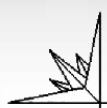


# April 2023 spotlight



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



**ANWCC**  
Association of North Western Car Clubs

**ANCC**  
Association of Northern Car Clubs



**Rally of Derbyshire** **Jon Bossen/Jonathon Webb**

Organised by Matlock Motor Club  
25/26 February 2023

**1st O/A**

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

Volume 14 : Issue 4 : April 2023 : Maurice Ellison



## ***Front Cover :- Rally of Derbyshire***

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



**Clitheroe & District Motor Club**  
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**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**  
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**Preston Motorsport Club**  
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**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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What a bumper spotlight this month. Reports from many disciples of our sport are covered on the 100 + pages this month. We have notes from the SD34 MSG March meeting which can be found on pages 6 & 7, hopefully we shall meet face to face on Wednesday 17th May at the Poaches Bamber Bridge this meeting is open to all members of our member clubs. As SD34 MSG has been serving NW motorsport since 1964 we are always looking at how we can do things better and open to your ideas. Sadly - our group over the last few years has lost the last remaining persons that have been involved with SD34 MSG since 1964.

The SD34 Trophy in 1969 has Bill Wilmer and Bill Rhodes jointly winning the award. Several of those still involved with SD34 now, were winning this award in the 80's & 90's

Sustainability is to be here in 5 years time for many!

In Spotlight, I have taken to reading Paul Gilligan's, 'Inside the Industry' this month starting on page 72. All is not well in the motor industry and who would buy a new car at the moment? I do hope Hydrogen could be the answer as a fuel? I look back at my family holidays, for some 15 years, taken on a camp site near St Tropez. This was a 1075 miles trip from home, with one overnight stop and two days driving. How would that work with an electric car?

It is now three years since the start of Covid. Motorsport has in some areas returned to pre-covid levels. Other areas still have problems. In the stage rally world the costs are putting off many clubman drivers. Their cars have been laid up for 2 years without any use, with the safety equipment going out of date. Sadly MSUK have not, to my knowledge given any extension to the equipment in the current stage rally cars. This was brought up at the recent MSUK club webinar with David Richard and Hugh Chambers by motor clubs. Hopefully before this year is over, action will be taken. Otherwise up to another 20% of current MSUK clubman stage rally cars may need seats and belts replacing after being stood idle for 2 years. In the words of Winton Churchill, Action this day - is required!

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

I hope that your competitors register for the SD34MSG championships in 2023; it is a simple task just fill in this form.  
<https://form.jotform.com/222732754290355>

**Steve Johnson : SD34MSG Chairman**

Tommy drives into Preston Bus Station and parks his bus. He goes to the manager's office and hands in his notice. The manager says " What's all this about Tommy?" Tommy replies" I cannot be a bus driver any longer. I'm fed up with people talking behind my back!"

So I went to a job interview this morning and the fella said: "Starting pay is £10.20p per hour but after six months it goes up to £17.80p per hour .. when do you want to start?"  
 I said .. "In six months!"

There is a new trend in our office; everyone is putting names on their food.  
 I saw it today, while I was eating a sandwich named Kevin







## Present

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

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

## Matters Arising

- **Awards night** – Steve (SJ) noted what an excellent night it was, and a vote of thanks was given to Tracey and her helpers for organising it. The room itself was fine, however it would have been good without microphone issues. Maurice noted there was quite a lot of echoing, something exacerbated by not being able to test the equipment beforehand. Chris MacMahon noted that the beer was good, and at a reasonable price!

**Chester and Matlock MC wishing to join – these clubs were duly accepted to the group.**

## Treasurers Report

The awards night made a surplus. Steve B gave a vote of thanks to clubs who contributed raffle prizes.

The trophy bill in the end (for 3yrs worth, some 2020, all 2021 and 2022 with engraving) was £3645! Even with Steve B and Tracey very kindly foregoing their trophies, as well as reducing the cost by around £800 by going for lesser trophies, and obtaining a 30% discount!

## Dates 2023

A shameless plug by James Swallow for BLMCC's Bolton Midday touring assembly on Sat 15<sup>th</sup> April. Entries still available!

## PR

No known issues. Everything seemingly going smoothly for Regardless MC ahead of the John Gornall Rally.

## Championships

Latest tables being circulated in double quick time.

## Regional Association Reports

**ANCC** – Nobody present who attended the last meeting.

**ANWCC** – Maurice had a very nice steak. Nothing of more note from their meeting.



**MSUK** – Tonight was an ‘Electrified Vehicle’ webinar. There is bound to be an increased interest in such vehicles being used in motorsport in the future. Up to now, rules have been very ‘foggy’. Questions arising tonight proved not many people now what is going on with EV’s. There are 2 different types of vehicle. Unmodified, such as seat changes etc, and then ‘bespoke’ vehicles, which include the fitting of cages etc. Unmodified cars can be used straight away with no requirement for extra PPE. Sprints and hillclimbs require a vehicle passport.

Rallying gets more complicated, but it is still possible.

Ver6 of the guidelines will be released tomorrow to clarify everything, removing the existing cumulative guidelines. These will be sent to clubs to help clubs decide if they want to run EV’s or not.

## **Spotlight Magazine**

- Appendices 1, 1b, 2 and 3 were circulated prior to the meeting. Maurice received the initial notification just before 5pm on a Friday, and was informed that a complaint had been received 6 months ago and that MSUK had been monitoring Spotlight ever since. Alan Shaw President, received the same email, and responded (appendix 1b). Alan thanked Maurice for all his work on Spotlight, and said he has never had a complaint about Spotlight’s content. Alan’s wife has read it and not found anything overly offensive.
- It was commented that an article/joke making reference to MSUK is what has somewhat stirred the hornets’ nest and upset them.
- It was also suggested that every future Spotlight be sent to MSUK for prior approval before being circulated. Maurice stated the only issue with this is that the final draft is always changing, right up to the last date.
- The help, advice and guidance to Maurice from Jamie Champkin was seen as positive, this was appreciated.
- Maurice has received over 10 pages of support emails from readers.
- SJ asked for general opinions around the meeting from the committee, stating that the Motorsport UK correspondence is a ‘learning occurrence’ which can help all our member clubs understand the MSUK Race with Respect ‘Code of Conduct’. Many sport governing bodies have current issues; Football, Cricket. Gymnastics, to name a few....
- JH agreed with SJ, and noted that some jokes were close to the bone.
- It was also raised that the contact from MSUK was ‘heavy handed’ and could have been carried out in a way that was not seen as bullying of a volunteer by some.
- MB, stated she has never had an issue with the content of Spotlight, thanking Maurice for his work and efforts doing Spotlight. However She did say that there are people out there who take offence, giving an example of club who advertised a beginners autosolo that “even your wife or girlfriend could do”, which caused a huge backlash.
- SB said the key thing is that we respond to MSUK. They have had a need to respond to a complaint and be seen to be doing something. SB said we need to tell them how we are going to address this in future publications.
- SB said the issue is, as none of us have any problems with the content, it might be difficult for us to identify what might cause offence.
- It was also raised that MSUK have not acted out of respect by monitoring the publication for 6 months, rather than addressing it immediately.
- The President, asked that at least one lady to be included in the support group put together to vet future draft publications. Maggy said she would be happy to be part of the support group. Jack Mather said he would be too as a younger end of the demographic for the group.
- The editorial overview group will consist of Tracey Smith (Subject to her being available?), Maggy Bateman, Jack Mather, David Barratt, Alan Shaw and Gary Heslop.
- SJ thanked all for the open and honest views and feedback, whilst SD34 member clubs have very few younger persons, unlike the Karting world! We -SD34 and our clubs, still need to ensure that we are not exposed to the issues. Our sport is open to all.

**The date of the next meeting is Wednesday 17<sup>th</sup> May 2023 at The Poachers. Starting at 8pm.**

**The meeting closed at 21:35hrs.**

**Minutes recorded by James Swallow**





# ANWCC

Association of North Western Car Clubs

After a bit of a slow start things have picked up with registrations coming in steadily as events start to happen – as we go to press we have received 262 contenders for our championships, just a few down on the same date last year, when we ended up with our best year for some time – can we beat it this year? If you are competing and not yet registered then go to our website and complete the online form – we look forward to hearing from you!

Our Stage Rally Championship started with the Lee Holland Stages at Trac Môn (aka Ty Croes) and the Anglesey circuit will also host another round in April where I think we have a record number of ANWCC championship contenders on the unseeded entry list. Between these two events there is a trip eastwards for the Lookout Stages. Initial championship leaders are Jason and Lee Wilson in their rapid Darrian.

After three events in our Forest Championship the lead is with York MC member Gary Cooper, having scored two maximums on the two events contested, the Riponian and Malcolm Wilson. Similarly, with two maximums, the co-drivers are led by the reigning champion Jamie Edwards who has a knack of getting rapid drives in exotic machinery!

Four events already held in the Road Rally Championship, but only one in Wales which seems slightly unusual. Leaders are Derbyshire crew Richard Hunter and Gary Evans who score well on the English events, but not quite as many points in Wales where things are, shall we say, a little different!

Our Historic and Targa Rally Championships have got off to a shaky start, snow affecting the Rally Revival which counted for both series. 2022 champions Leigh Powley and Brian Goff continue with leading this year in their Toyota Corolla. The Targa series will get under way at Weeton with Stockport 061 MC's event.

Not many contenders to date in our Autotest and PCA championships but Autosolos are going strong where the Under 17 MC competitors take many of the leading positions.

Our Speed Championship got under way on the last weekend of March, with a Sprint at Cadwell Park and a Hill-climb at Loton Park. Just three ANWCC contenders on each event, the lead championship currently being held by another reigning champion, Matt Bramall in his Caterham.

Early days in the Allrounders, where competitors have to start in three disciplines to qualify – just one contender, Andrew Millington from Knutsford & DMC, is on the scoreboard at the moment but that will change rapidly as the year goes on – there are no less than 26 contenders who have two disciplines under their belt so just one more will put them onto the main chart!

In the Club Championship it's the same top six clubs as for last year, but not in the same order. Under 17 MC and Knutsford & DMC are battling at the top as usual. 67 of our 131 clubs have at least one club member registered for our championships.

Remember, competing on events at regional level and championships is all about enjoying yourselves – not just the sporting aspect but also the social side and the banter – but do so with all respect. Motor Sport is all about having serious fun.

And finally a reminder to championship event organisers – please ensure that you let me know when regs are about to be published and entries open, so that info can be added to our website.

*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**





# Rally of Derbyshire

Organised by Matlock Motor Club  
25/26 February 2023



**KICKSTART**



## ***Jonathon Webb : Hexham & DMC***

Me and Jon Bossen often talk on the phone, just for a general catch up usually, see how the weather is etc. This time however Jon rang me to ask if I was able to navigate on the Rally of Derbyshire.

Aahhh Derbyshire, my arch nemises in rally terms. When I started in motorsport I was living in Stockport and happily managed to somehow join Stockport 061 motor club. They regularly ran Table Tops and Scatter rallies, all round the Derbyshire area. Maps 118 and 119 were my staple. As a young lad I used to just go and drive around Buxton and the surrounding roads for entertainment. Pre average speed cameras of course...

My first rally as a Marshal? The Oaks. Last year of the turbos, Andy and Dan Chambers for company, top of the Goyt (At the top where it meets the Cat and Fiddle near axe edge) It was cold and wet. I remember it well. However it wasn't too cold, quite the opposite, I was hooked.

My first rally as a driver? The Oaks. Dan Chambers navigating this time. After a good run we ripped off a brake pipe on Dun Cows hairpin in my 205 GTi and managed to get to the finish. Just.

So I know the roads fairly well, however it seems to have no effect as I really struggled as a navigator whenever I competed in Derbyshire. Lots of bumpy whites and tricky slots to make life difficult.

So when Jon asked if it wanted to navigate, I did hesitate I must say. Only because of Derbyshire, not because of Jon. Our first event together we broke down 10 minutes from the start this was 5 minutes after Jon said 'I've done 24 rallies in a row without breaking down..' and our second event we would have had 3rd O/A on the Clitheronian if it wasn't for an error in the results.

I did accept his offer however, and prepared myself for what could be a very interesting night.

***Continued on Page 10***



## ***Rally of Derbyshire***

### ***Continued from Page 9***

Thankfully a few of us came down from the sunny north east and we were able to share the driving, well that was the plan. Our tow car developed an issue and Chris Dodds (also competing and towing his Proton down) decided it was best we didn't stop so I enjoyed time in the passenger seat.

The VK start venue was in a Go-Kart track on the tops near Buxton where we had a special test. The last time I did a special test on a Derbyshire rally (Dansport?) I made a complete mess of navigating it, cue big cheers from the people watching. However there was no mistakes this time and we slid gracefully round the course. Only to find my fellow John Robson organiser Ali Procter was 1 second quicker in his hairdressers car..

We then moved on to the event 'proper'. The navigation was a mix of pre-plot and plot and bash. However we had plenty of time to plot all the sections and the navigation was simple and straight forward. Just how I like it. No nasty tricks and all correct.

After the first section we saw a stricken Car 1. Messers Collis and Spencer. Turns out they had clutch trouble. I can only imagine how frustrated they must have felt. I personally had them down for the win.

After a couple of small overshoots, nothing major. We did find ourselves up a white we shouldn't have been on, I had plotted a start control on the wrong road, and we bumped and scraped our way down it, turned round, and bumped and scraped our way back again. Thankfully this was on a neutral section otherwise it really would have ruined out night! Got away with that one..

Everything else seemed to go to plan for us. A few more bumpy whites, not too rough, just typical Derbyshire stuff. We got to the short 'splash and dash' petrol halt.

Jon filled up with fuel, I stretched my legs and got on with plotting the last section.

The last section being a run from the A54 near Algreave all the way through Macc Forrest, past Jenkins chapel and back through the Goyt. I knew this section fairly well, Jon however knew this section like the back of his hand.

Before we started, Car 2 (Richard Hunter/Iain Tullie) elected to let us go first. So there we were, start of the section. Nobody in front of us. I showed Jon the route on the map, 'Yep I know all that' was the reply. So that was it. 5-4-3-2-1 go. We needed to make sure we got all the route checks and nams. After that it would be up to the rally gods.



***Continued on Page 11***



## ***Rally of Derbyshire***

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

I get myself sorted, map in place, route check card handy, we get the first few junctions and start to call some bends, 'Shhhh' was the response. It was a Kimi Raikonen moment 'leave me alone I know what I'm doing'. Jon was taking it to another level. So that was that, we got the NAMS, we got all the SC's and route checks. We were careful where there was ice, and Jez turner commented how relaxed we look at his PC on top of the Cat.

We were greeted by Guy and Gary at the end as we handed in our time card. Fully expecting to find out the results in the coming days.

Now this is where the elephant in the room has to come in. Jon has never won a road rally in all his many many years driving. He has been second over 20 times. But never first. I too haven't won one however I haven't been on the maps for that long either.

We waited for the few cars behind us to arrive. Someone mentioned 'You were 1st before the last section' I couldn't believe it, the results were already in for the first part of the rally. I must have miss-read the regs.

Now knowing how we well we had done on the last section, I started to get a funny feeling. The results were being published for the last section. We were still first! By about 45 seconds.

There was no finish venue on the event this year, so all there was to do was go home and wait until the results were final 12 hours after the last car. We stayed first all through the drive home. I started to get messages of congratulations although I knew the results weren't final. I couldn't celebrate. Then at around 08:30, I get a text from Matt Flynn. 'The results have changed'. My heart sank. I quickly checked, the results had indeed changed, however we were still first... by 5 seconds.

Cue the worst 7 hours of my life, constantly refreshing my phone until 16:00. Results were final. I rang Jon, I couldn't believe it, we had both done it. I was so happy, not for myself, but for Jon. Someone who is in the sport for all the right reason, finally got what he deserves. A first win.

So my thanks go to everyone at Matlock Motor Club. Gary and Ben in particular. The event was great and I know all too well how much time and effort goes in to organising was it just a 5 hour event. The months of planning, door knocking and stress was all worth it chaps. Getting Derbyshire back on the rally map is something to be very proud of.

Thank you to all the marshals who stood out in all weather conditions, thank you to my wife Georgiana who puts up with me.

Lastly thank you to Jon Bossen. . . . . We did it.

***Jonathon Webb : Hexham & DMC***



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# Rally of Derbyshire

Organised by Matlock Motor Club

25/26 February 2023

## **Barry Allman : Clitheroe & DMC**

A week after the John Robson Road Rally up in the North East around the Hexham area, Geoff Bateman and I had an entry in for Matlock Motor Club Kick Start Rally of Derbyshire. After having an issue ( Bump ) the previous week-end and a good inspection of the Peugeot 205 showed it was a major repair required. Monday it looked like we would have to pull our entry, Tuesday was thinking day after a good nights sleep. Wednesday was option "B" maybe doing the rally in Maggy's car "Ruby" a red MG ZR 1.4 more used to shopping than a night in the Derbyshire lanes and WHITES! If you know Derbyshire you know some of the WHITES roads (like rough farm tracks) can be a challenge even in a sorted rally car.

Question'd would I be up for having a go in a standard car my immediate answer was YES. So it was time to fabricate a sumpguard using the Peugeot one and fitting some spotlights on the ZR, some tape around the battery terminals. A fluid change and check and " RUBY " was ready.

Friday was more time on the trailer finally get it back to full health then finding out the MG ZR is bigger (Wider) than the Peugeot and so it wouldn't fit. That would mean a 360 mile plus round trip plus the rally route too, Geoff scores 11 out of 10 for effort. Your drivers have your trials, I was busy going over last years route and prepping my map. Tough life us navigators lead, he he

The Rally started at Swains centre again at the side of the Go Kart track that was used again a pre roads test. Noise passed, no problem being a standard car and scrutineering too although there was a small issue over the shopping bags in the boot, he he he.

Twenty or so Black spots and Quits to plot plus more importantly from our point of view where the rejoin points as hand outs were given out on route. Time for a brew on a quite a chilly night hovering around 1 degree before it was out time for the test. Stopping the clock on 1 minute 34 happy not being the slowest.

We got the route from MTC1 to NTC5, grid references heading South from Buxton down to High Edge, with NTC5 to NTC 11 on the reverse side, we had a grin at the very first RC (Code Board) Picking up the next two RC's no problem. Just being a few seconds out we dropped a minute on the first section, bad but not unexpected and manageable. Next section was "Ford Steep Step on entry onto white" quite gentle here (I am writing this in case Maggy B reads it) dropping 6 minutes. It was the white where we going to have issues with.



*Continued on Page 13*



## **Rally of Derbyshire**

### **Continued from page 12**

Next few where Tulips some NAM's (Not As Map) where into farm yards RC's and out, with a few cars looking for the slots we where quite lucky here just dropping a few minutes (already 10 minutes of our 30 minutes allowance and so ONE of my spare eyes already on our time) Used to the car now and enjoying our night after some nerves from the previous weekend we went well up to STC8 which ended up on a white which caused us to back off and lose a little more time. Up to now the WHITES where drivable, getting a few more of the RC's and NAM's spirits where good. A Missplot meant we missed STC10 (Which was on a road Not On The Map) Grrrr we where hoping to get all the controls we passed. NTC11 to STC13 used Grid lines and we got those, getting all the RC's dropping 4 minutes and 2 minutes along the way time loss was now 17 minutes, not panic time yet!

STC13 to STC15 was Herringbones, everybodys favourite ! which we got down quite quickly. There was a long tough WHITE before STC14 which pushed us over our time limit but at least got the RC's and avoided those penalties as well.

We pushed on to NTC16 to get the next route instructions but couldn't make any time back, time to sort things out on the GO. At this point I was looking for a loop to cut out to try to get back on time, on longer rallies with a petrol halt I would cut to there.

Next best option was to cut to a Transport Time Control TTC20, we picked up over 3 hours of penalties but couldn't be helped. It was 30 minutes per control missed and 5 minutes per RC's (codeboards). Even cutting we couldn't get back all the time we had lost. More WHITES ment we lost another 22 minutes from TTC20 to STC23. STC23 to the finish at STC27 was a mixture of Grid Lines / Spot Heights / Map Features, plotted ok and quickly. It was a straight line almost to the finish with no chances to cut anymore. We got to the Final control within the time limit Phew after going over some of my favourite roads on the Eastern edge of map 118 leading to Goyt Valley for a final run getting all the RC's too.

WOW with some super driving by Geoff we got the standard car back to the finish on what is a tough event, which I like. Proving it CAN be done ! A quick brew from the flask and Geoff was on his way back Home, no damage done and a FINISH !!

Congratulations to Gary Evans and all the Matlock Club and helpers who made it happen, Already looking forward to next years event.



**Barry Allman : Clitheroe & DMC**







**Knutsford & DMC**

# **Tour of Cheshire**

**4<sup>th</sup> March**

***Lynsey Procter : Hexham & DMC***

After an exhausting 2 weeks having gone skiing (not skiing) with my school over half term and a busy week at work, I headed off at 4pm on the dot on Friday afternoon, ready to do battle on the 20th anniversary edition of the Tour of Cheshire, the first round of the HRCR season. If you think I'm getting my excuses in early, you're right.

On reflection, the event got off to a bad start with my sat nav malfunctioning and getting us lost on the way to the pub so that by the time we got there, they had stopped serving food. So my rally prep included not only a long journey south, but also a dinner of ready salted crisps and chocolate chip cookies (excuse number 2)

I had, mistakenly, believed that the first round would be a gentle reintroduction into the world of historic rallying. I was wrong. The pre-plotting we had was quite tough! It took seasoned navigator and event organiser Guy Woodcock 2hrs to plot. What chance did we mere mortals have? (EN 3) Thankfully, Pete Johnson was staying at our hotel and kindly assisted me in my plotting, thus saving me precious time and allowing for a fairly early night.

