6 <sup>th</sup> Aug	Tyneside Stages
27 <sup>th</sup> Aug	Pendragon Stages
23 <sup>rd</sup> Sept	Arbroath Stages
22 <sup>nd</sup> Oct	Cheviot Stages

**max of 8 to count**

### **REGISTRATION**

The registration fee for the 2023 Championship season is £20 each for Driver or Co-Driver. Registration must be completed on the Official Paper version or the Electronic form <https://forms.gle/TkcVVCNNuYnjFHnK7>

## **SG PETCH STAGE RALLY CHAMPIONSHIP 2023**



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

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

### **2023 CALENDER**

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

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

**CONFIRMED**

### **AWARDS**

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

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

### **NEW THIS YEAR**

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

# Acknowledgements

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

Tracey Smith	{	Stage Rally
Steve Butler		None Race / None Rally
Steve Lewis	{	Road Rally
Steve Price		League & Individual
		Marshals & U18
		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, Events 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 (KLIMC)	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 (KLIMC)
Dan Willan (KLIMC)	Martyn Taylor (KLIMC)

## 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 15<sup>th</sup> March**  
**7:15 for 7:30pm**  
**By Zoom**

# ANCC

# AGM



**Monday 6<sup>th</sup> March 8pm**  
at Cleckheaton Sports & Social Club  
**www.ancc.co.uk**



# ANWCC

Association of North Western Car Clubs

**Tuesday May 9<sup>th</sup>**  
**8pm at the Kilton Inn**  
**Knutsford WA16 0PZ**  
What3words "major.supposes.material"  
**http://anwcc.co.uk**

# ANECCC



**Thursday 27<sup>th</sup> 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 April Edition is**  
**Monday the 27<sup>th</sup> of March**  
**which is due out on**  
**Wednesday the 1<sup>st</sup> of April**  
**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