Even so, it was nearly midnight when I turned the light off with an alarm set for 6am. A disturbed nights sleep due to map references dancing round my head as well as nearby road noise, meant I wasn't my freshest in the morning (EN 4)

After no breakfast (EN 5) we headed to the start venue at Bickerton Poacher to join the other crews and discuss the day ahead. It was great to see friends again after the final event last year being the Ilkely in November. Knutsford MC are well versed in organising historic events, and put on a smooth operation at the start, with signing on having been done electronically and handouts given the night before, there was time for a coffee and a bacon bap.



***Photos Courtesy Of Tony North***

***Continued on Page 15***



## ***Tour of Cheshire***

### ***Continued from page 14***

Cars set off at 8am to head to an hour long regularity. That is not what I would class as easing us gently into the event! However, it wasn't too tricky and we started off well. If you look closely, you can even see a zero on my timecard. Maybe this gave me a false sense of inflated ego, but it wasn't to last long.

After reg 1, we headed to Oulton park for the first of 4 tests that would run at the circuit over the day. I'd never been there before so it was quite exciting to be racing round the track. There wasn't too much to call, so I let Graeme get on with it and I think he enjoyed himself.

After exiting the circuit, a mere 0.7 miles away was the start of the second regularity of the day, a short sharp run round Cotebrook shire horse centre with only one speed change and one IRTC. This length of regularity was certainly more manageable for my addled brain and I only dropped 2 seconds.

We then headed for coffee where I had a quick slurp before remembering that there was some outstanding plotting that needed my attention, so I handed the timecard over to Graeme to check us out and went and sat in the car to have a peek at Regularity G, that would feature later on that day.

After Graeme had successfully navigated the 'out' control and joined me, we headed off for Regularity C. This again went well for us, and we were both enjoying the day and the single figure penalties. The next reg, used 4 maps. I had struggled the night previously to not only plot this but to also get my head around how it would actually work resulting in notations all around the map edges to denote which map I was on, and which one I was moving to. Admittedly the extract used for 108 was so small I cut it out and stuck it on top of 109, but still...4 maps! Maybe it was so daunting it put me off my stride (EN6) but anyways, I got us lost in Higher Whitley going over the map fold. I noticed some crews had craftily cut and stuck the maps together to form a sheet and in hindsight, wish I'd also done this. Having gone "shopping" I wasn't content with visiting the local grocers but headed to the out of town retail park resulting in a mammoth 7.5 minute penalty. Luckily, this would be removed through the use of the joker system, but it still dented my confidence (EN7) and led to a drastic reduction in my ability to navigate for the rest of the day.

***Continued on Page 16***



***Photos Courtesy Of Tony North***



## **Tour of Cheshire** **Continued from page 15**

The errors that I made in the following regularities were annoying as any chance of a good result slowly slipped away with the ever increasing penalties. But, as we finally realised that we were only playing for cheese, we cheered ourselves up, took the mick out of the situation and had a laugh. Even when I tried to pull my socks up and “nail reg H” only to wrong slot on a corner, it showed that it was definitely not my day and whilst my penalties remained single figures, they now ran into the minutes rather than the seconds.

I like to think, despite being classed as a master, that I am still relatively new to rallying and still learning. Mistakes are unfortunately one of the best ways to learn, and a good result is not everything (although we were 4th fastest on tests) Thanks to Graeme for not kicking me out of the car when we went wrong for the umpteenth time and still hopefully giving me a chance to redeem myself later this year.

The Tour of Cheshire was enjoyable for many reasons. Seeing rallying friends again after the winter break. Enjoying a well run event with good, clear documentation and many friendly marshalls helping out. Enjoying a private land regularity on Cheshire Showground. Good food at lunch and dinner. A night away in a hotel, which is always a treat. Trying different styles of navigation to what I’m used to and getting the opportunity to practise a hobby I love.

So, it’s not all doom and gloom and I will try to learn from this weekend ready to have a go at the North Yorkshire Classic next month.

***Lynsey Procter : Hexham & DMC***



***Photos Courtesy Of Tony North***

Some people say the glass is half full.

Engineers say the glass is twice as big as necessary.

Some people say the glass is half empty



**A.M.PHILLIP**  
Trucktech  
HIGHLAND CAR CLUB  
**Snowman Rally**

# Highland Car Club **Snowman Rally** March 4<sup>th</sup>

Propshaft failure put paid to the 2300 Club John Easson Award Winner Johnnie Mackay's hopes of a good result on the Snowman Rally.

He was debuting his new Mitsubishi Evo7 on the Inverness-based event, and looking to make an immediate impact on the SRC Challengers Championship.

But it was all over before it had really got going, when Johnnie and co-driver Ian Parker were forced to pull over two miles into the opening stage.

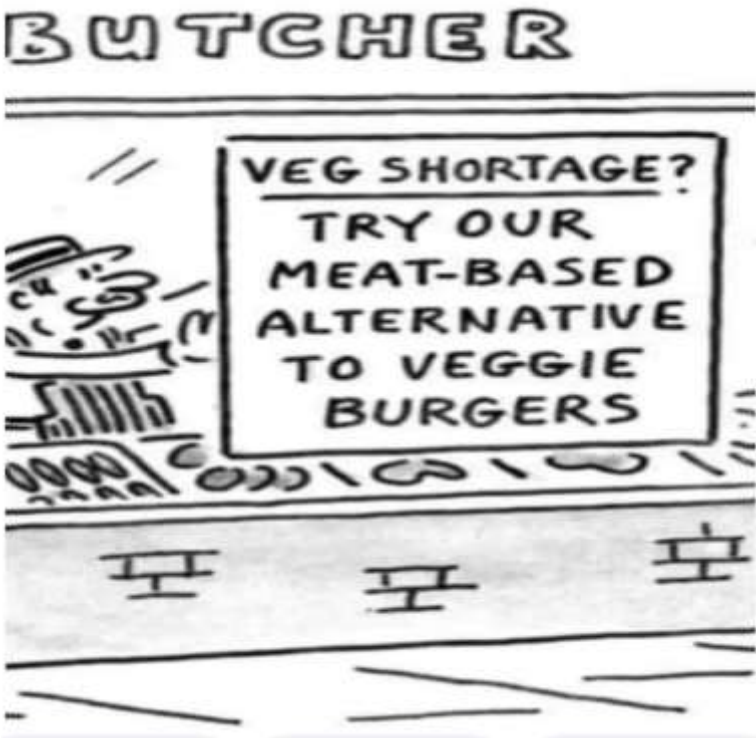
"Almost as soon as we set off I knew something was wrong. There was a bad vibration from under the floor pan that clearly wasn't going to stop," he explained.

"After a couple of miles, the propshaft bolts sheared and that was it, we pulled off the road and that was it.

"Gutted doesn't even begin to describe how we both felt. Ironically, the car had done a full test at Clatteringshaws the week before the rally and never missed a beat.

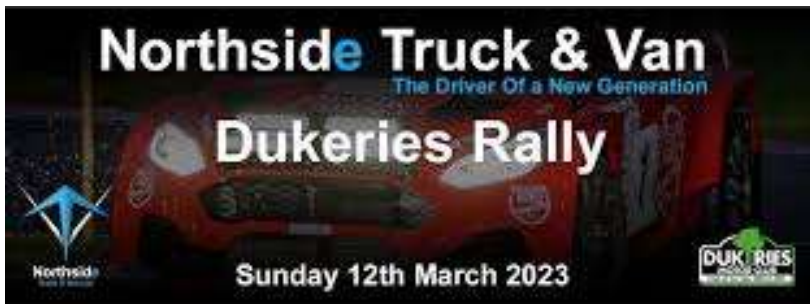
"It's a setback but we just have to overcome it. The idea was to use the Snowman to get more acclimatised to the new car, and we could drop the score if we needed to. Now we have to focus on the next round, the Speyside Stages Stages, and prepare for that.

"The list of retirements on the Snowman was horrendous, so we weren't the only crews to experience bad luck - but that's not much consolation!



**I found that I have been happier since I changed from coffee in the morning to orange juice. My doctor explained that it's the vitamin C and natural sugars but I really think it's the Vodka**





# Dukeries MC

# Dukeries Rally

## Donnington Park

## March 12<sup>th</sup>

*Liam Charlton : Hexham & DMC*

### “Possibly not the best day in the office”

I was out in the 106 of Joe Harwood on the Northside Truck & Van Dukeries Rally at Donington Park.

The first two stages in the morning where a bit damp but not wet. So we started expecting a total lack of grip, but by the time we started there had already been 82 car thought. So there was a dry line starting to form. The goal was to get round and enjoy our day, which is more than can be said for a poor competitor in a Citroen C2 who only managed about 500 yards on the first stage before the engine let go and a guy in a G3 escort who had found his was in to the gravel trap at the old hairpin.

The first stage went really well, we had plenty of grip in the possible slightly underpowered 106, but we still managed to pass other cars after the many mergers, and we took about 20 seconds off the guy in front so not a bad start. The second stage was a repeat of the first and we managed to improve our time by 25 seconds.

We then decided to change to dry tyres rather than the inters that we had started on. Stages 3 and 4 still used the circuit parts going the correct way but the splits had changed locations and there was a extra part the beginning of the stage. Being still a bit green at the old stage co driving I hadn't noticed the split change. We started the stage and instantly we had way more grip than the inters where giving us. As we went through the second merge and on to the circuit there was a G3 escort who had restarted after his excursions in to the gravel trap, we where close the gap at each braking points, however I was too focused on trying to get us passed than actually looking at the map so on our hunt we went left at the split rather than right missing two laps. This ending with us getting a stage maximum and costing us about 4 minutes. Totally my fault but I guess it's a lesson learned for next time possible need lesson off a rather more successful club member Hannah.

After my mishap the rest of the day went well no wrong slots we didn't even need to lift the bonnet of the car or change tyres again. We ended the day on 61st overall but certainly could have been knocking on the door of a top 50 if it hadn't been for my mistake.”

*Liam Charlton and Joe Harwood : Hexham & DMC*





# Hall Trophy Next

*Kevin Jeffray*

After a very successful 2022 rally season, which cumulated with winning the inaugural Back to Roots Rally Championship. It all seemed to end on a sad note with having to withdraw from both the Pokerstars and Jersey Rally due to ill health.

It's seems a long time since I've sat in a rally car, but now it's time to look forward to the new season.

I was hoping to defend the BTRC title this year, but it's not going to be possible due to holidays and getting married. So, the plan is to pick and choose events I like doing. Looking forward to the first three events that I have entries in for so far.

We start on March 25th with the Condor MSC organised event at RM Condor near Arbroath. A great venue which is mostly concrete and tarmac, plus it's only just down the road for me. Big Sis will be back in charge of directions for this one.

Next is at one of my favourite single venue locations. Weeton Army Barracks near Blackpool for the CDMC organised Hall Trophy Stages Rally on April 29th. I've done events there since 2004 so know the venue very well, which will be useful because I have wife to be Mandy in the co drivers seat for her first ever rally.

May the 12th and 13th, and I'm back to the home of closed road rallying for the Manx National Rally, 140 miles of the best stages in the country. I always think of here as my second home ( although I didn't last long when I tried living there ) and will be back together with my 'adopted daughter' Bonnie on the notes for this one.

Other events planned are hopefully the Mach 1 and also Jersey

As ever I'll be driving 'Tara' the ever reliable Corolla T Sport of all events this year

Look forward to seeing you all out and about



*Kevin Jeffray*



Always late to the party, sorry. What a week I've had.

3 years since the event last ran, WAMC WRRC back after 3 years. Lampeter did not disappoint us.

When Cadog Davies and Dafydd Evans are running an event you know it'll be mega.

After I plotted I realised that for this year's route I'd only ever done Parc-y-rhôs competitive before, so the pressure was on in with Iwan Jones the weekend. Especially in a 2.4 sandwich between Spidi and Ieuan Pantsod, and Andy & Gilbey going for the hat-trick out front.

A top top quality top 30, dry night, we knew it was going to be ultra competitive. But that's what we like.

What a rally. What a route. What a map. Gold everywhere you turn. A massive thank you to all the organisers, officials, PR crews, setup crews, marshals, landowners, residents. A big thank you to my dad Geoff Lowe and Mr David Richards for marshalling for me again. Could not do it without you all.

Gutted for Top Nav Dafydd-sion. You're still Top Nav in my book mate, could happen to any of us. You'll both be back strong boys, looking forward to the fight.



*Andrew Lowe : Welsh Borders MC*



## 4th / 5th March

**Barry Allman : Clitheroe & DMC**

Another weekend and Another new driver for me Joe Cruttenden from the Wigton club. An adventure on Lampeter MC's Rali Bro Caron the first round of the Welsh Road Rally Championship, back in the Big League.

The first issue was to get an entry with over 150 entries in the first hour alone ! I made sure we got our entry in straight away and we where lucky to get a slot YEAH. Joe spent some time fitting NEW suspension as I got busy preparing my map yes just the one OS map 146. Actually on the night they gave us a handout of a bit of OS map 145.

The noise and other tests opened at 17.00 in and around Lampeter, a great starting venue. I got there from Warrington after a nice cruise down through Wales around 16.40 and the fans where already gathering. Lots of young families out to look at the Rally Cars, so nice to see. Joe arrived after a dropping things off and picking things up trip down from Cockermouth with Rob our Marshall for the night at just after 17.00. All Welsh events seem to require the crews to bring a marshall or NO run!

They do have LOTS of points that need folks on. By 20.00 we where all checked and signed on, various championships too, having a brew looking at all the Escorts. Hard to believe some of them are 50 years old ??

With it being the 40th running of the event the club produced a super booklet going over the years which included some speccy info too, that got plotted straight away. Then nothing to do until 23.32 when we got our route.

Just Four sides of A4 grid referneces to do which we managed with some time to spare for me to check over my route. This was the first time on 146 for both of us and it was another compact route.

Our start time came and we made our way to the ARCHES of the Black Lion Hotel a classic spot where all the rali's have started wow . Just a mile or so outside the town via MC1, TC1A and we where at SS1 time to tighten our belts and have some fun. The local pub visitors where all outside offering us encouragement even in the town it was going to be a Night Of Nights Yessssss.

The route started off going North, pleased to say very quickly Joe and I got into the flow including having fun at the very first impossible hairpin of the night. The lanes in that area really are something else, don't think we even got into 4th gear on the first section. We managed to set a reasonable time and got all the PC's and RC's (codeboards) always a great start for a new pairing. If it had gone awry it wasn't a long walk back to my car he he. We where clean through TC3 going past a huge crowd of folks at the speccy point, great driving Joe. We dropped a few minutes to TC4 (through some farm yards) but cleaned TC5. We had enough pace so that we wouldn't have to cut any of the route unless something went wrong, that was a good feeling.

Lots of Cautioned spots with boards out too which helped us alot only 7 NAM's on a 120 mile route isn't many. That got me thinking (a very painful process) the route did have a lot of Farm Whites through farm yards, they where the best bits.





After a short neutral section we where at SS6 to TC7 then SF8 heading south, we dropped small amounts of time at those control but where faster than the minute crews around us. SF8 through to SF10 took us through two fords, the first a speccy point, good grin , the second was 90 right over crest into Ford ! that was exciting too ! having Lampeter almost in sight the whole way, going first North, then East we where now going South of the town. With the Driver, Car and navigator going well we where having fun, I very rarely look up but heard lots of WHOOPING from Joe, think he was enjoying himself.

Between SF10 to SF15 ( just outside the town) where lots of little mazes we got right and got all the boards too, dropping under a minute at most controls. This brought us to the BEST section of the night (says Joe) SS16 thru SF20, Joe is one super driver on the rough/off road terrain and there was a cracking white, he actually asked me If We Could go down again. I promise to take you down on another day Joe, Honest. A quick pop onto map 145, heading West now, just to keep me on my toes and we where back on 146 heading mainly East and South I think now we actually got into 4th gear !! just the once. Our pace was great dropping just a few seconds to the BIGGER Escorts.

If you know the area/map we where just to the West of the A482 a real maze of tight twisty lanes, brilliant. We must have been getting quicker as we where struggling with dust, even leaving a neutral control a minute after to let it settle. Sme more White sna farm tracks got us to SF32 and the end of the Rali ...

Thanks to Lampeter Club and All who allow the Rali past and All who make it happen AMAZING.

A cruise back to the Rugby Club Finish and a well deserved breakfast, suppose I should mention we had a nasty rattle after the last white. Later found out the sumpguard had come loose and the new suspension was loose too.

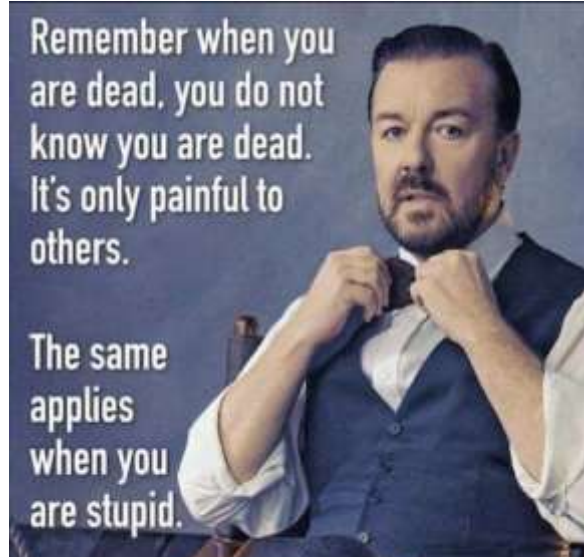
I handed in our time card at MC4 as per usual, my fault for not checking the clock there, usually no penalties at MC4 inside the club, normally a formality.

BUT playing with the Top Crews now and rules are rules I had booked us in two minutes early and earned us Two Fails Grrrrr I was so annoyed with myself ! We eneded up 60th and should have been 48th. Sorry Joe after a brilliant drive all night, including a rattling car meant we where cautious over the last few miles.

Overall WHAT an event. deffo one for everybody to attempt, to get in and to finish.

P.S. the next Rali in Wales two weekends later I made sure I got the correct time at MC4 , guy says it doesn't matter here we don't penalise at MC4 but lesson learnt for us ALL.

**Barry Allman : Clitheroe & DMC**



Someone in administration put up a sign reading "Think!" and would like to know who added: "Or Thwim!"



*'We know things are tough for you, so some of the lads have had a whip round'*



## Lampeter & DMC **RALI BRO CARON** 4th / 5th March

*Greg Harrand : Lampeter & DMC*

The first weekend of March saw the much anticipated return of the Bro Caron road rally to the calendar. This year the club's rally celebrated its fortieth running and was the first time since the Covid pandemic. Clerks of the course were once again club chairman Dafydd Evans and secretary Cadog Davies, and together with their team of dedicated members, would host a 100 mile event that saw the majority of the competition on the northern half of OS map 146, with brief stints into the southern half and a small section of route on neighbouring OS map 145. For the fortieth running of the event a special booklet had been created by club member Anthea Jones and among the 64 pages included interviews with past organisers, winners and various other interesting features to mark the occasion and proved to be very popular with the crowds at the start where copies sold well. Rally HQ this year was to be the Black Lion Hotel in Lampeter, having recently been refurbished the owners of the establishment provided a warm welcome to the event and allowed the return of much missed tradition in allowing competitors to pass under the arch of the hotel as they left the town on their way out to the lanes.



Regulations of the rally opened a few weeks prior to the date and took everyone by surprise at the rate in which the entries filled, with over sixty entering within 10 minutes of regulations being placed online! All 90 places were filled within the hour, in fact the number entered was around 140. A great sign of a well organised event that competitors were keen to take part on.

Course car duties on this event were taken by Jonathan Davies and Elgan Davies as well as Huw and Owen Rowcliffe that went around the route just before competitors, and the closing car was courtesy of Justin Jones and Hefin Jenkins, who although had a few issues at the start went on to have a clean run through closing the rally off. Both tasks are often overlooked but praise should be given to all for their help with the running of the event.

The entry list read like a who's who of British road rallying, with car 1 going to 2020 winners Andy Davies and Michael Gilbey, who would be using the ever faithful IDZ Subaru Impreza. Andy and Micheal are twice Winners of the event and were aiming for the hat trick here. Car 2 went to Arwel "spidi" Hughes Jones and Dylan John Williams in the first of many Mk2 Ford escorts. Arwel and Dylan are seen as the crew to beat having been on an excellent winning streak lately and have picked up wins all over the country. Car 3 went to another escort, this one belonging to Iwan Jones who had Andrew Lowe to guide him around. Car 4 was to be another escort, this one belonging to Ieuan Evans, he would be accompanied by Dafydd-Sion Lloyd.

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John “tyres” Davies was next at 5 in his immaculately prepared Vauxhall Astra GTE. Once again he would have Eurig Davies navigating for him, John has won the rally on more than one occasion and he and Eurig are a very consistent pairing that are competitive in any part of the country, and would no doubt take the battle to the escorts and subaru’s.

A fleet of escorts followed, in fact fifteen of the top twenty were using the ever popular Ford. Stefan “DR” Davies was the first among the group, he would have Kieran Price sitting alongside him. Next at 7 were Lewis Morgan and former clerk of the course Marc Hughes in another example. Lewis and Marc haven't always had the luck but their pace is always incredible and were among the favourites here. 8 went to George Williams and Aled Richards, Aled has been competing on this event for probably a couple of decades now and George is always competitive no matter where he competes and would be another crew to keep an eye on. 9 went to Richard Jerman and Alan James, both of this pairing have won multiple rallies and would no doubt feature

near the top of the time cards here. 10 would go to Irfon Richards and Daniel Jones who would be using a hired Ford escort for this event. Irfon is a local driver and always sets excellent times. At 11 was Kevin Kerr and Huw Rhys Manion in their escort, and following them were current welsh champions Mark Lennox and Ian Beamond in their Honda powered example. At 13 were Arwel Evans and Gerwyn Barry in their Mk2 escort, and 14 Were Mike Roberts and Shaun Richards and at 15 were Rob Stephens and Robbie Pugh rounding off the escort convoy.

A pair of Peugeot 206’s came next, with Huw Jones and Jordan Dziadulewicz taking the 16 spot and Malcolm “tar” Jones and Rhys Jones taking 17. Steven John Williams was at 18 in his Mk2 Ford escort and he would have Steven Roberts on map duties. At 19 were Robi Wood and Osian Davies in yet another Mk2 Ford escort and at 20 were James How and Nic Jones who had ventured up from Somerset to take part.

The talent continued well outside of the top with Dair Roberts and Richard Williams being the first expert class crew in their Mk2 Ford escort at number 21. Other notable crews would include Dewi Davies and Richard Hughes at 24 in a Vauxhall Astra, and at 26 were Daniel Williams and Jamie “butch” Williams in Dan’s honda powered BMW. at 30 was Declan Mason and Jamie Mills in their 2 litre Ford puma. Behind them was Alan Gaunt and Rhys “Smiley” Lewis, Alan choosing to use his Mk2 Ford escort for this event.

Gethin Jones and Lewis Griffiths were first off in the semi expert class in the Mazda mx5 at 49. They were followed by a car not often seen on road rallies much nowadays, a Peugeot 309 GTI, belonging to Robert Brown and Rhys Jones. Escorts would feature in the second half of the field as well as the first, with Ash Maddox and Tom Beckett would be competing with one at number 52. At 56 was the recently completed build of Sam Woodcock’s Subaru Impreza, he had Aled James navigating for him. Another rarely seen rally car was at 58, this would go to an immaculately prepared Rover Mini, Mini’s have been using on road rallies since their launch back in the late 50s, and it is always nice to see an example out, with this one belonging to Thomas Welsby, who had Rhys Jones alongside him on the maps.





Novice class was led off by Euros Williams and Sion Davies in a Nissan micra at 75, they were followed by Gerwyn James and Bleddyn Richards in a vauxhall corsa at 76. Once again Arthur Jones would be out and having a go in the lanes, he again was accompanied by Tudur Williams, they took the number 81 in their Ford fiesta. At 89 would be Carwyn Jones and Steffan Thomas, this would be Steffan's first go on the maps in the dark, with his only previous experience in the passenger seat being navigation on the Classic Tracks targa. Rounding off the field were Jamie Hayes and Richard Williams at 90 in their Vauxhall corsa.

With signing on and scrutineering taken care of it was off to Silian for the first competitive section of the night. Beginning just before the infamous harpin, this short tight section was a real baptism of fire for competitors, with a tight timing schedule to get around the first few miles. This year the harpin was used in the opposite direction, meaning competitors would have to stop and give way on it, before heading towards Glan Denys Competitors, where they would then very briefly join the A485 before turning back left heading North, where the first spectator point of the rally was located. Time control 2 was located along here, and was the first where competitors gained penalties. It was the escort of Ieuan Evans and Dafydd-Sion Lloyd that did best here, gaining only 27 seconds of penalties. Right behind them was the escort of Arwel "spidi and Dylan John Williams with 29 seconds. John Davies and Eurig Davies followed them on 35 seconds. Alan Gaunt and Rhys "Smiley" did best in the expert class with 44 seconds gained, and in the semi expert class it was Tom Williams and Gareth Flynn that took the best time with 1 minute and 16 seconds gained. Best novice at this control was car 83, Dion James and Richard James who got their Peugeot 205 around with 1 minute and 25 seconds gained. Unfortunately it was to be a very early night for Steffan "DR" and Kieran who damaged the suspension of their escort right at the beginning.



The next tight section would begin with competitors going around the grass triangle at Abermeurig, before joining the B4342 and turning into the tractor yard by Llundain-fach. From here competitors would then turn right at a spectator point and go through the Treflian ford. A huge crowd gathered here to capture the action as competitors tried to stick to their timing schedules. After this they would briefly join the B4337 before turning left to arrive at the next time control, which was Time control 4. Here again everyone would gain penalties, this time it would be the escort of Lewis Morgan and Marc Hughes that did best, stopping the clocks on 19 seconds. Right behind them was the escort of Ieuan and Dafydd-Sion on 21 seconds, and then it would be novices Robert Hasberry and Joanna Bond-James that were next on 24 seconds. Leading experts here were car 32, Owain Bedwyr Rowlands and Sion Williams who achieved a penalty count of 59 seconds in their Mazda MX5. Osian Lloyd Jones and Llyr Davies were the best semi experts here with 1 minute and 20 seconds gained in their Nissan Micra.

The rest of the first section saw competitors take a relaxed section through Bwlch-Llan and Capel Betws Lleucu before finishing in Olmarch. Most competitors managed to pass through here without gaining penalties. The next tight section ran between Llangybi and Llanfair Clydogau and through to Oxon Hall. This section was tight although half a dozen or so did manage to pass through without gaining any penalties over it.



## ***Rali Bro Caron : Continued from page 24***

From here the route skirted through Cellan and afterwards passed by Coed Tanger. Time control 8 was located here and was another where competitors gained penalties. Andy and Michael did best here, stopping the clocks on 16 seconds. Lewis and Marc followed them on 21 seconds, and then Arwel and Dylan John followed on 23 seconds. Unfortunately George Williams and Aled Richards wrong slotted their escort on this section, costing them around 4 minutes and quite possibly a top five finish.

The lanes to the north and east of Llanycrwys were next and included going through two fords. Section finish 10 was located at the end of this loop, and here it was the Impreza of Andy and Michael that did best as they gained only 11 seconds of penalties at this control. Once again the escorts were hot on their heels, with Lewis and Marc a second down on 12 seconds. Iwan Jones and Andrew Lowe tied with Ieuan Evans and Dafydd-Sion Lloyd tied on 14 seconds. A notable performance came by the little mini on this section as Thomas and Rhys got round with only 31 seconds of penalties gained, a great time for them.

From here it was off to the petrol halt at Checkpoint garage. Whilst it was only a short half it was action packed with many tight sections. **The top five positions were**

**1st. Lewis Morgan and Marc Hughes- 1 minute and 32 seconds.**

**2nd. Arwel “spidi” Hughes Jones and Dylan John Williams- 1 minute and 40 seconds.**

**3rd. Andy Davies and Michael Gilbey- 1 minute and 47 seconds.**

**4th. John Davies and Eurig Davies- 2 minutes and 23 seconds.**

**5th. Iwan Jones and Andrew Lowe- 2 minutes and 25 seconds.**

Leading experts were Dewi Davies and Richard Hughes in fourteenth overall with 4 minutes and 7 seconds, semi expert class was being led by Osian Lloyd Jones and Llyr Davies who held twenty seventh overall with 5 minutes and 27 seconds of penalties. Novice class was being led by car 83, the Peugeot 205 of Dion James and Richard James that were in twenty-fifth overall with 5 minutes and 28 seconds. Sadly there were some retirements on the list with Kevin Kerr and Rhys Huw Manion retiring during the first half with the driver being unwell. Car 33 Dion Atkinson and Aron Jones also retired early with a misfire on their BMWs engine and Sam Woodcock and Aled James only managing some 15 miles before the Impreza threw its timing belt off and damaged the engine.

With refuelling taken care of it was back into the lanes, with the majority of the miles still to come it was all to play for. The first section was a relaxed section taking competitors back North between Ffaldybrenin and Cwmann. From here competitors crossed the A482 to begin the next section, which used the lanes around Parc-y-Rhos. Time control 14 was located in this section, and here it was the astra of John and Eurig that did best, gaining only 5 seconds of penalties here. Arwel and Dylan were 1 second down on them with 6, and Ieuan and Dafydd-Sion were on 7. The competition was close throughout this rally, with only a couple of seconds separating competitors at many of the Time controls. As an example Dewi Davies and Richard Hughes, Hefin Jones and Arwel Thomas in car 25, and Declan Mason and Jamie Mills in the Ford puma as well as Alan Gaunt and Rhys “smiley” Lewis were all within a couple of seconds of each other at Time control 14.

The section finished with competitors going through the white at Pant-y-fen before finishing just outside of Llanybydder. This was another section where some of the competitors managed to pass through without gathering penalties. Following this the route crossed through Llanybydder and Alltbyblaca and before the next competitive section began just outside of Cwrtnewydd. The beginning of this section ran through Gorsgoch and was relatively relaxed, but a tight section soon followed which saw competitors travel over the white at Moyddin Fawr. Time control 18 was located near the end of this lane and here it was once again Lewis and Marc that set the standard picking up only 1 second of penalties here. Andy and Michael were right behind them on 2 seconds who were joined by Ieuan and Dafydd-Sion setting the same time. Mathew Davies and Dion Lewis did best among the expert class as they achieved an excellent time of 19 seconds here. Steffan Davies and Eurig Evans were best of the semi expert class with 17 seconds of penalties here, and in novice class it was once again Dion James and Richard James that were leading the way in novice class with 37 seconds of penalties gained.

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The next tight section soon followed at Section finish 20 which was near Gafriw and Cwmcoedog. Here Andy and Michael along with Ieuan and Dafydd-Sion set the standard as they were the only crews to pass through without gathering any penalties. Lewis and Marc were next as they gained 3 seconds. Unfortunately they would then join the retirements list as the engine in their escort let go just after here. A great shame as they were involved in the battle for outright victory.

It was off to Talgarreg for the next section as the competitive section began by Henbant quarry. This section was another that would see a few pass through without gathering any penalties, and that included the Vauxhall Astra of John and Eurig plus Andy and Michael in the Subaru. A relaxed section that went over to OS map 145 briefly before the route turned back right and went over to Pencae followed. Here competitors would travel over a white that would come out at Blaenwern farm. From here they would turn right at the give way before slotting left at the junction that followed. Competitors would then very briefly join the B4342 before turning back into the narrow lanes towards the section finish. Here at Section Finish 24 it was Arwel "spidi" and Dylan John that did best, with 50 seconds of penalties gained. Andy and Michael were next with 57 seconds of penalties gained, and then it would be Ieuan and Dafydd Sion that were next on 1 minute and 3 seconds. Owain Evans and Arfon Griffiths did best among the expert class as they picked up 1 minute and 2 seconds of penalties. Steffan Davies and Eurig Evans were the pace setters in the semi expert class with 1 minute and 33 seconds gained. Dion James and Richard James were once again the ones to beat in novice class with 1 minute and 58 seconds gathered here.

The next section began on the road between the villages of Mydroilyn and Dihewyd, another spectator point was located here as competitors turned off the B road towards Oakford. Unfortunately the escort of Irfon Richards and Daniel Jones picked up a puncture here which cost them some 9 minutes and a top ten placing. From there it was over to Neuadd Lwyd and then over to Dihewyd. Time control 28 was located just before Dihewyd, and it was the Peugeot of Huw Jones and Jordan Dziadulewicz that did best with only 3 seconds of penalties gained. Andy and Michael were just behind them on 6 seconds.

A relaxed section through Dihewyd then followed before competitors went around the yard at Ffynonwen farm, this proved to be very popular with competitors who enjoyed the lap of the yard around the machinery, before the section finished just outside of Cribyn. There was one final tight section to end the night, and that was just outside of Llanwnnen, this is also where the last chance for spectators to catch the action with the last spectator point being located along this part of the route. It would be John and Eurig that did best here, picking up 7 seconds of penalties, they were followed by Andy and Michael and Arwel and Dylan as well as Arwel Evans and Gerwyn Barry who all tied for time, all receiving 9 seconds of penalties. Best expert crew here were car 46, the escort of Aled Wyn Morgans and Deian Rees who managed an excellent time of 19 seconds. Steffan Davies and Eurig Evans did best among the semi expert class on this control with 32 seconds. The novice class pace setters here were Steffan Rhys James and Richard Thomas who got their Peugeot 206 to the final control with only 14 seconds gained here.

From here it was over to the rugby club for a well earned breakfast for everyone that had managed to complete the event. Here it was declared that the winners were Andy Davies and Michael Gilbey, who managed to take their third victory on the event by the narrowest of margins, winning by one second! At the end of a tough but enjoyable event the top 5 were:

**1st. Andy Davies and Michael Gilbey- 3 minutes and 35 seconds**

**2nd. Arwel Hughes Jones and Dylan John Williams- 3 minutes and 36 seconds**

**3rd. John Davies and Eurig Davies- 5 minutes and 5 seconds**

**4th. Iwan Jones and Andrew Lowe- 5 minutes and 29 seconds**

**5th. Richard Jerman and Alan James- 6 minutes and 10 seconds.**

**Expert class winners were Owain Evans and Arfon Griffiths who finished in twelfth overall with a penalty count of 9 minutes and 38 seconds.**



## ***Rali Bro Caron : Continued from page 26***

Semi expert class was won by Steffan Davies and Eurig Evans finished in seventeenth overall with 11 minutes and 54 seconds. Novice class winners were Dion James and Richard James who finished in a very respectable eighteenth overall with 12 minutes and 13 seconds. Spirit of the rally should definitely go to Arthur Jones and Tudur Williams who's Ford Fiesta went into limp mode at the very beginning of the event, however they carried on regardless and gave it a go, sadly going over time limit later on in the event. A heroic performance by them.

***Barry Alman who had ventured over from Warrington in Cheshire to navigate for Joe Cruttenden who had come from even further afield near Carlisle to compete on the event for the first time left some words on their experience of the event.***

***“Wow! What a cracking night, My first time with Joe and we hit it off straight away, what a drive from Joe. Best road rally I have competed in in years and I started way back in 1978! That was as good as back in the olden days. Super start venue, liked the pub arch and then the start just 4 minutes away. The lineup of cars you managed to get as well! Congratulations to Andy and Michael on the win and only 1 second, wow. We both liked every second of the night, full on all the time, in fact there was one white Joe wanted to do again, never mind getting to the finish. Best bit for me was going under the digger boom on one of the farm yard sections. Our car did develop a rattle with one section to go , first look and it was a loose sumo guard. Even with my error at MC4 we should have been 48th but we ended up 60th, rallying is full of “If only” stories, Joe has pencilled in next year's event already. A huge thank you to all who made it possible, the spectators on the night and the long suffering residents along the route who allow us to pass their homes, Diolch i chi gyd from Joe and Barry”***

The club would like to thank all the competitors, marshalls, residents along the route, both start and finish venues as well as the petrol halt for their hospitality, as well as the sponsors and everyone else that made the rally possible.

Final words can go to event winner Andy Davies

“In instances like this; it's tough to know how little or much to write. As things, especially sports, are very much subjective, But here's my attempt at conveying my thoughts.

Elated, buzzing, ecstatic. As most people know, the bro caron holds a special place in my heart, and always will. To start at number 1 and get the triple win today, on the 40th anniversary event is something I never really dreamed of, sat alongside Greg at number 89 in my XR3 back in 2009, I'll be honest.

To do all three alongside Mike, just shows how strong and forged a partnership this is. We knew tonight would be the ultimate test. Dry roads, minimal whites, and the strongest road rally entry I can recall in recent years. We had to go, and we had to go hard. We were perhaps complacent in the first half not realising how fast everyone would be going, but we soon woke up and pulled our fingers out. Mike pushed me on, like you wouldn't believe. And that's why I'm sat here writing this. I just do what I'm told, and it seems to work. To Cadog, Dafydd and the organising team, I won't name you all, but that was a real treat you put on for us. Just shows you don't need trickery, excessive whites or indeed rain, to get time out of crews of that calibre. Clever, slick, well executed, and no less than expected from the seasoned LDMC team. To the boys, Owen, Matt, and Josh for your efforts and sorting us a proper car to go chasing fast escorts, Thankyou! Arwel and Dylan, was some race you gave us! Absolutely savage pace. 1 second, it really doesn't get any closer, does it? Delun for the unwavering moral support and encouragement you give us, to enable us to commit to the job and take over yet another weekend!

We don't get out in the lanes as often as we'd like these days, given work constraints, stage events and the fact 50% of the crew live over 700 miles from the nearest night event! But it's nice to know we can still do the business when we do turn up, and more importantly, be reminded of just how much we love this crazy, incredible sport.

Lastly, I feel it only fitting to dedicate this win to a great friend who has been in my thoughts all week and indeed to-night. As indeed I expect he has with many of us. There's a text or phone call I'll certainly be missing this week. A guy that always personified this sport for me, and one of the reasons I kept at it and pursued it to the top. He leaves behind a huge void in our rallying community. Dicky, that win was for you my friend”

***Thanks must go to Gary Jones and Joseph John Gilbertson for the use of their images in this report.***

***Greg Harrand : Lampeter & DMC***



# Garstang & Preston MC + Pendle & DMC

## Lee Holland Stages

March 5<sup>th</sup>

*Oliver Waggett : Hartlepool M.C.*

Sunday 5th March 2023 saw myself and new co-driver Callum Young take our first ever overall rally win on the Lee Holland Junior Stages.

The weekend started with the long trip down to Anglesey on Saturday afternoon where we met Callum and the service crew for scrutineering. Flying through that, it was back to the hotel to go through maps.

Sunday morning and it was rally day at Trac Mon. The heavens opened just before SS1 which meant we'd have a wet and greasy surface to deal with on the first stage of the year. Starting at Car 104 in the junior section (my highest seeding) we were both looking forward to it.

A good run through the first one which we classed as a "high speed recce" to leave us 2nd after SS1. Immediately back into it for stage 2 which was a repeat of the previous SS1. A good run through here meant I'd taken my maiden stage win in rallying and left us 2nd overall by 1 second.

A push on through Stages 3/4 allowed me to take another 2 stage victories and lead the event by 3 seconds. The sun popped through the clouds for the afternoons stages and with the other juniors hot on our heels it was sure to be an exciting run to the finish.

A smooth run through SS5 and upon pulling up to the start of SS6 we had discovered our closest rival Rhys Jones had done a driveshaft on the start line. From here the plan changed now with a 17 second lead the decision was made to conserve our lead.

A controlled and consistent drive on the last 2 stages allowed me and Callum to take our first ever overall rally win!!!

A massive thank you to Callum Young for an incredible job on the maps, whole service crew Paul, Steve, Martin and everyone who supported us before and during the weekend.

*Oliver Waggett : Hartlepool M.C.*

### With thanks to sponsors –

- Jon Aston of Voxcloud / Lanonyx (Providers of VoIP Telephony and Call Recording Services)
- PD Extinguishers
- J W Bainbridge Contractors Ltd
- Trevor Atkinson & Co Ltd
- Lightning Signs





# Garstang & Preston MC + Pendle & DMC

## Lee Holland Stages March 5<sup>th</sup>

***Ray Duckworth : Pendle & DMC***

Anglesey Race Circuit (Trac Mon) was the venue or round 5 of the MJG Engineering Circuit Rally Championship. 64 Entries plus a further 12 in the junior class, were presented with 8 challenging stages around the circuit and several service roads.

Championship leader John Griffiths/Emma Morrison, Ford Fiesta R5 lead them away on a cool damp morning but were quickly overalled by Robert Hughes/Sion Cunliffe, also Ford Fiesta, who posted the stages fastest time to head the field, they continued this trend on every stage to complete a comfortable 47 second victory.

The scrap for second place was a little closer, Griffiths losing out to ex GT racer Michael Igoe/Will Atkins in only his third outing in the Ford Fiesta, by 20 seconds. Griffiths however did maintain his championship lead and could grab the title at the next round with a win. Only 5 seconds back was Olie O'Donovan/Ashleigh Morris, Hyundai i20 R5.

Several close battles were carried throughout the day none more so than the one for 14/15 place. Alister Stables/Neil Jones finished just 1 second ahead of Christofer David Berry/Merfyn Williams.

Apart from the battle for overall positions there was a second rally taking place with the Lee Holland Junor Rally, competing over the same stages as the main event twelve juniors kicked off proceedings at 9pm. Similar in similar fashion the first car away didn't lead again. Tied for the lead on that first stage were Oliver Waggett/ Callum Young Citroen C1, and Charlie Mathewson/ Ian Bass Peugeot 107.

Waggett just managed to hang to his lead, eventually winner by 12 seconds, third place Matthewson was over 20 seconds.

Just a special mention to all the marshals, who on the day kept the program on time by changing the stages around in record time, thanks to you all, it's been said many times, but these events can only continue with the help of these volunteers.

***Ray Duckworth : Pendle & DMC***



***R Hughes-S Cunliffe Ford Fiesta R5  
were dominant at Anglesey***



***Oliver Waggett & Calum Young Citroen C1  
were worthy winners of the junior class***



***Michael Igoe-Will Atkins Ford Fiesta  
finished a worthy second***

- If at first you don't succeed, redefine success.
- Give me ambiguity or give me something else.
- We have enough youth. How about a fountain of "Smart"?
- I started out with nothing and I still have most of it.
- If it wasn't for the last minute, nothing would get done.
- If our boss makes a mistake, it is our mistake.
- To steal ideas from one person is plagiarism. To steal from many is research.
- I like work. It fascinates me. I sit and look at it for hours.



# Garstang & Preston MC + Pendle DMC

## Lee Holland Stages

### 5<sup>th</sup> March

*Ian Clapham 116 MC*

Garstang & Preston Motor Club and Pendle District Motor Club hosted the 29th running of the Lee Holland Memorial Trophy Rally as a stage rally at Anglesey Circuit & supported by Caernarfon & Anglesey Motor Club. The Lee Holland Trophy is proud to be a round of the 2022/23 Circuit Rally Championship, and also the 2023 Junior F1000 Championship.

I was co-driving for Mark Gellatly in an ex M-Sport Team Abu Dhabi Fiesta R2, new car this year & supported on event by Ben Bloor from WB Motorsport in Stafford. Seeded car 41 in class B we found ourselves in a very competitive class, there were 10 starters in our class from Citroens, Peugeots, a Corsa, Proton & our Fiesta.

There were 8 stages planned as usual for a 1 day event at Anglesey circuit but due to a few delays we only managed 7, Unfortunately straight into stage 1 we had a misfire that caused us to have a stage maximum, back into service & Ben found a faulty flat shift sensor, this was disconnected & the car was faultless for the rest of the day. We had a play with tyre choice throughout the day as this was the first run out for the car ahead of the Heart of England Championship that starts with the AGBO stages the following weekend.

As the day progressed we preferred the longer stages as it seemed the car & crew got more into a rhythm & the car enjoyed being pushed. Close battle in the afternoon with Daniel Poole & Irvine Holtam absolutely flying but after their issue on the first pair of stages there just wasn't enough time for them to get an award, final positions Louis Baines/ Kris Coombes in their rapid Peugeot 106, Kevin Davies/ Sion Rowlands in their 207 with myself & Mark in 3<sup>rd</sup> in class.

Many thanks to the volunteer organisers & marshalls and without these we would not be rallying, simple as that! Also thanks to my driver Mark Gellatly along with the support from friends, Gellatly (Stafford), WB Motorsport, H2o Flowtech & Lanes Group.



*Ian Clapham 116 MC*

A Yorkshireman visiting Australia knocked himself unconscious attempting to pick up a penny from the pavement. On waking up in hospital in a confused state he said to the doctor "Did you bring me in here to die?" The doctor replied "No mate you came in yesterday."

Do you know who won the Irish Woodcutting Championship?  
Tree-fellas from Dublin!

I admit I drink brake fluid but I can stop whenever I want



**Ian Clapham Rallynav.uk**



# Harlech & DMC

**Motorsport-Tools.com**

**Merfyn Hughes Memorial**

## **Rali Llyn**

**18/19<sup>th</sup> March**

**Barry Allman : Clitheroe & DMC**



After a few days away in Portugal, Sun and Lovely Beaches, my Holiday reading was OS map 123 from my next Rali on The Llyn Peninsula. Another new driver Chris Way from North Wales his usual navigator Ian Clapham having a go at Stage Rallying for a time. Thanks Ian for the lone of your seat, very excited to compete with Chris in his Honda Civic 1400cc as Ian and Chris usually had the legs on me in a 1400cc. This was the second round of the Welsh Road Rally Championship and a round of the ANWCC championship too. As usual now trying to get an entry is a challenge in itself the Raod Rallies fill up inside hours now with LOTS of reserves too. Using my Fastest Finger (first) and paying up straight away I/We where hoping to get a run. Both being WAMC and ANWCC Contenders it was fingers crossed time and HIT the enter key on the dot of entry time. When the first list came out we where a reserve ! after a few polite requests we manage to end up Car 48 PHEW. It is such a buzz getting a slot, well over 250 crews applying for a run. There followed lots of chat between Chris and I about navigator set up in his car a really well prepared Honda, this was going to be a fun night. Chris had been in the area recently, my last rali visit to the Llyn was back in the 1980's ! Please to say the Lanes haven't changed but my Memory has, he he he.

Got home on the Friday afternoon with the rali being on Saturday night, BIG Thanks here to our esteemed EDITOR MAURICE ELLISON for volunteering to be my Taxi for the event, Thanks. Also being our emergency marshall. if needed, as again every crew had to bring a marshall. My last holiday night Thursday had been the groups PARTY night and even by Saturday I was still suffering quite a bit, BIG mistake again Mr L. Yes I am old enough to know better, doesn't work though.

Saturday morning was final prep of my naviagtional kit, Charge up my Don Barrow Cordless Potti (wow SO good) very useful changing between so many cars, no need to plug in. Charge up my two watches and my two head torches, just needed to CHARGE up myself ! Around 3pm Maurice turned up and away we went easy journey and a good chat too. Off to Pwllheli and the watersports centre Plas Heli, Chris and his Dad arrived not long after and all the pre rali tests where completed OK. Yet again what a awesome line up of the Top Crews in the Super looking Escorts. After the dry and dusty conditions two weeks before on the Rali Bro Caron with weather had changed, it was very cool and had been damp too.

Brew time for me, a Chippy tea for Maurice, WOW it smelt so nice but my Golden rule is NO food before an event, I'd hate to feel or be sick ! Jumped in Chris's car and sorted out what was what, WOW window winders !

At signing on we got the usual quiets, cuations and black spots (Don't go into these area's) ment that left us lots of time to chill, chat with our Rali friends. Jez from the Clitheroe club had made the journey over too always nice to see a friendly face.

It was time to get our route instructions all pre plot, 5 pages of A4 sized references plus 5 sheets of NAM's usually Long Way around triangles. With most of map 123 being sea and a 120 miles to plot it was going to be another compact Welsh route. plotting the number of ref's wouldn't normally be difficult but with being so compact I took my time making sure I had it legible and correct. That left us 7 ref's to plot at the petrol halt/half way.

Again the run out! was just a few miles going North From Pwllheli, going South would have ment an early BATH/SEA. For once I was on the correct route! Straight into a maze of lanes to the North and East of the start, yet again Chris and I gel'd straight away, great feedback and the bends came up as per the map.

***Continued on Page 32***



## ***Rali Llyn : Continued from Page 31***

Running in the Expert class the pace was on it from the start. Again we where up to sped with the crews around us, catching the dust of some crews and not having anybody behind us. SS1S to SS3F with PC's and RC's and NAM's as well kept us both busy stopping the clock similar to the other 1400cc cars and about a minute down on the BIG Escorts. Immediatley I could see and feel the pace Chris could generate with the engine working hard, yet again don't think we got into 4th gear ? Half a mile cooler down the A 487, right on the Eastern edge of the map. Lead to SS4S to SS6F another maze of slots and narrow lanes, the lanes now changed between dry or very damp which kept Chris on his toes, I remember one sliddy moment. I don't look up but felt it through the seat followed by another short straight all OK he he. Taking the time at the start to make sure I had the route clearly really helped as it was bend after bend, as well as juggling my time card (working out our time on the go) Also our Code / Pc board, making sure I got the previous codes signed for at the following control, thanks again Mr L for your help.

We where now using almost every lane as we headed back passing the start again and as always on Welsh events, lots of young rali fans looking at the cars before the start, then somebody on evry slot.

SS7S to SS10F took us to the West of Pwllheli now, time wise happy to be in the mix, the map working well with Chris with his SLOT Finding sensor set to Max. Again we where about a minute down on the Masters in there Es-corts WOW.

Ending up at MC2in Llanbedrog petrol MC2 out dropping 10.33, only a few had dropped in the two minute range with lots dropping 3 minutes plus. A quick splash of fuel and finish off the plotting and back into the Lanes.

Heading down towards Abersoch turning just inland and off again at SS18S to SS20F a long section with whites and follow arrow section where we dropped a bit more time than our rivals! Local knowledge of the slots I would say. All the rest of the route was all round the tip of the peninsula, down the South side then back up the North side. SS21S to SS32F went smoothly and we where well into the groove, the changing road conditions kept Chris on his toes and the complex route ment it was 110% from me as well, a cracking rali.

SS33S to SS36F was the last section, finishing on a super white, just after the start of this section on a very tight hairpin we touched a bank, later we found out we had picked up a puncture. So close to the finish we pushed on with fingers crossed, not knowing what we had done. finishing on the B4413 near Mynytho, we possible dropped a minute here. A quick look showed no damage but a slow puncture with the finish being a couple of miles away we cruised back. Chatting away after what was a great first outing for us. Back to Pwllheli and Plas Heli and Breakfast and a BREW.

15.09 we had dropped in the second half (losing about four minutes with our issues) just one crew was in the two minutes plus, one in the three minutes plus with the rest of the master 5 minutes plus. Quite a good result for us pace wise which we where both happy with.

When the results came out, we had set off for home by then, there was a fail against us for PC 58, on the fourth of FIVE Passage Check cards. Quite what happened I don't know Grrrrr and I wasn't around to query it. Instead of finishing 34th o/a and 13th in class we ended up 43rd o/a and 18th in class dropping us both valuable points. That is the DARK SIDE of rallying.

Right now Chris is 3rd o/a ANWCC driver, 1st 1400cc driver and 1st Driver resident in Wales on English events not to shabby but early doors yet.

After my non finish on the John Robson Rally I am 11th o/a navigator (1st senior citizen) 1st 1400cc navigator 5th English navigator on Welsh events (1st senior citizen)

As my teachers all said all those years ago Barry could do better, they also said IF he stopped TALKING . I have now got a hobby where I have to TALK result (my teachers you were SO Wrong)

***Barry Allman : Clitheroe & DMC***



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

**Rob Tout - Terry Martin : Clitheroe & DMC**

We did this rally last year, and even though it didn't fit in with this years plans, (were hopefully doing all the WAMC JD Tyres, Tarmac championship rounds) we had enjoyed the event so much, we decided to enter again, only a two hour journey for me, but it was a six hour trek for Rob and the service crew, from South West Wales.

At the end of last year, Rob had sold his immaculate Evo V and bought Martyn England's Fiesta R5, we had a half day testing down at Brawdy in January (a six hour trek for me) to get accustomed to the car, but we entered the ERSR as a full blown test, and get some proper seat time before the start of the season opening rally .

The recce went well, with a lot of the route the same, we didn't have too much to change/write, so by the time we had completed our second run through the stages, and returned to Leconfield service area, the lads had taken the car through noise and scrutineering, set our service area up, and said they were ready for a pint before going back to the hotel for a shower and evening meal! What they really meant was go to the pub for several beers, and watch the rugby (England v Wales).

The rally, There was a lot of talk in the service area about tyre choice, plenty of rain during the night, and one of the marshals had txt me saying there was standing water at his point, we opted for the safe option and went full wets, we went 100% sure of the fuel consumption, so we left service with a full tank, just to be on the safe side. Off to Beverley town centre, for the ceremonial start, with the car looking superb in its new colours, green/black and fully sign written up with this seasons sponsors, ComLink Fire & security. This is the type of start, that organisers dream of, Town square full of rally cars, hundreds of people, rally fans and shoppers alike, and Kev Furber on the microphone, interviewing all the crews. Through the archway and out towards the first stage, 5.2 miles Wawne common. The R5 is impressive of the start line, but its the braking and handling where its better than the Evo. 5.03 no dramas, 14th quickest, were happy with that, next Coom hill, we talk to other crews, and most have had "moments" 15th quickest on the second stage, Rob is getting more used the the car, but admits he is braking early for some bends, better to be safe than sorry with the speed were doing!



**Continued on Page 34**



**East Riding Stages Rally**  
**Continued from Page 33**

SS3 Rise, 4.7 miles 14th quickest, the roads seem to be drying out, but still plenty of mud on the road, as we were about to find out on SS4 5.1 miles of Dunnington, the stage start was virtually in the village centre, so plenty of spectators, half way through the stage, the car in front is off, (Ewan Tindall) but okay and waved us though, i call the next few bends, "then 250 9L i repeat, 250 9L" we get half way round the bend and hit some mud, and slide off into the field, good job its four wheel drive, we look for a suitable place to regain the road, judging by the tracks were not the first to go off there, hopefully no damage, but it cost us about 15s.

Back to service and the lads check underneath, weve broken a rear anti roll bar link, no spare, but were servicing next to Melvyn Evans Motorsport, who Rob knows quite well, and they have one. Car fixed, and refuelled, Rob decides to keep the wets on, with the roads being so muddy, back to Beverley town centre for a re-group control, before the same four stages again. Were quicker through all four stages, but the sun has come out and dried the mud, hind sight is wonderfull, no problems on the second loop, back to the finish. We started 17th, finished 17th, we the awesome entry this rally has, we said if we can stay in the top twenty it would be a good result, no damage, big smiles at the end from Rob and myself, great weekend, first Clitheroe & DMC crew, thanks to Brian and Dean for servicing again, superb job as usual.

*Photo Courtesy of Black Mountain Media*



**Rob Tout - Terry Martin : Clitheroe & DMC**  
**ComLink Fire & Security Fiesta R5**

**East Riding Stages Rally**  
**Statement from Beverley & DMC**

In accordance with established protocols, the sport's governing body, Motorsport UK, have been notified of the unfortunate incident that occurred on SS7 of the East Riding Stages Rally, when a car left the course giving rise to injuries to three spectators and the driver.

Our primary concerns are of course for the welfare of those people and their families. Thankfully the injuries sustained were not life-threatening, although serious.

However, the incident is being investigated by Motorsport UK in liaison and full cooperation with Humber-side Police and enquiries must be directed to Motorsport UK.

DID YOU KNOW THAT MOSES WAS THE FIRST PERSON TO RIDE A MOTORCYCLE?



IT'S IN THE OLD TESTAMENT THE ROAR OF MOSES'S TRIUMPH COULD BE HEARD ALL OVER ISRAEL.

I'm great at multitasking. I can waste time, be unproductive, and procrastinate all at once.

Nothing ruins a Friday more than an understanding that today is Tuesday.

I can't believe I got fired from the calendar factory. All I did was take a day off.

I always tell new hires, don't think of me as your boss, think of me as a friend who can fire you.

My resumé is just a list of things I hope you never ask me to do.

The proper way to use a stress ball is to throw it at the last person to upset you.



# Tony Lynch flies the flag for Lucas Oil at Race Retro

Wigan racer Tony Lynch kicked off his 2023 season with a racing experience of a different type after being invited to attend the annual Race Retro event with long-time partner Lucas Oil. The event at Stoneleigh Park in Warwickshire was being held for the first time in three years after issues caused by the COVID-19 pandemic, with Lucas Oil amongst those to have a presence on site.

Having represented the brand at a number of events in the past, Tony was invited along to display the Landsail Motorsport Team Geriatric Toyota MR2 that carried him to the Retro Rallycross title on the Lucas Oil stand - meeting and greeting fans in his role as a Lucas Oil Ambassador.

Tony was also invited to set a time around the Brands Hatch Indy circuit on the Lucas Oil simulator before visitors were given the chance to try and beat his lap - with those who did taking home a free bottle of Lucas Oil Ethanol Safeguard.

"We've joined Lucas Oil at various shows through the years, so it was great to be able to head to Race Retro and show off the title-winning Toyota," he said.

"Events like this are a great way to give something back to the partners who allow us to go racing, and also mean we can spread the word about the rallycross scene.

"The Toyota was certainly popular with people who visited the stand and it was good fun to have a go on the simulator to see what full circuit racing is all about. However, based on how it went, I'm not planning to give up the day job just yet!"

Tony's appearance at Race Retro came ahead of the the start of his Retro Rallycross defence, with the new season set to get underway at Lydden Hill over the Easter weekend.

With a large gap then until the second meeting of the year at Mondello Park in early June, Tony will head for French soil in May after being invited to take part in the Lohéac Legends Festival - a special new event created to celebrate the history of the sport and featuring cars from the mid-1970s through to the turn of the century.

"It's fantastic to have been given an invite to compete at Lohéac as it isn't an event that is just open to anyone," Tony added. "We'll go there looking to fly the flag for the Retro Rallycross championship and all of our sponsors, and hopefully we'll be able to come back home with some silverware."



A bus station is where a bus stops.  
A train station is where a train stops.  
On my desk, I have a work station...

Things really haven't gotten worse.  
We've just improved our inter-departmental communication skills.

Anything that could possibly go wrong often does – as well as a thing or two that couldn't possibly.





# race retro

24-26 FEBRUARY 2023

## STONELEIGH PARK

**David Yorke : Matlock Motor Club**

It is some three years since the last Race Retro was held so, with other family members going there and having the chance of not having to do the driving, it was too good an opportunity to see pass up.

It must be said that the event was not quite what it had been but rallying has changed a great deal since the inaugural event. However, some worthwhile features remain, not the least being the interviews with motor sport characters and 'greats', the live rally stage and autojumble.

On previous occasions, there has usually been a former World Rally Champion present and accessible for autographing the appropriate copies of my Martin Holmes' 'World Rallying' volumes and photographs. No such person was there this year but double BRC Champion Dai Llewellyn was, someone whom I have great respect as a 'nearly' man. For him, the cards simply did not fall the right way, examples being the delays in developing the Metro 6R4 and the demise of its parent Works rally team; turmoil after the precipitate demise of Group B rallying at the end of 1986 and the ongoing problem of funding for British drivers as still experienced by recent European Rally Champion Chris Ingram.

The live rally stage is always well worth watching even if the cars may not be heritage / pedigree examples but rather tribute cars with wrapped liveries and lacking in-period engines. Dai was inch-perfect in a MkII Escort in correct Historic specification, son Tom equally precise in a Mitsubishi Mirage whilst BGM Motorsport's Ian Gwynne (son of Bill) enjoyed flinging around a genuine ex-Colin McRae Subaru Legacy RS from the Steve Rimmer stable.



***Sold for £596,250 but what next?***



***Mitsubishi Galant VR-4 tribute to Pentti Airikkala's 1989 RAC Rally-win***



***Registration RDU 983M suggests that this could be the BL Works Group 1 Triumph Dolomite Sprint***

***Continued on page 37***



## Race Retro

### Continued from page 36

There seems to be a proliferation of such with 'replicars' on demonstration events but the originals are perhaps now becoming too valuable as alternative investments to be used in anger.

Talking of investments, a Ford Sierra RS Cosworth with just 5500 miles on its clock was sold on the Friday by Silverstone Auctions for just short of £600,000. The question is, should anyone really drive it when most of its value stems from its low mileage? However, several cars did not sell, some being a lovely BMW E30 M3 restored by someone who had worked for Prodrive and a Batmobile CSL.

The autojumble was both inside and outside but not as extensive as on previous occasions. Even so, I was most fortunate to find a set of books on Pre-WW2 trials and rallies that I had been wanting for a long time at what was a very reasonable price, this alone justifying the travel costs and £30 entrance fee.

Given what has been said, would I go again? Possibly so since I never really saw everything I should have, not the least being the BRM V16 Formula 1 car, even if that, too, had been lovingly created by Hall and Hall. Maybe one should now appreciate this and all such recreations if they are the only means by which one can see motor sport history as it really was.

**David Yorke : Matlock Motor Club**



**Ian Houston's Volvo 240**



**A Ford Escort in Historic specification being driven by Double BRC Champion Dai Llewellyn**



**Ian Gwynne in an ex-Colin McRae Subaru Legacy RS**



**An E30 BMW M3 with a non-S14 engine alongside the Mitsubishi Mirage demonstrated by Tom Llewellyn.**

**WAR IS PEACE**  
**FREEDOM IS SLAVERY**  
**IGNORANCE IS STRENGTH**



**BIG BROTHER IS WATCHING YOU**



# **11<sup>th</sup> March 2023** **MALCOLM WILSON RALLY**

The opening round of the 2023 British Rally Championship, the Malcolm Wilson Rally in Cumbria, got off to a later than intended start after the organisers took the decision late on Friday to cancel the first three stages due to the volumes of snow on some of the Lake District forestry roads, and overnight temperatures as low as -6 degrees. After the first of five stages of the revised route, the Irish crew of Keith Cronin and Mikie Galvin held third place of the BRC runners in their Volkswagen Polo GTi, four seconds off the lead.

All of the leading crews reported varying levels of grip throughout the stage, with ice remaining in places. Speaking at the stage finish, Cronin said: "It was tough to try to manage it, it's our first stage in six months. We just had to manage our way through it, it was very tricky".

James Williams and Dai Roberts led in a Ford Fiesta Rally 2, by just 0.1 of a second from Adrien Fourmaux and Alexandre Coria in the works M-Sport Fiesta.

The next stage, Grizedale South, was due to commence at 11:18.

Keith Cronin and Mikie Galvin suffered a significant time loss on the Malcolm Wilson Rally in Cumbria, the opening round of the 2023 British Rally Championship. On the second stage, Grizedale South, they caught Jourdan Serderidis and Grégoire Munster in the Ford Puma Rally 1, which is more usually seen on World Championship rounds and not part of the BRC field. At the end of the third stage, Cronin reported "We had a good run on that one, but on the previous stage we caught up to Serderidis about half way in and he didn't let us past, he even spun ahead of us and I had to stop, I thought he'd leave us out then, but he took off again, he mustn't have seen us. We lost about thirty seconds", said Cronin.

Serderidis reported that he actually had two spins on that stage, and another on the third test, Grizedale North, where Cronin recovered some ground with the fastest time.

Initial leaders James Williams and Dai Roberts have picked up a puncture on their Ford Fiesta Rally 2, leaving Adrian Fourmaux and Alexandre Coria clear at the top of the timesheets in their works M-Sport Fiesta. Cronin and Galvin were lying second in their Volkswagen Polo GTi, 28 seconds down.

The crews then headed to Service in Penrith, before the first of two further runs over the Greystoke test later in the afternoon. The rally was running about half an hour behind schedule as the organisers managed large numbers of attending spectators.





## Malcolm Wilson Rally

### Continued from Page 38

The penultimate stage of the Malcolm Wilson Rally in Cumbria saw Keith Cronin and Mikie Galvin encounter problems with the power steering system of their Volkswagen Polo GTi. They continued to hold second place in the overall standings, but were 45 seconds down on rally leaders, Adrien Fourmaux and Alexandre Coria in the works M-Sport Ford Fiesta Rally 2, and the French crew appeared certain to take victory and maximum British Rally Championship points.

There was a Service in Penrith before the final stage, and the Tom Gahan Motorsport crew endeavoured to sort the Polo to allow Cronin reach the finish. "The power steering started to go about half way through the stage, and it was gone completely by the end", he reported.

Elliott Payne and Tom Woodburn were lying in third place in a Ford Fiesta Rally 2 on the overall leaderboard, 23 seconds behind Cronin and Galvin.

West Cork driver, Keith Cronin and his Killarney co-driver, Mikie Galvin, survived late dramas to take second place on the Malcolm Wilson Rally, the opening round of the 2023 British Rally Championship. The power steering pump on their Volkswagen Polo GTi failed on the penultimate stage, but they were fortunate that there was a Service prior to the final test. The Tom Gahan Motorsport crew replaced the system during the twenty minutes allotted time, allowing Cronin to head for the final stage through Greystoke forest without any lateness penalties.

A trouble free run for Cronin and Galvin over the closing 7.5 competitive miles saw them retain their runner-up place in the event, and take valuable points in their quest to take this year's British Rally title. The Malcolm Wilson Rally was won by the French pairing of Adrien Fourmaux and Alexandre Coria in the works M-Sport Ford Fiesta Rally 2. They now head to Mexico where they will take part in the World Championship round next weekend.

Elliott Payne and Tom Woodburn rounded out the Malcolm Wilson podium positions in another Fiesta.

Cronin was happy with the result, in view of the mechanical scare, and an earlier loss of time when he caught the Rally 1 Ford Puma of Jourdan Serderidis: "We would have been there or thereabouts only for catching the car on stage two, and the power steering problem on the second last one. It's good to have the World Championship lads here and to be on the pace with them, both ourselves and some of the other crews as well. It was tricky on the first pass earlier with the ice. It's a good result for us after six months away, Adrien probably has more rallying done already this year than we will do all year".

The next round of the BRC will be the Jim Clark Rally in Scotland on 26-27 May

My very first pure bread dog. He just loafes around the house all day. Maybe he has a yeast infection. I have no dough left to spend on him. At first I thought he was the greatest thing since sliced bread., but he's so kneady. Can't get him to rise in the morning. If he doesn't smarten up, he's toast.







### **Mark Broadbent : Airedale & Pennine MCC**

After eleven years of navigating and just over 75 events in that time, I finally achieved a goal I had dreamt of for some time - competing in the British Rally Championship as a fully fledged competitor

As a result, the event had some build up... the car had a new livery accompanied with a press release in the days before the event. New team kit including race suits distributed and the car went to M Sport for a check through ahead of the event. Seeing my name on a car inside the M Sport workshop parked up next to Tanak, Fourmoux & Loubet is something I don't think I will ever forget!

With a M Sport recce car we felt as prepared as ever on Friday morning however with the weather throwing up snow, the stages were tough to get to for the BRC competitors looking to view the stages. SS1 was abandoned, SS2 was tricky with the top crews having accidents on the 15mph run through and SS3 stopped when a car left

the road on ice. As a result, the organisers saw fit to cancel those stages for Saturday and a revised itinerary of Greystoke repeated and Grizedale South and North was released

8.45am Saturday we drove from M Sport to Greystoke 1 to find the snow had cleared, however minus 6 degrees overnight meant ice patches throughout. A careful run through saw us drop 24 seconds to the JBRC leader, but knowing we just had to finish to score maximum points we kept on plan

Service then Grizedale North and South which were tricky stages, but very enjoyable. The constant corners and crests meant the notes and timing were demanding but we completed with few dramas and found our way back to service still following our plan of a finish with only two passes for Greystoke left to complete

In the penultimate run however we found second gear kept jumping out on the downshifts which caused a spin causing a loss of at least 20s. On the way back to the final service it started jumping out of second on the upshifts as well. With only one stage left Steve skipped the gear throughout the final 7.5m and completed the rally 15th overall and 1st in class ensuring a maximum score of 25 points plus 5 points with the joker he elected to use

A huge thank you to Steve and the service crew who thankfully had little to do all weekend. Without their support we would not of been able to achieve what quite frankly has been a dream for us

It also would not of been possible without the support of our partners Fleetsmart, Azione and finally Rallye Merchandise who are following the BRC this season with their trailer stocked with all the latest WRC merchandise

My next event is with Dave Longfellow in the Corbeau Seats Tendring & Clacton Rally which has been a favourite of mine for since it ran for the first time in 2019. Very much looking forward to this event as I missed last years with the birth of my twin daughters

Next event with Steve in the BRC is the Beatson's Building Supplies Jim Clark Rally which we go to as the leading crew in BRC4... pinch me!







**Barry Lindsay : Spadeadam MC**

Having missed the first round of the ANCC & ANECCC championship due to cost of getting the car Passported and New seats we missed what would be our furthest

away event. So to the Malcolm Wilson Rally an event I've competed on or marshalled since I was a boy. With the snow a few days before I wasn't confident but according to comments on Social media there was very little snow and the event was definatly running. However on arrival at Cockermouth the first thing I heard." They've just asked for a snow plough for the Winlatter stages. Even when we got to Scrutineering marshals were saying theres no snow.....

Two hours later the first 3 stages were cancelled and Grizedale was only if the Safety Deligate approved on the day.

However the event got under way Greystoke was patchy icy and gravel So a safe run through. After service we head-  
ed to two stages in Grizedale. Snowy couple of corners at the start then it cleared until about two mile in when a Left 8 into Right 8 turned to snow and caught me out. We were drifting towards a tree the back dug in Clipped something in the snow next second we were on our side across the road. The side that had just been sprayed!. As we lay on our side I realised these seats with wings are supporting my head!. Spectators soon pushed us back onto wheels and we were off. Suspension bottom arm was bent the wheel rubbing in the wheel arch but we would limp through. Wasn't wanting to get the trailer down there if I could get away with not.

After the two stages with tracking a mile out and the tyre rubbing and not much left of it we set off back to Penrith. The very time we arn't allowed management service I have two wings hanging off, the bumper off its mountings and the wheel howling against the body. Back to service and I realised I couldn't do the bottom arm in less than 18min we had. So adjusted the tracking to make the wheels look straight by eye. Cable tie on the panels and go to Greystoke.

Two runs through there were just to get a finish.

Many thanks to all the marshals, radio, rescue & recovery who made the event run and the organisers for making the event the best they could. Thanks to my dad & nephews for helping in service and hanging around Penrith Auction all day

**Barry Lindsay : Spadeadam MC**



# RIP IAN DIXON 1947 – 2023

Ian was involved with The East Midlands Association of Motor Clubs as delegate from Rotherham Motor Club and Sheffield One-Eleven Motor Clubs in the 1970's and '80's

He moved to the North East and was a treasured advocate of North-East Motorsport, heavily involved with clubs in his Durham area and also stood as secretary for both ANECCC and TMSG for many years. Everyone at ANECCC would like to thank Ian for his hard work and dedication whilst in the role. He will be sadly missed by colleagues far and wide.

He died in Durham on March 25th. following a heart attack

**Anthony Jamieson,  
Regional Secretary**

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

## ANECCC

Association of North East  
and Cumbria Car Clubs







**11<sup>th</sup> March 2023**

# **1980 Lakeland Stages Snow Joke! & re-run in 2023**

**Steve Johnson : Boundless by CSMA**

The 2023 Malcolm Wilson rally on the 11<sup>th</sup> March 2023, was a tad of a challenge to all those involved. Heavy snow on the lead up to the rally made the set-up conditions very difficult. But this has happened several times during the last 45 years! Fortunately some of the organising team have been around the event for all that time!

The work that the unpaid professional volunteer's put in, so that a rally can be run is totally underestimated by most spectators and competitors. Once you have been involved in running a rally or with the organising team, then you have some knowledge of the dedication that is required!

Wythop, Comb and Hobcarton stages mainly tend to face north, little if any sunlight gets onto the roads making any snow and ice very slow to clear. Anyone with any knowledge of motorsport will understand these issues!....

For those that may be interested. the following are just three photos from the 1980 Lakeland stages. I remember taking photographs in a very Icy Setmurthy, several cars went off on the ice after a brow! no sun on the road all day!

I then moved to Greystoke and that as full of snow but the roads were all just passable.

***Please read the report by Stephen Bethwaite on page 37... all the work and sadly no cars!***



***Cyril Bolton / Ian Grindrod***



***Nigel Worswick / Peter Kenyon***



***Graham Darcy/Phil Shannon***

**Steve Johnson : Boundless by CSMA**

We learn from our mistakes – and never lack for study material.

You can tell when something is an office secret: it's **whispered** from person to person.

It seems we have a few tasks around here so simple some people can perform them in their sleep.

Some days it seems we have nothing but bad breaks and coffee breaks.



**11<sup>th</sup> March 2023**

# MALCOLM WILSON RALLY

## Things started badly and then fell away

**Stephen Bethwaite : West Cumbria MSC**

I had decided months ago that the 2023 event was to be my final time in the Stage Commander role on the Malcolm Wilson Rally. I think the Rally Gods sat back, rubbed their hands together and thought long and hard on the kind of send off they wanted to give me.

In the words of my Dad, things started badly and fell away towards the end. From the off things started to go wrong. Due to a clash with holiday, I could not attend the Stage Commanders meeting at the start of this month. I had to rely on my deputy, Ian Aitkin and Irving Wilson to do the honors in my stead.

In the final week, my PC and therefore Rally Stage Team were proving difficult to operate, meaning assigning the, (as a final irony) generous quantity of marshals to their junctions was difficult.

But all that would pale into insignificance when I arose at 0500 on Friday 10<sup>th</sup> March to find 4 inches of snow on the roads in Whitehaven, what was it going to be like on the Whinlatter Pass. With some trepidation I set off in the low-profile shod FWD SEAT, how far would I get.

As it turns out , not too badly, ending my journey on the B5292 about ¼ mile short of the turn up to Darling How. I wasn't in bad company either, 50% of the stage set up crews' cars were abandoned at the same locale.

The only cars to make the stage start were Luke Brown-Telfer's Mitsubishi and Ian Aitken's BMW X(something), both 4WD machines.

After loading everything into our trailer we commenced our task. It wasn't long however until things began to unravel, setting off from Junction 3 uphill only one car made it. We were forced to abandon Ian's BMW and carry on in our sole remaining transport.

From here it was slow and steady, thankfully with a capable driver behind the wheel of a capable vehicle we kept dramas and mishaps to a minimum. After over nine hours spent setting the stage up we were wet and above all we were cold.

It was obvious to us all that this stage might be passable to rally cars on knobbly tyres but there was no chance marshals could traverse it safely to their respective junction. After all, only half of the BRC Recce cars had got through the stage.

It came as no surprise that the officials made the correct decision to cancel the three North Lakes Stages.

Luke, Ian and I spent another three hours dismantling the whole thing on Saturday morning.

And that was it, my final Stage Commander job in Comb, out with a bit of a whimper.....

It remains for me to thank my set up team, who all worked diligently to complete what looked earlier that morning as an impossible task. My deputy, Ian Aitken, crew, Jim Fee, Niall Pattinson and the three lads from Preston, Kameron, Matty and Alex, special thanks must go to Luke Brown-Telfer, he drove superbly and was prepared for every eventuality, without him we would not have got the job done. Also my tear down crew Ian and Luke who thankfully were prepared to venture into the forest for a second time.



**Stephen Bethwaite : West Cumbria MSC**



Owen M.C.  
The Land & Estate Maintenance  
**“Mike Sones Memorial”**  
**AGBO Stages Rally**  
Sunday 12<sup>th</sup> March 2023

*Paul Commons*

Huw James and Ian Jones proved to be the class of the field, braving the slippery morning conditions before storming to a second AGBO Stages victory in as many years aboard their Ford Escort MK2.

After heavy snow in the run up to the event, thankfully the Owen Motoring Club organised AGBO Stages was given the green light, paving the way for me to witness rallying at Weston Park for the first time in well over 30 years (not that I have any recollection of my last visit)! The AGBO Stages for one reason or another is an event I have never managed to make previously but with another impressive entry list compiled for 10 short stages within the confines of the Staffordshire Parkland Estate I was determined not to miss out in 2023.

Having been victorious in 2022, Huw James and Ian Jones would lead the cars away in their Ford Escort MK2 and despite a cautious start were well into their stride by stage 3 to climb to the top of the time sheets. In fact as the stages became drier on what were relatively pleasant early March conditions the pairing really began to stretch their legs and almost cruise to a 23 second victory; an excellent drive, and quite a margin given the total time on the clock was just over 23 minutes!

Behind, having initially lead the event, Oliver Davies and Jack Bowen's attention quickly turned to their mirrors with a fast charging Lee Edwards, in his recently re-built Ford Escort G3, in hot pursuit. Sitting 8 seconds in arrears after stage 5, the Oswestry man, with Mike Roberts alongside, stormed through the next 3 to trail Davies and Bowen by just 1 second with 1 stage remaining. And with momentum on their side there was no stopping the V6 Jaguar engined Ford crew (what an exhaust note by the way!) as they went on to claim the runner up spot by a mere second!

Class C for 2 litre 2WD drive machinery turned out to be another closely fought affair.

*Continued on Page 45*

AGBO STAGES RALLY  
**OWEN MOTORING CLUB**





## **AGBO Stages**

### ***Continued from Page 44***

And whilst the rapid Peugeot 205 of duo of Andy Corner and Ade Campo were quick out of the blocks (and would top the class times sheets for much of the day), it was the Darrian T90 crew of Dai Dot Davies and Gerwyn James who would come out on top of a final stage shootout to claim class victory with 8<sup>th</sup> position overall; in turn making it a special day for Tregaron Motor Club following Huw James' overall success!

Elsewhere, Tom Bishop and Isobel Mansell, aboard their Vauxhall Nova, put in the giant killing performance of the day to claim class A honours with a fantastic 18<sup>th</sup> position overall, whilst Citroen C2 pilot Marcus Ridley (co-driven by Anthony Knight) was first home in Class B with a very impressive 26<sup>th</sup> position. The 2023 edition of the AGBO stages was also the first time "H Pattern" 4WD machinery were able to compete and the stunning Mitsubishi Evo 3 of Wayne Larbalestier and Matt Endean would go on to claim class E honours with 12<sup>th</sup> overall.

All in this had been a fabulous days entertainment for just £8 each and having taken so long to finally attend the event I can categorically state that it will not be my last!



***Paul Commons***

# ***Paul Commons Motorsport Photography***

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

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

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**Owen M.C.**  
**The Land & Estate Maintenance**  
**“Mike Sones Memorial”**  
**AGBO Stages Rally**  
**Sunday 12<sup>th</sup> March 2023**

*Ian Clapham : 116 MC*

Owen Motoring Club Ltd organised an Interclub permit multi-use stage rally on Sunday 12 March

2023 at Weston Park, Shropshire & was a round of the Heart of England Championship, HRCR Minisport Mini Cup Championship & the Owen Motoring Club Stage Rally Championship.

There were 80 starters on the event in a very slippy Weston Park,

I was co-driving for Mark Gellatly in an ex M-Sport Team Abu Dhabi Fiesta R2, new car this year & supported on event by Ben Bloor from WB Motorsport in Stafford. Seed-car 57 in class B we found ourselves in a very competitive class, there were 10 starters in our class from Citroens, Peugeots, Escorts, Mini, a stunning Cortina! & our Fiesta.

There were 10 stages planned as usual for a 1 day event at the venue but due to a few delays we only managed 9, we generally had a good run throughout the day but as for most competitors tyre choice was made very difficult in the slippy conditions.

Shame this year the stages were shorter in the afternoon but its nice to have a little run out on a road section between stages.

As ever they used the infamous water splash that caught out many! On 2 consecutive stages we came across the same Mini at the splash which held us up a little & on one occasion we had to divert across the grass, but its rallying.

Throughout the day we were pretty consistent setting 4<sup>th</sup> & 5<sup>th</sup> fastest class times but the little French hot hatches were typically 10-20 seconds a stage faster than ourselves but we are sitting 2<sup>nd</sup> in the championship so with more seat time on the Lookout Stages in a few weeks that will help us up our pace.

Well done to Marcus Ridley/Anthony Knight in the C2 taking the class win with Andrew Evans/Neville Boulds in a 205 in second & Simon/Ellie Evans taking the final podium position in class.

Another overall win for Huw James/Ian Jones, I think Huw has lost count how much glassware he has collected at Weston Park over the years!

Many thanks to the volunteer organisers & marshalls and without these we would not be rallying, simple as that!

Also thanks to my driver Mark Gellatly along with the support from friends, Gellatly (Stafford), WB Motorsport, H2o Flowtech & Lanes Group.

**AGBO STAGES RALLY**  
**OWEN MOTORING CLUB**



*Ian Clapham : 116 MC*



# Radio Mutterings March '23



**RALLY**  
**NORTH WALES**  
FUEL YOUR ADVENTURE. FUELLED BY GET JERKY.



**Ian Davies : Gemini 23**

It's an early morning alarm call for the two hour plus drive down to Dyfi and my role as Stop Radio for Dyfi Main SS4 & SS7. The event is new to me as in previous years work on-call commitments or family events have always precluded my participation, but this year the gods are smiling. Pulling off the main road just after Corris, my original intention was to drive to the new signing on location at Post 5 and then drive through the stage to the Stop Line. As an area official is putting up some sort of rally sign or other I ask him to direct me to the route in only to find that the Stop Line is a mere 200m around the corner. Job done, I'm soon parked up at the location about 08:20 and await the arrival of the marshals.

Upon arrival there is nothing to suggest a rally is on today, other than a few wooden stakes and a small marker sign reading "Stop 4" and the number 14. It turns out that the event runs a set up vehicle in advance of the rally that appear to go through the stage, setting up the stage including signage and tape. Cutting it somewhat fine to say the least the set up crew get to the Stop Line just before 10 o'clock and the first of the safety convoy the Chief Marshal enters the 5.91 mile stage at 10:04. A bit too close for my liking, but this isn't their first rodeo. My timekeeping gang of three are then supplemented by Gemini 71 who volunteers to help them at the Flying Finish. Incidentally the Gemini Team make up over 50% of the radios in this stage and I hear other Gemini crews on other stages including Maurice throughout the day.

Just as we are preparing for the first competitor the shout comes in that 00 is off or stopped in the stage and needs recovery before the competitors can start !.

Bulldog Recovery are soon dispatched by Clip Control to the scene and recover the stricken course car to Junction 7, before they themselves head off stage at Junction 9, the spectator area. By 10:50 we finally have the all clear and the first of the Mini Challenge cars, number 109 is first into and safely out of the stage.

A steady flow of cars in the drying conditions makes for a pleasant start to the day, with some well prepared machines. Crews at the Stop Line are very complementary of the stage, with several expressing an urgent desire to 'do it again', a chance they have later on in the day when we run again as

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## **Rally North Wales**

### **Continued from Page 47**

SS7. Sheltered in the trees we thankfully don't have to experience the high winds reported by Harold in Control. After the BMW Minis we next experience an eclectic mix of 2WD cars, with a superb mix of historic rally cars from the ubiquitous MKI & II Escorts, to Chevettes, 911s, Mantas, Talbot Sunbeams, a very early Toyota Corolla and even a Capri. The sights, sounds and even smell of these classic rally cars is a feast for the senses.

In the end by just after half past twelve we have had a total of 95 2WD cars safely in and all out of SS4, before the start of the 4WD boys and girls. A cacophony of noise of a different kind now grips the forest as the modern 4WD machinery takes the Dyfi Main challenge.

In the end we only see a total of 17 of the 400 class cars and to my amazement and certainly the Stop line crew who have previously been on the event, all 112 starters for SS4 finish the stage.

After that unheard of 'lunchbreak' on the stage we prepare for the return of the safety convoy just after 14:00, as we make ready for the second run of Dyfi Main now as the penultimate SS7. Our first Mini returns at 14:30 with Car 105 and like the first run there are mainly smiles all round by the time the cars get to the Stop Line. Meanwhile Harold in Clip Control is kept full on busy as three stages are run on MSUK Channel 1. Just as we are settling down to a rhythm there is a 'safety' shout out on SS5, with an SOS Board reported as being seen somewhere before the Flying Finish. The Clerk via Harold immediately stops the stage and Lace Rescue are dispatched to the scene about 15:00. As SS5 Gartheiniog is quite some stage they take their time to safely traverse the stage. Meanwhile at least for now we have a steady stream of 2WD cars into and safely out of SS7.

The stoppage in SS5 is prolonged, with the Clerk and Control wrestling with the challenge of the twenty minute rule, but in the end Lace Rescue don't depart the scene with the casualty to the RVP for some time. With stopped cars eventually released around the incident, cars slowly make their way to SS6 and onwards to SS7. In the end due to the length of stoppage and the impossibility of getting another Rescue Unit to the start of SS5 due to the narrow entry to the stage, congested with rally cars the decision is made to convoy the cars non-competitively through the stage. To prevent problems on SS6 & 7 to begin with cars start at three and then five minute intervals to avoid the need for interim safety cars, before the convoyed cars at one minute intervals resume some sort of order to the stage starts.

To be honest the approach taken by Control works and we have a steady flow of cars into SS7 and once again all safely out of the stage. In the end we see 100 in and out of Dyfi Main, some sort of record, with no incidents or mechanical breakdowns. In the end we are about 80 minutes later finishing than scheduled but it doesn't matter after a very pleasant days sport. I must end with a thank you to the organising clubs and their sponsors for the excellent marshals gift, a quite substantial metal combined seatbelt cutter, window punch and led torch..thank you.





# Hexham & DMC

## Glendinning of Prudhoe

### John Robson Rally

#### 18/19<sup>th</sup> February

*Barry Allman : Clitheroe & DMC*

After keeping busy in January and early February Marshalling and lots of club events. Saturday February 18th saw Geoff Bateman and me in his trusty !! Peugeot 205 GTI heading towards Hexham for the Hexham Clubs John Robson Road Rally.

Last year event was one of first one together and now with an idea of how this rally was ran, all road events run similar but never the same. With part of the route being a form of Plot and Bash which we both had LOTS of experience of now. With the second HALF of the route given out at the petrol halt. 20.32 came and we got the instructions which plotted quite straightforward. This year the rally went South rather than East which it went last year and so some more new roads to tackle.

I should mention hear that the event sponsors where " Glendinning of Prudhoe " more of them later. The times on our first card where OK just one issue where I got us down the wrong narrow entrance, which we struggled to get out of, that cost us some time Grrrrr. What we did notice straight from the start was how slippery the lanes where, it was drizzling but the tyres we used normally coped OK with rain. Apart from that error we where quickly up to our usual pace and finding the Codeboards, YEAH, something we struggled with last year. The water Fords on the route where good fun too we where having fun after Geoff had had some bad rallying luck over his last few events. Which ment that he had been busy in his garage over Christmas rebuilding his Peugeot's front end.

Time card two and we got onto the event pace cleaning the whole card up to STC23 where our rally finished rather abruptly. A cresty straight section lead to a Left at T junction the road slope away and with no sign or road marking visible we failed to make the junction. We where not the only crews who had problems there, I was looking down at the map and heard a BANG. When I looked up we where through the small wall and well into the field. Steam and no lights ! We where both OK but our car wasn't going much farther.

Another crew who had been in the field too shouted that there was a gate to get out but we where not going any where. Quick look at the car, Grrr we had undone ALL of Geoff's good work he had done over Xmas ! We where about a mile away from the petrol halt just up the road there was a house with lights on.



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# John Robson Rally

## Continued from page 49

We popped along there and the farmer and family were all up watching the rally and friendly, in fact it was there field we were parked in ! The Lad and his Sister came down to see if they could help with nowt to be done they kindly took us to the Petrol Halt.

We had missed all the folks there and so onto plan "B" phone the " Glendinning " recovery company/sponsor to see if they could help. They came to our assistance and got us back to the Auction Mart in Hexham the start and finish venue, time for breakfast. Another Omen was Geoff had issues with his trailer and so had to drive the rally car over.

My own car was still on the ramps ( in Manchester ) at the garage after wrong parts had been delivered another Omen. Plus very unusually Geoff's last two events had been DNF's this made it the third ? After a warm and a breakfast I drove Geoff back to near Carlisle and headed home.

Geoff woke up early afternoon and sorted out his trailer and went back for his car, which was looking very second hand.

The farmer helped again to get the car out of the field and onto the trailer, the oil filter is front mounted and the radiator must have ripped it open as it came away ! Luckily the engine stop straight away, the Beast is home again now and the rebuild has already started with choices of what to do.

The other major issue we had was that we were entered the weekend after on The Kick Start Rally of Derbyshire an event I had done in 2022 and was looking forward too.

This Story is to be continue ...



**Barry Allman : Clitheroe & DMC**





# Hexham & DMC

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

*Garry Evans : Matlock MC*

It was a late decision to enter the John Robson as I thought I'd be too busy on the Rally of Derbyshire to afford the time, but it turned out to be a very happy distraction from map 119. Richard had asked other nav's who weren't available, so I was fortunate he was still looking.

One of the great things about this event is that you start a 8pm and finish at 2am, made possible by the lack of residents on the Northumberland lanes. Other reasons are that it is impeccably organised by current road rally competitors, straight forward plot and bash instructions, most of which are provided a section or two before you need them and the most amazing start/finish venue with great a dinner and breakfast on offer. Not to mention a mixture of fast moorland roads that don't call too well from the map, hairpin bend laden gradients and a couple of fords.

My rally prep was to plot the 2019 route which used the same maps as this year which was when I decided that my maps from that event would last another rally (I get 2 to 3 rallies out of a map ☐). Meanwhile, Richard had fitted a new front panel and new front n/s wing following our hedge trimming exploit on last year's Primrose Trophy Rally. Happy days!

We left Derbyshire at 1pm, were eating steak pie, chips and peas at the start venue by 5.30pm and received the first half plotting at 8.02pm. Plotting done, we left the start at 8.30pm to start the first competitive road section at 9.02pm. We were running car 2 behind last year's winners Bevan Blacker and Niall Frost with Richard Hemmingway and Sam Collis at car 3.

The first section was a dropper to the west of Hexham on some nadgery roads, a fast approach slot left (which we overshot) and I think the only section with no code boards to record, we dropped 51 secs - not good. No respite, there followed 14 consecutive sections until the first neutral. This was a mixture of STC's to the minute and IRTC's to the second. We cleaned the next 5 sections but at TC9, located after some hair pin bends above the first ford, we dropped 39 secs. The next section contained another ford which required a tricky slot right into the water which didn't look right and I think this was the location of the photo by Chris Ellison.

The route then generally travelled south east and used sections of moorland roads which were punctuated by NAM code boards in layby's or at white road entrances. Moving onto map 92, after the first neutral section, was a 5mile section over Westernhope Moor and Newbiggin Common containing 11 code boards in layby's, 3 of which were very close together. As usual, I measured how far from the control these were located and relied on the trip to tell Rich when to slow down and look for them. All was well until we got to the group of 3. We spotted 2 of them instantly and set off for the 3rd but 300m later realised that we'd found the 2nd and 3rd but missed the 1st of them. After a swift 180 degree turn on the single-track road, we headed back at warp speed to be faced by our minute men in car 3 who were just recording the 1st of the 3. After another quick 180 degree turn, we got our missing board (while car 3 was getting the 3rd) and set off ahead of them at 2x warp speed, having already traversed this bit of road and knowing the crests were flat. Rich's escort was getting a good hiding and we were seriously airborne in our push to the end of the section. To our delight, we cleaned the section and this proved to be a turning point in our concentration on the event from there on.



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*Photo Courtesy of Chris Ellison*

*Continued on Page 52*



## **John Robson Rally**

### **Continued from Page 51**

We cleaned the next few sections to petrol at Mickleton where we discovered we were lying 3rd overall, 12 secs behind leaders Dan Sedgewick and Matthew Hewlett with Bevan and Niall only 2 secs behind them in 2nd place. In 4th place, and only 4 secs behind us, was Kris Coombes and Louis Baines in the mighty "WRC" micra. Back in the car, we agreed we'd had a pretty sloppy start, most of my calls had been a bit late and Rich was overshooting even when I called on time. We decided we needed to pull our fingers out and push hard in the second half.

The second half began just outside Hamsterley Forest (where it did in 2019). The second half plot was issued at the restart control so this was to be plot n bash. Amidst the banter about the tracks in Hamsterley Forest, I was looking at the NAM diagrams, the time card and my map. Remembering this part of the 2019 route, I was able to match the NAMs and guess the next section. We departed at full pace and it was only a mile later that I had confirmed my guess was correct and was calling the map to Rich. We caught car 1 at the last NAM, but to no advantage as this section was cleaned by most crews.

The route headed north east using organisers marked maps and it was here that we encountered quite thick fog. Richard is usually unphased by fog and with use of the trip to find slots and code boards we moved into the lead cleaning the next dropper and gaining 30 secs on our rivals on the next one. The route rejoined map 87 in an area that I found tricky on Rally of the Tests a few years ago. Descending into a deep valley and a steep climb up hairpin bends on the other side there was an invisible hairpin slot left. I mentioned it to Rich countless times and it was with great relief to me that we nailed it with additional rear wheel steering. We weren't the quickest on this section but only gave up 13 secs to our rivals. That would be our last dropper, but the navigation challenge remained with a herringbone that seemed to take me ages to get right. Having to count at which bones the code boards were situated just seemed to be beyond me!

Arriving at the finish just after 2am, we put the car on the trailer and had a very welcome breakfast. The results showed we'd got the win with a 49 second lead over Kris and Louis in car 7 in the mighty "WRC" micra. It was a proper test for us having to turn around our performance at halfway. Thanks to the organising team and all the friendly marshals for a quality event. Will certainly be back next year!

**Gary & Richard, Car 2 : Matlock MC**



***Photos Courtesy of Jez Turner***

**We must all do our  
bit for the planet.  
I just unplugged a  
row of electric cars,  
that no one were  
using.**



# Roberts Garages Jersey Rally 2022

*Sion Matthews : C & A MC*

Having used the Clitheronian road rally as a shakedown for the car in September, I felt confident getting to grips with the new SCCR gear kit and tarmac spec Gripper LSD, having previously run a Quaiffe ATB. Why when you have months to get a car ready is there always something to do the week leading up to an event? Nothing major just lots of little silly jobs. A bit thank you to Mark at Escort Power for the help and work done on the car leading up to the event! On the Tuesday, it was time to load up the van and get my stuff together, between one thing and another it ended up being a late night into an early start on the Wednesday morning. I'd arranged to pick up my codriver Max Freeman near Telford on our way down to a hotel near Poole, ready for the ferry early next day. The trip went well with plenty of catching up in the van and in the bar at the hotel whilst waiting for Lee and Yvonne to arrive who had set off late as usual. Not helped by them coming across many road closures on main roads adding a few hours to their journey. The hotel I'd

picked was on what turned out to be a busy crossroads and thin windows, not the best night sleep for me and Max, Lee and Yvonne had to deal with the boiler kicking in all night next to their room, so won't be booking there again.

Another early start on the Thursday, we got to the ferry fairly early. We joined the queue, spotting some other crews headed over, Lee and Yvonne in the VW Touareg got ahead of us in the queue, we were told there may be an issue with our height in the van. Having booked the ferry through an agent there was a miscommunication about the height of the van, basically 10 minutes before the ferry was due to leave, we were told the van could not get on today, but possibly tomorrow, no good to us! So, the decision was made dump the van and trailer in the car park, take what we could in the rally car and drive it on! 4 wet tyres, 2 drives shafts, some lubricants and tools. Not the way I'd imagined, having spent best part of the night loading an entire astra mk3 in the back of the van! Hei ho, let's make some lemonade and treat it like a road rally.

It's been roughly 16 years since I'd been on a ferry and I wasn't looking forward to be honest. It turned out to be fine and really enjoyed the journey over, that Voyager boat doesn't hang about! After getting to Jersey, it was time to check into the Merton hotel, where the awards presentation on Saturday night would be held. We looked for somewhere to eat but it was the awkward time between 4 and 6, after failing miserably in several places we found a place which looked like it was either going to have amazing food or food poisoning. 3 of us had the BBQ pulled pork wrap thing, and Yvonne had some safe option. Well, it was amazing and luckily we didn't get food poisoning. It was time soon after for a short drive to rally HQ in the Jersey showground for scrutineering etc. All went well but took a while as it usually does so back to the hotel.

With no recce we went through the safety notes on the DVD once, amending some things in places. I would recommend doing the recce next time as there are things the in-car DVD does not pick up, mainly rocks/walls were I had planned to put the cars inside wheel etc. Friday, rally day, breakfast in the hotel followed by a short drive down to the rally ceremonial start at the St Helier water front, with a small interview at the start which I messed up as usual. I think he said something about the astra being a shopping car or something. Then up to rally HQ, to get ready for the stages.



*Continued on Page 54*



My aim was to get my money's worth, it had cost a fair amount just to get to this point so fun and a finish was the priority. First stage was delayed, the nerves were kicking in now, the usual "why am I doing this". Once we got going, I nearly hit a hedge fairly early on, as you do finding your feet. I was surprised to catch the car ahead, a Porsche 911 who eventually kindly let me pass on a junction. Into the second stage all going well again nearly catching the next car across the finish line, but it felt like I had a front puncture possibly. After getting out the stage I looked and the wheel nuts had come loose. After nipping them back up we got back to service, I noticed that they had elongated the wheel inserts, I was running new wheels and wasn't sure what the problem was, possibly I had forgotten to tighten them, I run a 3 mm spacer and thought maybe that was the issue, after changing the front wheels for 2 new ones, removing the spacer and swapping some nuts around, we were back out again onto the road section where I noticed a grinding noise. The noise disappeared once I braked. At that moment I thought "not much you can do now, if it bothers you that much retire, or crack on". 2<sup>nd</sup> loop, Stage 3 got cancelled, car off I believe, so straight into stage 4 (repeat of 2), back to service. 3<sup>rd</sup> loop the delays for various reasons meant they ran out of road closure time and we got a nominal time for stage 5 and stage 6 was cancelled. At this point we realised our pace was higher than our seeding so Max had a word with the liaison officers and we were slotted higher up around some faster machinery!

A longer service now while they moved all the marshals to the next pair of stages run 3 times in the dark. No need to put extra spots on and all that fuss, just flick the spot light switch on and were good to go. Having road rally experience really showed here and we were putting in some good times, whilst waiting in the short service for the 3<sup>rd</sup> loop it started lightly raining, Max said it wasn't wet enough to swap tyres so off we went on the same ones, it was the right decision although in places the tyres were breaking away. We set a 7<sup>th</sup> and 10<sup>th</sup> o/a time. The drive down past Mount Orgueil Castel after the Archirondel stage was special, all the hard work had paid off. Back to service for parc ferme lying in 19<sup>th</sup> O/a. Then to the hotel for some rest ready for another early start the next day.

The first stage was nice with some commitment places to make up for the lack of power, but the second stage was very fast with what felt like fast straights into sharp junctions, on one of the loops we caught a mk2 escort who had a front puncture, he still left us down the straights! The Millington engine might have had something to do with it. Back to main service then for the final 2 stages run 4 times. 2 great stages which went according to plan, although I was getting tired by this point, a lapse in concentration on stage 23, I thought it was "flat 2 left, 100, square right junction" it was more like "slow 2left into square right junction"! We were glad to have finished what felt like a long rally. 100 or so miles competitive but intense. Back to service for results. Great atmosphere on the whole event. Back to the hotel for a much-needed shower and change of clothes for the awards meal and presentation. Another highlight were the awards, felt very much like a club rally being very casual with lots of jokes and leg pulling all round. Unfortunately for us, no late night drinking as we could barley keep our eyes open, so back to the room for some sleep.

The next day we had some hours to kill whilst waiting for the ferry, so we went for a little drive to the village of "Sion" for a photo, then to Mount Orgueil Castel for a gander round. The ferry ride back was fairly uneventful other than it was dark when mooring back at Poole at around 11 pm. Reloaded the car on the van and trailer. We now had a 4 hour drive to drop off Max, and another 3 hour drive home. Monday was spent sleeping and unloading the van ready for work on Tuesday. On the event we had some issues being, an inter combe which kept playing up, so a new one has been ordered, I sometimes struggled to get the car into 5<sup>th</sup> gear which was a linkage adjustment issue, I overcame it by being a bit more gentle, doing most of the event on the same tyres, due to the wheel nut issues, the link section between the stages were fairly tight, you didn't have time to get fuel on route for example, I think having done a recce we would have been a couple places higher but could of easily put the car off as well.

We finished 16<sup>th</sup> o/a 3<sup>rd</sup> in class FWD2. Also got highest place Vauxhall award. As an event it was amazing and would highly recommend anyone having a go, cost wise it was week off work, a pair of tyres on the front (£400) Entry and notes (£700) Ferry for a car and trailer, and a car (£600) Hotels for 4 people, 4 nights (£500) Fuel (£600) plus other costs which you don't think of so roughly £3000. Worth it when you finish in one piece with a decent result! A big thank you to Max for codriving, his experience and professionalism meant we could get the most out of the event. Also To Lee and Yvonne for servicing/support. A little side note, me, Lee and Yvonne caught covid immediately after coming back so being a family run business, we then had to close for nearly 2 weeks which wasn't ideal for us or our customers. Next event on my list is the Manx in May (on the reserve list at present), again hopefully get around in a similar style.



# Ilkley & DMC

# Scatter Rally

## 15<sup>th</sup> March

*Neil Raven : Ilkley & DMC*

After weeks of rolling around the garage floor with the welder and angle grinder the cage was finally in the Peugeot along with the brake and fuel lines. It's first run out was on the Delacy 12 car on the 3rd of March and it seemed to go ok, but it's first trip out in anger was due last weekend on the Revival Rally in Wales but the snow put paid to that event

So with her being taxed we thought we would make good use of her and enter the next round of the Ilkley and District Motor Club Skipton Trophy. We would usually use an MX5 but wanted to enjoy a bit of Sticky fun

Peter Scott was at the helm of this round and had put an event together on the twisty steep roads surrounding Sowerby Bridge. I've spent a bit of time pedaling my push iron around some of these roads but Peter had found some flippin steep ones for us to navigate round

Part of the requirements for this particular discipline is to gather clues and some of those clues require you to get out of the car. The other statutory requirement seems to be it has to rain and be very dark!

As we trundled across the moors, feeling very safe in our roll caged motor, we were in good spirits and getting used to our new space. Mrs Rave had created a fab map rest and sewn up a pen and navigators paraphernalia pouch which strapped around the cage upright in front of her. I'd changed my seat so I could see out of the side of the car and had lowered them both. A new drive shaft had been put in the drivers side and two front springs installed to replace a broken and worn one. A lot of changes and they all needed bedding in

We set off on the event and had a busy night collecting clues and navigating the maze of tiny 1:5 gradient lanes to get them. It was difficult to distinguish a farm track or large drive from the actual roads and I've no idea how Mrs Rave knew where we were. It was the perfect opportunity to test the steering, suspension, brakes, clutch and vision

And this is our conclusion. Sticky is not a good car for scatters. Driving a car with a full plated diff on tight roads without power steering is hard work. Reversing a car with a cage, steamed up windows and tiny wing mirrors is nigh on impossible. Peugeot seemed to have used some special glass which turns into a mirror when it rains and all the light in the car reflects off it stopping any chance of seeing out of the side of it.

And to finish off the list the full harnesses, bucket seats and roll cage door bars make getting in and out a lengthy job This list is not an excuse for our performance but an assessment of the car's suitability for this type of event. Road rallies, autotests and Classic rallies are where she shines so we will keep her for that and rag the hairdressers chariot, the MX5, on the next round on the 29th March

Thank you to Peter Scott and his band of volunteers for a great opportunity to test out the new changes on some roads we've definitely not been on before

*Neil Raven : Ilkley & DMC*





York MC

# March Clubday Autotest Tholthorpe

12<sup>th</sup> March

*Neil Raven ; Ilkley & DMC*

Superb day on the York Club Day cone dodging event Dave (David) Ruddock was in charge of the drawings and Mrs Rave (Claire Nevar) was in charge of relating the squiggly lines to me

This was Walter's, the new MX5, first event and after fitting a new thermostat and sticking the sun visors up he was ready for action It was top down all the way and as the mud and muck flew up in to the air the roof down decision was questionable

A fantastic fun day with a real variety of cars taking on the slippery tests and keeping away from the solid objects, although Steve Waddington did try and move about 20 tons of rocks with his Hyundai i 10

Ian Young had brought his airfield spotters book along and we learnt about the Tholthorpe WW2 runway we were sliding around. It was built in 1943 and a squadron of Halifax bombers were stationed there. You can see the runways and taxiing routes as well as the control tower which is now a house!

A huge thank you to the marshals for braving the crosswind and keeping tabs on us and to Dave Boyes for the pics

Walter ran well and we had a clean run with no wrong tests or poles hit which was the main aim. Lots of sideways action and clenchy bum moments navigating between the stone piles and around concrete pipes

On our way home we stopped at the Acaster venue to plan out the next club day autotest on the 16th April. Lots of work has been done here and there is plenty of scope for some wide open tests. Alastair Brown requested a handbrake turn in to reverse flick and there is plenty of room for that

It's shaping up to be a great event so keep an eye out for the entries to open and come along for the best value motorsport there is.

*Neil Raven ; Ilkley & DMC*



*Photos Courtesy of David Boyes*



# Caernarvon & Anglesey MC Spring Navigational Run

*Sion Matthews*

Last of the winter nav runs, the Spring Navigation Run had another good number of entries. Lee went and put the symbols out an hour ahead of the crews, whilst Sion and Endaf signed everyone on. After a short crew briefing they were given their packs. The area used has some of the best lanes Anglesey has to offer. Straight forward route using some NAM diagrams.

The route used mostly references with one Tulip section, which most people got to grips with very quickly. Symbols were mostly easy to see with the odd sneaky one placed for deciders.

Starting and finishing in the Church Bay Inn, the route was divided into 4 sections.

Section 1 "Church Bay" to "Llanrhyddlad". The route passed through the small beach white leading to the back of Llanfaethlu, then a layby and up towards Rhydwyn, looping back to Llanrhyddlad using a small white, then NAM1 on the A road (layby on left).

Section 2 "Llanrhyddlad" to "Mynydd Mechell". Heading South West towards Llanddeusant before slotting left for Llanbabo with its NAM2, then a loop through Carreglefn which is now a 20MPH zone, ending up near Mynydd Mechell.

Section 3 "Mynydd Mechell" North to "Llanfechell", looking for a slot left in the village heading back towards Llanfairynghonwy, followed by the laybys and NAM3 on the A5025 before heading back towards Llanfechell.

Section 4 "Llanfechell" to "Church Bay". A small white was used in Tregele, then the coastal road taking in NAMs 4, 5 and 6, through Llanfairynghonwy and ending up back where it all started at the Church Bay Inn for 22:00.

Results are below, and a special well done to Emyr and Aron on the win.

1. Emyr and Aron won the event, only missing some sneaky symbols (74)
2. Aron and Tom recorded a dud symbol on the short-cut road of NAM 5 losing a point (73)
3. Will and Rhian missed the Llanrhyddlad loop missing 3 valuable points (71.5)
4. Jill and Paul were potential the winners but missed the Rhydwyn top loop and the Llanbabo NAM2. A case of what could have been (71)\*
5. Lee and Sion also missed the Rhydwyn loop but lost out 4th on furthest cleanest missing a "village symbol" in Llanrhyddlad (71)
6. John and Iwan had a good run and were the only ones to get NAM2 correct which require a full clockwise encirclement of the triangle, recording the first "L" twice. But they then slotted left in Carreglefn missing out the North loop here, missing out 3 possible points (70.5)
7. Owain and Deian doing well until they missed a lot of the laybys in section 3 on the A5025 (68)
8. Gethin and Carwyn missed the Llanfaethlu layby and Tregele whites (67)
9. Andrew, Gwion and Moi missed the Llanfaethlu layby and missplotted a loop before the laybys in section 3. They also missed a yellow symbol which was placed in amongst some Daffodils. (66.5)
10. Robin and Huw missed the Rhydwyn loop along with some other NAMs (62)
11. Dyfan and Llifon missed some random ones along with the laybys in section 3 (61.5)
12. Osian and Gruffydd missed the Rhydwyn loop, Tregele white, and an error on NAM 5 (59.5)

There were 81 points available, although there were four sneaky "gateway" symbols no-one spotted.

The results are fairly close being a simpler route with an easy-to-see symbol on each road, so small mistakes made big position changes.

Well done to all on an enjoyable route. We were out in several places making sure the competitors were following the rules and behaving, which they were.

A big thank you to Jamie Jones and Endaf for DSO duties and general helping out. Lee Matthews for symbol setup and pull down, also a big thank you to Church Bay Inn for use of their facilities.

A big thank you too all the Competitors supporting the last 7 Nav Runs, by the numbers we get and the feedback, we seem to be doing something right, there'll be a summer break now, although I do have some ideas in mind.

*Sion Matthews*





# Hexham & DMC

## March Melee Rally

### March 1st

### SCOTTS SPLASH TO SUCCESS

Despite only getting a run an hour before signing on was due to open, the Father & Son duo of Warren and Dylan Scott took top honours on the Hexham & District Motor Club's March Melee Rally, run on a wet and windy night on March 1<sup>st</sup> with the Toyota Yaris mounted crew of Chris Purvis/ Robert Renwick having one of their better nights to take the runner up spot and the Novice class., with another novice crew, Bob & Tom Henderson in 3<sup>rd</sup> place. The rally attracted another oversubscribed entry with the Hexham club's programme of short, half night events proving popular with clubman competitors.



The rally started in the large public car park behind Hexham's new Travelodge, an excellent venue for a rally start as there is a McDonalds right next door. The club's main event, the John Robson, has d run just a fortnight earlier on a wild wet and windy night and competitors might have felt that this weather was obligatory on Hexham events as the evening featured more wind and rain, still everybody was smiling as they lined up to sign on and get their route instructions, The rally was trialling a new system where Novices get simple instructions and plotting time, Experts get harder instructions and plotting time while Masters get the route as they leave and at points en route.

The March Melee opened with a regularity running just North of Hexham which saw the Scotts stop the clocks with just 3 seconds of penalties, Purvis / Renwick dropped 14 and Dave Cummings/ Jonathon Webb 16, the Proctors were, surprisingly, off the pace on 38 while Thouless/ Side missed the regularity end control, collecting the first of several fails. Splashing through a myriad of puddles, the route took crews through the gated road at Portgate and then along the Military Road via the usual route check at Heavenfield and down the cobbly yellow to Wall village where there was a route check in the lay by manned by Paul Kitson and a truck driver who had pulled in for an over-night kip !!. Penalties were light on this bit although Nicholson/ Magee dropped a minute, their new Ford Fiesta lacking any spotlights meant there was a degree of peering into the darkness.

Heading East the route meandered along the yellow to Errington and round to Bingfield before a control just off the A68, manned by Luke Tait accompanied by a large Labrador. Thouless / Side skipped this and the next control to stay in time. The yellow along past Stagshaw mast seems to have got rougher with several large potholes which, thankfully, didn't do any damage and then the route headed South and along the Military Road again to a control at the roundabout at the junction with the A68. Heading down the A68, round by Sandhoe and back across the A68 again to use the yellow past Aydon Castle and down to Thornbrough, the route dropped down to Bywell via the usual loop up past Peepy and the triangle at South Acomb. Again penalties were light with several crews still to drop any time other than on the regularity.

This all changed on the next section which saw a hand out for the Masters it went via the well known ford at New Ridley and the very twisty yellow running North from Broomley village to finish in a lay by on the A695. Thouless / Kidd dropped 3 minutes, Cummings / Webb dropped 6 while Kidd/ Pritchard had a brainstorm and lost a massive 20 minutes, oh dear !!. It got worse for Cummings/ Webb on the next section when they didn't find the control, thus spoiling a good run. The final section went from Dipton foot, up the yellow to Prospect Hill and down the hairpins to finish with a final hairpin right into the entrance to Corbridge's Dyvel's Inn , the finish venue for the night. As results were calculated, it became apparent that the old bugbear missed route checks was going to play a big part in the results and so it proved, Charlton/ McWhirter spoiled a good run when they missed one, Nicholson/ Magee missed two as did McNiven/ Blott while Kidd/ Pritchard managed to overlook 4 of them, the penalties predictably mounting up. There were no problems for the Scotts however and they took a well deserved win, this was their first event of the year and, having won the Hexham club championship in 2022 they look set to be formidable competitors on this year's series.

#### RESULTS :-

1.	Warren & Dylan Scott	Vauxhall Corsa	0:03
2.	Chris Purvis / Robert Renwick	Toyota Yaris	0:14
3.	Bob Henderson / Tom Henderson	Proton	0:38
4.	Ali & Lynsey Proctor	Toyota MR2	0:38
5.	Mike Cook / Ross Blyth	Austin Healey	0:51
6.	Alan Bennison / Roy Hewitt	Ford Fiesta	3:33
7.	Liam Charlton / John McWhirter	Mazda MX5	6:54
8.	John Nicholson/ Andy Magee	Ford Fiesta	11:20
9.	Michael McNiven / David Blott	Ford Ka	27:49
10.	Ethan Kidd/ Charles Pritchard	BMW 330	45:02
11.	Dave Cummings / Jonathon Webb	Porsche Boxter	61:16
12.	Peter Thouless / Andrew Side	Citroen C2	217:40





# Mull CC & Saltire RC HI-SERV Mull Targa & Classic Rally 11<sup>th</sup> March

**Geoff & Maggie Bateman : West Cumbria MSC**

As soon as the Saltire Rally Club announced that they would be running the Mull Classic Rally for the 5<sup>th</sup> time we put in our entry and booked our hotel. It's always a great weekend with lots of gravel forest roads, great people and good craic.

Things were looking good in the weeks leading up to the event until the 205 suffered some heavy damage on the John Robson road rally which has put the car out of action until I can re-shell it. This left us in a bit of a spot as to what to do. I'd used Maggy's shopping car, a 1.4 MGZR poverty spec for the Rally of Derbyshire the week after the Robson after fitting some spotlights and a sump protection plate but that was not going to cut it for Mull so the choice came down to either cancelling or giving the MGB GT a baptism of fire on the Scottish gravel.

After a short discussion it was agreed to use the MGB so final preparation work was carried out and ferry bookings were made and the organisers were notified of the change of vehicle. Having booked a ferry for about 11-30 on the Friday morning, to give us a sensible trip with a four and a half hour tow to get to Oban, Calmac duly informed us a few days before we were due to go, that our ferry was no longer running and we had been rebooked on to the 8-45 sailing. A hotel in Connell was quickly booked and our trip up was changed to Thursday which, unbeknown to us at the time would prove to be fortuitous.

We had a lovely drive up Thursday, sunny with little wind and no rain, which was the first time for ages we have headed this way in the dry. We arrived at Oban in sunshine, went for a stroll along the loch and enjoyed a

pleasant evening meal and a couple of beers before bed. Friday morning dawned with not a cloud in the sky, bright sunshine and a slight frost with a flat calm sea. We then started seeing weather reports from home and posts from the people setting up for the Malcolm Wilson and the conditions at home and couldn't believe how different it was for us. Usually the weather on Mull is a bit wetter and windier than at home but this year it was the total opposite.

We caught our ferry over to Mull, drove to the Garmony Rugby Club and unloaded the B and left the car and the trailer there and drove in to Tobermory for the usual round of the shops and coffee shops before having a bit of a ride round in the sunshine to familiarise ourselves with some of the places we would be going the next day.



***Photos Courtesy of CD Photography***

***Continued on Page 60***



## ***Mull Classic & Targa Rally*** ***Continued from Page 59***

In the afternoon we booked in to the Isle of Mull hotel which the organisers had arranged a deal with for 2 nights stay before heading back to Garmony to pick up the B, leave the Galaxy and head down to scrutineering and our first opportunity to meet up with many familiar faces and have a bit of a catch up. A quick run down to the Craignuire Inn for food and then a return to the hotel to mark up the test diagrams and make final checks before heading off to the bar which was well occupied and felt almost like a post rally evening rather than the night before. There was a brisk business at the bar and it was difficult to get away but we had a long day in front of us so I eventually made my excuses and headed back to the room.

Saturday morning arrived and it was dry with little wind and although overcast it did not look as if there would be any rain imminently. Breakfast was taken with many of the crews who had stopped at the hotel and it looked as if there were one or two who were maybe a bit regretful of their socialising the night before! There were some crews missing who had been unable to get to Mull due to the weather, most notably Andy Beaumont and Andrew Fish who were trapped by snow in Yorkshire.

The tests looked to be very interesting with some new test areas and some which we had last used in 2018 and it looked as if it was going to be a fun day out with the tracks in pretty good condition due to the dry weather and it only remained to see how the B would handle things as it doesn't have an LSD and I'd never driven it on gravel before and being RWD as opposed to the 205's FWD it was going to be a bit of a steep learning curve to re-learn things I forgot years ago.

The first test was in a sand quarry down near Duart Castle and was short and not too technical and was a good start to ease us in. First problem, trying to handbrake without dipping the clutch, caused mild concern (best left alone, I decided) and a bit of a deep hole just before the finish was interesting but we got round it and headed off to the next four tests all around the Fishnish area.

There was a loop of 4 tests in Fishnish which we had done before but this time the loop was reversed giving the tests a different aspect. Test 2 in the timber yard was compact, loose and muddy and the only test, other than test 1, to have a few cones in it to run round before a run out on to the gravel forest tracks which made up the other 3 tests.

Test 3 was a straightish run down through the forest with a couple of flicks around cones and a stop box to negotiate and an easily readable code board to record. The surface here is usually quite greasy in places but we managed to keep on track and even managed to stop astride the finish line without too much drama. A short run out and down the ferry road led us to test 4, a one and a quarter mile gravel test with an uphill start where I found out it wasn't a good idea to get too close behind Ray Rollo in his 3 litre Mk1 Capri unless you wanted to get totally grit blasted. It was fun being behind Ray as each test start we had nice, clean, loose gravel to start on with Ray having done a splendid job of taking the top off for us! The opening uphill section was on loose gravel and presented no great problems other than the rear end getting out of line a few times and a 360 anti clockwise around a cone on the left was negotiated without a problem as was the gate following it. The next section through a heavily wooded area is always slippery and was the scene of our demise last year when we slid off in to a ditch.



***Photo Courtesy of KRYTEN Photography***



***Winners***  
***Photo Courtesy of CD Photography***

***Continued on Page 61***



## ***Mull Classic & Targa Rally : Continued from Page 60***

Seeking to avoid the same embarrassment this year I took it steady up to the 90 left after which the surface returned to loose gravel for the rest of the run through a couple of 3 cone slaloms and a tight 90 left to get to the uphill finish with more rear end wanderings.

Feeling OK that we'd not had any mishaps on test 4 we continued up the track to the start of test 5, another loose grave test around ½ mile long with only a 3 cone slalom and stop box to get through before the finish. The large stones banged loudly against the floor of the B as we tried to get as much traction as we could whilst trying to keep the rear end under some form of perceived control, well that's what I tried to convince Maggy was my aim, before we got to the finish and a chance of a breather after what had been a fairly busy 6 minutes of tests.

We decided on a short run back to the trailer park at Garmony to check the car over and give us the chance to get out of the car for a few minutes to stretch our legs. The MGB is a bit of a tight fit for us as neither of us could be described as petite! The chance to have a short break and check all was still well with the car was a good idea and we left for the next tests up in Glen Aros feeling a bit more relaxed.

Tests 6 and 7 had been used before but, like the Fishnish tests were being run in the opposite direction this year to make things a bit different. Test 6 started downhill on loose to a 90 right followed by a long sweeping left with a 3 cone slalom ½ way round followed by a code board at the end of the bend before crossing a narrow bridge to go slightly uphill to perform a 360 anti clockwise round a cone. This was our only "fail" of the day as I couldn't quite get the back end to come round and decided that it was better to let discretion play the better part and stop and reverse rather than risk the deep ditch which lay in front of us. Curses suitably uttered we continued uphill, away from the river, to another 360 ACW before a final uphill run past a code board to the finish. A short run to the start of test 7 followed and with less than a minute we were started and in to it. A mostly level run led us to the first 360 ACW which was at the bottom of an incline which led us up through a right flick to approach the top of the climb where a cunningly placed cone created a tight 90 right before starting the downhill run which was extremely tempting for a bit of right foot, however, I was a bit suspicious of the grip and wasn't too keen on the gate posts that we had to pass through so a modicum of restraint was applied and we reached the 90 left at the bottom of the descent and were able to get round it without too much drama before flooring the old thing on the last level straight to the finish where we just about managed to stop astride, but it was close!

That was the first fun session over with and we departed Glen Aros past the forestry buildings and up to the road to head back down the Glen Aros road to a point adjacent to the start of test 6 to face the first, and longest, regularity of the day down to Dervaig. We arrived at the start with a couple of cars waiting to start so we had a bit of time to organise ourselves before moving forward to start. The road regularities on Mull are always a bit of a lottery as the roads are single track with passing places and it can make a big difference if you are lucky enough to meet friendly oncoming traffic which will pull over in good time or those of a seemingly belligerent nature who force you to stop and reverse for no good reason other than they can, but I suppose it takes all sorts. We were lucky for all of the 8+ miles and didn't have to stop once, we even had one car pull over to let us past which was very good of them especially as they were a competing car.

With the regularity over and a more relaxed navigator once more we headed to Dervaig village hall car park to MTC2 and a welcome lunch stop for some excellent home made soup and sandwiches at the Bellachroy Hotel. Despite the bar being open the temptation to restore hydration levels with a quick pint was avoided with some helpful advice from she who must be obeyed and a pleasant hour or so was spent out in the spring sunshine sharing tales of our morning adventures with the other crews and helpers.

Leaving MTC3 after lunch we headed out on the Calgary Bay road before taking the left up the Hill Road to get to the start of test 8, the first of the Mornish tests. Starting on the level with only a flick left to negotiate for a short run before a tight hairpin left uphill to have to go in on the right for a 360 ACW which on exit went straight in to a tight hairpin right which was steep uphill. We struggled for grip for a bit but got round it to keep going uphill through some interesting bends, past a couple of code boards before having to do a CW 360 on the right between a couple of log piles to continue uphill through a 3 cone slalom before eventually reaching the finish at the summit of the climb.

***Continued on Page 62***



## ***Mull Classic & Targa Rally : Continued from Page 61***

The marshal informed us that there was water coming out under the front of the car and so we gingerly crept forward from the finish to a spot where we could safely stop to check things out. All sorts of possibilities were in play but when I opened the bonnet there were no obvious leaks and so with extreme care I slowly released the radiator cap avoiding most of the steam which issued forth. After quite a bit of loosey/tighty I eventually got the cap off and saw there was still plenty of water in the radiator and came to the conclusion that the engine must have got so hot in the 3 minutes and 21 seconds that it took us to do the test that it had boiled up and pushed some water out of the overflow pipe. Satisfied that we were OK to continue we slowly moved forward to the start of test 9, Mornish 2 which, fortunately, did a fair bit of descending which saw us cruising downhill in 3<sup>rd</sup> gear getting some air through the radiator to help cool things down a bit. Consequently our time was nothing to shout about but the car was still going and we were still in it.

A nice road transfer from the end of test 9 down past Penmore Mill and back to Dervaig got us to the white which we entered to get us to the start of the second regularity, about 2 miles long on a forest track starting at 20 mph for 0.3 miles then 30 mph to the ITC and 30 mph to the finish. It was over quite quickly, we were OK with our performance as we were having to use Rally Trip app, as I hadn't managed to fit the Brantz in time and it was a bit of a handful for Maggy having to hold her phone as well as do the paperwork. A short run got us to test 10 start for the run back down to the road which saw us going down past Loch Torr on the forest road with 3 off CW 360 to do, some interesting bends and grip with a few left/rights thrown in before the final downhill hairpin right, keeping tight to avoid the drop off on the left, before getting to the finish and the short run to the start of the final regularity down to Tobermory.

The first mile at 25 mph went OK and we speeded up to 30 mph to get to the first ITC. After about 0.7 miles we met a belligerent old chap in an SUV who drove past a passing space forcing us to stop and reverse. I reversed into a passing space but he still wouldn't come past until we had 2 wheels on the grass as his SUV was at least 4 metres wide in his estimation. Not knowing where the control would be the next few tenths were a bit special as I tried to catch up the lost time. We must have done reasonably well because we only dropped 7 seconds in total and we thought that at least 3 of those would have been through the caravan site at the end which was 15 mph.

Regularities all done we now had a longish road section back from Tobermory through Salen to get to the final loop of tests which started at Balmeanach with a run up through the forest which we had never done before. The test started in open ground and went immediately left and over a narrow bridge before slowly working uphill, through a 3 cone slalom to a CW 360 which was a lot further up the track than we thought. Subsequently we lost a bit of time easing off at every bend to try to avoid an overshoot, which, with the benefit of hindsight, was a poor choice. Anyway we then joined the usual track down towards the ferry and went through 2 slaloms before reaching "Beaumont's Bend" where Andy had been off the previous year, which we took with discretion and then slowly went past the code board where we had slid off the previous year before getting a move on down the final loose section with accompanying fish tailing of the rear end to go slightly sideways through the gate before getting the CW 360, just keeping the back out of the ditch, getting the stop astride OK and the final code board before stopping in a flurry of flying stones at the downhill finish. Great fun!!

Across the Fishnish ferry road and in to test 13 a reverse trip up the morning's test 3. We've had some interesting moments up here in the past and tend to treat it with respect as it is quite slippery in some places but with good grip in others. It was straightforward, just over half a mile with a stop box where it was a bit greasy and easy to slide through but then only a couple of flick lefts, both of which can be a bit tricky, especially the second one where there is a metal post which just invites the less respectful to adjust it, with the final run up to the finish on decent, loose gravel. The immediate 90+ right after the finish was a bit of a challenge to get to the start of the final test which was a reverse run of test 2 around the timber loading yard.

The first section here is usually pretty well corrugated causing the car to bounce around a fair bit with the associated problem of trying to get some decent traction which, without a LSD is a bit of a challenge but this year it wasn't too bad and we got in to the loading yard pretty comfortably to negotiate the various cones and gates including a 180 right through a big muddy puddle to please those spectating on the adjacent bank.

***Continued on Page 63***



## **Mull Classic & Targa Rally**

### **Continued from Page 60**

Ninety right, through the gate and stop astride and it was all over for another year. It had been the best Mull we have done with the best weather we have ever had, 2 dry days!!

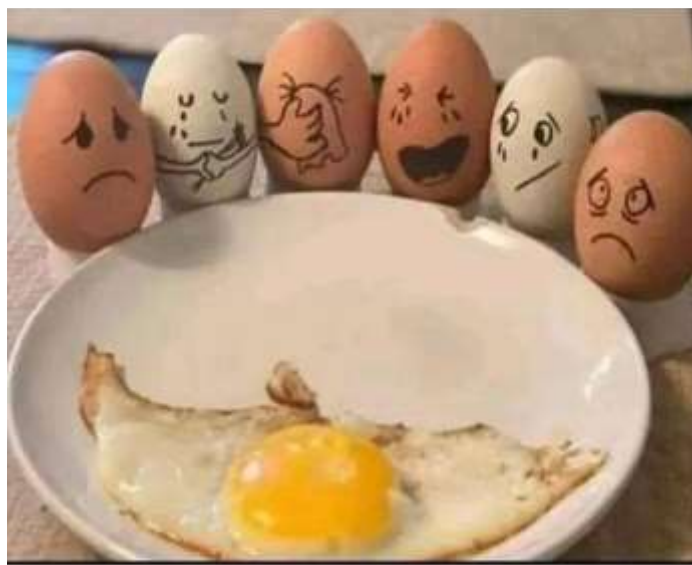
We drove back to the trailer park to load the car up as the forecast was for rain and I don't like loading up in the wet. Virtually all the crews with trailers had the same idea and once loaded and secured we pottered back to the hotel for a quick brew and a look at the results before heading off to the Craignuire Inn for some food. Suitably refreshed we returned to the hotel where the apres Rally was beginning to get in to full swing with the bar going non-stop well in to the night. After some great craic and a few beers we eventually went to bed, leaving many people still in full celebration mode.

Next morning breakfast was somewhat subdued for several people, no names, no pack drill, and after some more chat we said our good byes and headed away to pick up the trailer and go to the ferry for the homeward trip. It was now raining quite well and it felt much more like Mull should do! The trip home was wet all the way but at least it got some of the muck off the car and we eventually got home around 7pm and were so tired that we didn't even make it up the pub. We'd ended up 17<sup>th</sup> overall from 35 starters and 2<sup>nd</sup> in class 5 behind Ray Rollo in the 3 litre Capri so were quite happy with that considering it was our first run in this type of event in the MGB. These old cars can still be quite competitive even without some of the trick bits you can get these days which quite surprised me.

Congratulations to Michael Reid and John Lindsay over from Ireland in the Midget who got a superb win just 9 seconds clear of Fraser Hughes and Peter MacInnes in the MX5 despite their efforts to gain speed by removing a large portion of the front of their car. Third place went to Jamie Stewart and Kevin Mollinson in a 205 just 3 seconds further back and only one second clear of Alan and Gary Ross in the C2 in fourth. Well done to you all.

A great big thank you must be said to Colin Wallace, Grace, Tom Wilson, Graham Couser, Cameron MacLean and all the rest of the team for putting on a cracking event. Also for sorting out the accommodation package with the Isle of Mull Hotel. Big thanks also to Neil and Sandy and the rest of the set up crew and all the marshals who helped to make this happen. It must be very time consuming and take a lot of effort to put on an event like this and to such a high standard.

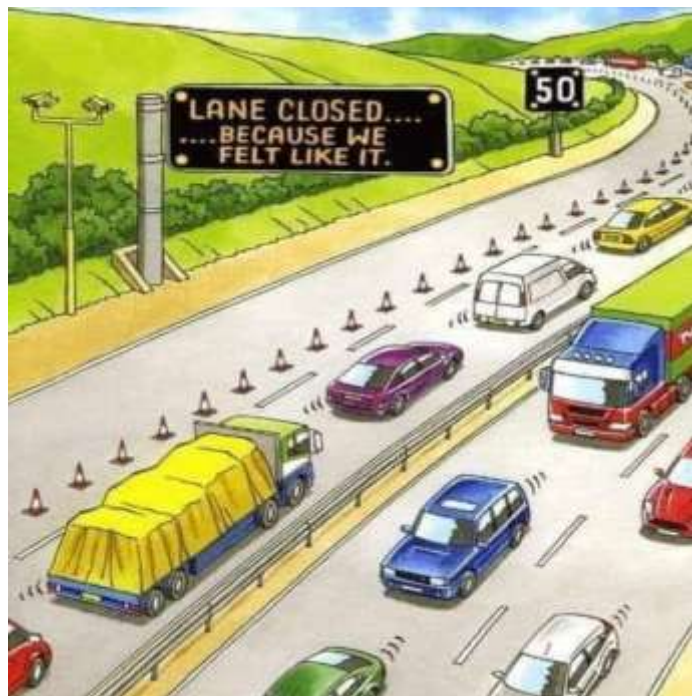
**Geoff and Maggy Bateman – West Cumbria MC  
(Saltire RC) – 1974 MGB GT**



He died last fry day. Thank God he wasn't beaten. Don't worry, he went over easy. He's now on the sunny side. He's definitely in a better plate.



If someone has an issue with you and they're telling other people about it but don't tell you  
They don't have a real issue with you.  
They just enjoy the attention they are getting





# Knowldale CC The John Clegg **Mini Miglia** Saturday 18th March Supported by JC Mills Ltd

There are three surefire signs that spring is on its way

The daffodils are out, the nights are getting lighter - and it's time for the John Clegg Mini Miglia Tour.

Thanks to a combination of being the first event in the Touring Assembly season, brilliant organisation from Knowldale Car Club and some fabulous roads, the Miglia always attracts a capacity entry, and this, the tenth year, was no different.

The entry list featured some well-known rally names from the past, together with many Tour regulars. They included Andy Stanworth and Alan Ridehalgh (Porsche Carrera), Charlie Woodward and Fred Bent (Ford Escort), Mal Grisdale and Roger Harrison (MG Midget), Malcolm Graham and Tracey Norris (BMW Z4) while veteran navigator Jeff Smith teamed up with Edward Roberts in his Ford Fiesta

A total of sixty cars plus reserves all got a run, starting from Cafe Ambio, near the M6 at Crooklands and finishing at Bannys fish and chip restaurant near Colne.

In between was 150 miles of some of the finest driving roads and lanes you could wish for in Northern England, interspersed with codeboards and marshal checkpoints.

In total, there were 19 controls and codeboards in the morning and 18 in the afternoon, together with three questions to answer at the manned controls.

Drystone Radio presenter Mark Stone was an early casualty sadly, when the front bumper of his Morgan decided to part company with the retaining bolt. Not wanting to miss out on his fish and chips, Mark and navigator Karen Graham still made an appearance at Bannys for the finish!

Beckfoot Bridge proved a challenge for anyone in a car more than 6ft 6in wide, although the organisers thoughtfully provided an alternative route for those not wanting to risk a stone-coloured stripe on their cherished motors. Andy Stanworth and Alan Ridehalgh were brave, squeezing their Porsche 911 through, although it did cause a bit of a queue behind.

The route was lined in places by hordes of spectators, sadly not to watch the Mini Miglia, but there to catch a glimpse of the LMS Royal Scot locomotive. The sight of which, plunging through the valley in full steam, was a stirring sight.



*Continued on Page 65*



## Mini Miglia

### Continued from Page 64

The morning run of 80 miles finished with a welcome rest halt at Bridge House Team Rooms at Wray, which is rapidly becoming THE venue for classic tours and gatherings.

Quote of day was from one driver, recounting his morning's efforts: "I don't know where on earth Knowl Dale find some of these roads, but they were bloody amazing!"

Anyone familiar with the Legend Fires North West Stages would have recognised some of the roads used in the slightly shorter afternoon leg, with sections of Nicky Nook and Stainhall included.

As ever, the finish saw crews exchanging stories of the day, and here are some of the quotes:

John and Janet Cooper (BMW Mini): "Great event and route as always. Thanks to all the organisers and the very appreciated marshals"

Colin Brennan (Subaru Impreza): "Fantastic event, brilliant organisation and a tough route that kept you on your toes all the time. Great lunch halt"

Ian Bell: "What a day,! Can't wait for the 2024 Miglia."

So, congratulations to the crews who got all the codeboards and answered the questions correctly, commiserations to those who didn't - you'll just have to come back next year and try again!



### Photos Courtesy of Tony North

At a funeral for a traffic warden the coffin was being lowered into the grave when mourners heard banging sounds and frantic shouts of " **I'M NOT DEAD! GET ME OUT OF HERE!**".

The vicar leaned over the grave and said " It's too late I've already started filling in the paperwork."



# VSCC

## John Harris Trial

### 4<sup>th</sup> March 2023

*David Yorke : Matlock MC*

Classic Trials are a throwback from the times when people used the same car for both rallies and trials. My personal and particular interest stems from Land Rover trialing in Derbyshire as far back as 1969 / 1970 and the fact that the VSCC John Harris Trial is local and once known as its Derbyshire Trial.

The 2023 event used sections within the Duke of Devonshire's Chatsworth and the Steve Perez estates south-west of Chesterfield. Key features included;

- the regrettable non-appearance of the famous Sydney Allard Tailwagger 2 this year;
  - a predominance of Ford Model As and Austin 7s; and
  - fewer of the larger cars, possibly because they are too valuable and/or fuel-thirsty nowadays.
- Their owners often have said Fords or Austins in their stables specifically for trails, the latter being particularly capable in the right hands.

The accompanying photos may be of interest.

The next major and similar trial in Derbyshire is the Motor Cycling Club's Edinburgh Trial, usually held on the first Saturday in October.

It differs in that it has classics and moderns as well, be they motorcycles, combinations, three-wheelers or cars. Despite its title, the sections are largely within Derbyshire and nowhere near Scotland's capital

*David Yorke : Matlock MC*



**Don Skelton's very successful 750cc 1930 Austin 7 Sports special in Chatsworth**



**David Golightly's front brakeless Ford Model T and 3300cc Model A engine in Chatsworth**



**Roger Thorpe's 1920 1500cc Bugatti Type 23 – a long chassis version of the Brescia**



**What seems to be an unidentified Riley special in the woods on the Perez estate**



**Neil Taylor's 1928/34 Singer Sports special with a 3300cc Model A Ford engine in Chatsworth**



To all (and there was a lot of you) who sent me an email of support regarding **Motorsport UKs Thought Police** and Spotlight. Thank you all very much.

After a little thought I have decided to publish a very small and random sample of those emails as 'Letters to the Editor' but I don't want to drop all of you into the do dah along with me so all names have been removed

I still believe that the Thought Police have little or no idea how to handle something like this. Part of the problem is there seems to be no good workable idea of what is an acceptable joke and an unacceptable joke. As I said in my reply to them at the end of February 'Every Joke might offend someone somewhere. When I watch national TV the 'F' word is used all the time. MSUK - you can lead a horse to water but you cant always make it drink especially if the means used is a sledge hammer to crack a nut

If you want me to do something then the best way about it is not to threaten me but convince me of your argument. Persuade me that you are right - not try to bully me into submission. I welcome your telephone call MSUK.

I recently watched Micky Flanagan on 'Live at the Apollo, It was very funny but if you are involved with Motorsport I assume that by watching it you could be sanctioned by MSUK. (*Ooops that's me deeper in the mire then*)

You cant have a little joke because if its overheard by the 'woke' brigade your days are numbered. No more laughing and joking allowed! Its going to be a miserable place to be.

**NB You work for Motorsport UK NOT Motorsports UK**

**Saturday the 4<sup>th</sup> of March I am Marshalling on Knutsford & DMCs Tour of Cheshire Historic Rally.**

Its an early start. I have to be on post for 07:30am for SC1A a sneaky check at the pointy end of a large grass triangle. Almost everyone got it correct but one or two (and a few more) missed the turn into the little white. It was all too tempting with me in full view and wearing my Orange Tabard to go straight on past the white. All bar the Course Car backed up when they realized their mistake. The biggest problem that a lot of crews had was that they mistook my SC for an Intermediate Regularity Time Control (despite the Control Board saying otherwise) and reset their stopwatches and trips. (NB : the Thought Police wont have a clue what I am talking about - I am offended by that lack of knowledge of the Sport that pays your wages! Rules for Regularities are clearly laid out in the Blue Book and you must read and understand them by Monday the 3rd - I may phone to ask questions!)

Back to matters Historic Rallying. After SC1A it was a shortish trip up to Oulton Park to help Liverpool MC run the Stop line at the test there. (I am the one sat in the chair with the hood up behind the Triumph TR6 on the run from MSUK!)

**Continued on Page 68**

## **Grumpy Old Git**

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



# **SD34MSG**

## **To Access the 2023 Championships Registration**

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





**Sunday the 5<sup>th</sup> of March I am at Tye Croes on Anglesey for Garstang & Preston MC + Pendle DMCs Lee Holland Stages Rally.** I am at Post 19 all on my-ownsomes. Ian Swallow (BLMCC) is my Sector Marshal. We have a brief chat and I discover he has no comms. I lend him my 81 Alpha set so that he can hear what is going on and a couple of my PMRs so that we can communicate. Not a lot happens other than the odd cone going flying every now and then. Spectators come and go. Some seem to want to watch in silly places but that's nothing new. A quick reminder and they wander to safer places. Then late on in the day a car rolls in Ian's sector just out of my vision. The car is clear of the track (but near enough that the marshals slow down other competitors) With all the kerfuffle over the rolled car and lots of other cars needing recovery because of mechanical issues we loose the last stage. Whilst I did very little (other than a word in errant spectators ears) it was still a good watch despite the usual Anglesey 4 seasons in one day. Ty Croes has one of the Best Stage Rally views across the sea to Snowden

**Tuesday 7<sup>th</sup> of March its Clitheroe & DMCs Awards Night.** I picked up the odd pot or two. I don't know where to put them these days

**Saturday the 11<sup>th</sup> of March I was supposed to be doing Start Radio on the Malcolm Wilson Rally at Wythop.** Note that the forest is Wythop - at first I had typed Widdop. Widdop is a moorland road to the North East of Burnley and certainly not in the Lake District. It is not being used on the MWSR '23. (Old age and stupidity strike once again).

At 17:42 on the Friday I receive an email telling me that SS1, SS2, & SS3 have been cancelled because of the conditions. Wythop was SS3. It is a very steep climb up from the start and the open air left at the top can be daunting enough without the ice. You would have time to change into swimming trunks if you lost it at this bend (makes a good photo though) before the splash down into Bassenthwaite

I had been having a conversation with Chris Ellison earlier in the day and the general consensus of opinion was that it was 50/50 whether it would run. The stages which we believed would be worst hit were the ones that got cancelled (SS1 Hobcarton, SS2 Comb & SS3 Wythop). Correct decision despite that I am disappointed. Looks like I will be having the sandwiches I made for the Saturday now for my evening meal. I watch the Rally on-line via 'Special Stage' at home. All snug warm and dry complete with sandwiches and plenty of coffee.

*Continued on Page 67*





**Grumpy : Continued from Page 67**

**Saturday the 18th** I am playing Chauffeur to Barry Allman and giving him a lift to the start of the **Rali Llyn** at Pwllheli and back home after. Barry lives in Warrington. I collect him at his home, which is close to J 20 of the M6, and are quickly on the M56. Arrive nice & early at Pwllheli and get some food. Back to the start and the Car Park is getting full of Competition cars (The whole place is heaving. I go and sign on as a Marshal. Originally the plan was for me to marshal for Barry but he bugged off on holiday the week before the Rally and when he got back his driver had sourced a Marshal. I had 1 Control (the last before Petrol, a timed to the second finish). Rob (the Chief Marshal told me they would all be dropping time here so when the first twenty or so cars cleaned it I was surprised. I was also surprised that I only got 62 out of 90 cars at my control. Looked a belter of an event. Back to the start to collect Barry and whilst waiting I had very mediocre Breakfast and had to pay £10 for it ! No Free Breakfasts for Marshals here! No wonder that Welsh event require comptitors to provide a Marshal - Organising Clubs don't look after their Marshals. (a round trip of 336 miles) I arrive back home at 12 Noon

**On Monday the 21<sup>st</sup> I went up to Ambleside to look at a Hurley 18' Yacht.** I stood down from Clitheroe & DMCs Committee at the AGM. I am no longer involved with organizing the Primrose Trophy Rally and I don't plan on being Chief Marshal on the Clitheronian. So once the Hall Trophy has been and gone I am going to have a lot of time on my hands and a return to sailing is the plan to keep me out of mischief. Whilst I can - I still expect to Marshalling on Rallies at the weekend and spend my time during the week getting cold and wet in the lakes (instead of in the forests and on moorland roads.) So I go to see the boat moored at Ambleside. Whilst it isn't expensive it is so overpriced for what it is that I decided to keep on looking. The photo (above) must have been taken years ago. If it was a car I think Spares or Repairs or the description 'A Project for the Enthusiast' would have been better. I would rather spend more money and consequently more time sailing than bodging up a wreck.

### **Saturday the 25th March its Rally North Wales**

I am at post 5 on Big Ray (Dyfi) doing Safety Radio. I am staying near Machynlleth on Friday night . I was supposed to be going with Steve Broadbent but he fell ill the day before. He missed out on a nice BB on the outskirts of the town and a cracking meal in Machynlleth at night.

Post 5 was a Spectator point and we had Loads of them

but only me and four marshals. Luckily the species were well behaved with only the odd one or two that thought it a good idea to stand on top of log piles - they moved as soon as we asked them to. The only real bit of excitement was on SS3 when a Porsche (Car 11) arrived at the 90+ R a little to quick and very nearly went over the edge( A very long and steep drop into the valley below). The driver managed to back up and then spun it at the very next corner An accident on SS5 delayed things a little and when it was decided to go to 5 min starts the Spectators quickly lost interest and disappeared. Being a Spectator point there was miles of tape & boards to strip down

**Next event for me is Longton & DMCs Anglesey Sprint over the weekend of the 1st & 2nd of April**

## **Harlech & DMC Motorsport-Tools.com Merfyn Hughes Memorial Rali Llyn 18/19<sup>th</sup> March**



**RALLY  
NORTH WALES**  
FUEL YOUR ADVENTURE. FUELLED BY GET JERKY.



## **25<sup>th</sup> March**

<https://fb.watch/jpvDfD8peA/>



# Letters to the Editor

*A very, very small and random selection of the letters (emails) that have been received.  
I could have filled a lot of Spotlight if I had used them all !!!!!*

I read with dismay, although not surprise, that you had been tasked by the "powers that be" for daring to have a sense of humour.

I am afraid that in recent times I have drawn the conclusion that I am now too old for this world because I do not share the opinions of those who have an agenda to shoot down all the standards and great things I was brought up with.

True that we should endeavour not to cause offence to others but we should always take time to see the funny side of a situation and be prepared to laugh at ourselves.

Unfortunately we are now required to accept things which we find distasteful and offensive on the grounds that to not do so would be discriminatory. - Is this not discriminatory in itself?

Suppose that I have to get off my high horse and accept that our sport is now run by an out of touch body of people who are not close enough to the grass roots to support them.

I will be sorry if you have to cease production of what I consider to be one of the very best informative publications (far more relevant than the MSUK own rag).

For those who agree with the MSUK I can only say that, like those who complain about the TV content can use the off switch, then if you don't like Spotlight **Don't Read It!** leave those of us who do to carry on living our own lives.

Many many thanks Maurice for all you have done so far it

---

Thanks Maurice. I've seen every copy you've produced for the last 4 or 5 years. You inspired me to introduce humour into our club magazine.

I've changed jobs though since our AGM and I'm now chief marshal. I'm quite pleased to pass the buck to someone else. It's been tough producing all the content myself as people promise lots but "forget" to actually do it.

This is a travesty, and the newsletter is much the poorer for not having the usual selection of jokes in it.

**"Just because they are offended doesn't mean they are right!"**

---

## Letter removed because it might offend MSUK

*More on Page 71*

Thanks Maurice

Crazy isn't it – that one or two people can ruin it for everybody

I wonder how many complaints they've actually had?

And from how many different people?

---

I haven't knowingly met you, but have corresponded a few times via e mail.

I've been receiving Spotlight since Oct 21 when I hit the cover page, and it has been a privilege to be included on your mailing list ever since.

I'm an older grumpier old git than yourself, and no longer very active on the motoring scene. However, I want to express my thanks to yourself, and others like you who contribute so much to the activities that give us so much pleasure.

I find it extremely sad that one complaint out of a readership exceeding 15,000 can result in the time, trouble and ill feeling that it has caused.

I quote from Spotlight Oct 2022 P9.

**"Everyone has a right to be stupid, it's just that some people abuse the privilege."**

Hopefully, there will be further Spotlights (with jokes!) but whatever the future holds, please accept my thanks and best wishes.

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Regarding the letter from MSUK, I am reminded of a saying by a tutor from my old school:

**There is no scream as loud as that of a vested interest masquerading as a moral principle.**

Perhaps it is in the best interest of Motorsport UK staff to find something to complain about to maintain their (paid) position.

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Regarding the comments in Spotlight what is wrong with people in the world today? cant anyone take a joke, if they lived in the real world where everybody takes the mickey out of each other people these days would be reduced to tears, being a Merchant Seaman you get pulled to pieces all the time if someone is nice to you you think what have I done wrong!! and its part of growing up, Half of these snow flakes who walk around today with a mobile phone in one hand a coffee in the other hand and ear phones and don't look when they cross the road and can't even use a knife and fork properly There is nothing wrong with the jokes in spotlight Keep them coming



I read your E mail on Wednesday and have been carefully considering the contents and implications since received.

I firstly want to say that I for one would be very concerned and disappointed if you make this the last Spotlight publication. I am the Treasurer for the ....., a past competitor, I Marshal, assist in event organising and support my other half as best I can with his rallying, regularly playing catering core at various events.

I recognise the time and effort that you put into Spotlight and as a volunteer this is done purely out of the love for the sport and for no other reason. I have found your publication informative and a great source to follow up events results and current news in the rallying world. I have never read anything in Spotlight that I consider 'inappropriate' but then who am I, the world especially post COVID seems to have gone PC mad, you can't open your mouth these days for fear of offending the minorities (who it seems are far more relevant than the majority now).

I will be writing to MSUK to formally express my displeasure at the way you have been treated. When all said and done, it is Car Club members and volunteers such as you and the hundreds/thousands you distribute the publication to that fund the salaries of the staff sitting in MSUK HQ and I cannot believe they do not have better things to do than inflate the egos of a small minority who also have lots of time to complain about insignificant/perceived 'inappropriate' content. Inappropriate in whose eyes? – I can guarantee not the majority – but as usual these days the minority seem to have a louder voice.

Carry on the good work Maurice – Clubman Motorsport needs people like you

It was good to meet you in person at the SD34 Awards. When I read your email of the 28 Feb and the email sent by MSUK, s Andrea Duncan I was completely appalled by their actions. They have not shown any respect to you or SD34 and the club members who pay them. It is unacceptable for MSUK to carry out 6 months of secret surveillance and not advise SD34 immediately of complaints received from the motor-sport community about the SD34 Magazine. Sending you a threatening email with only scant evidence is not an appropriate way to treat you or SD34. I consider the MSUK approach and procedure adopted need to be challenged at the highest level. My view is that before going any further SD34 should demand a full apology from Andrea Duncan for her inappropriate behavior towards SD34 and for causing you distress. If this is not forthcoming SD34 should demand that she be relieved of responsibilities for dealing with complaints and another person appointed who understands the subject and is able to communicate with clubs in an appropriate way to resolve issues.

Having reviewed the issues raised in the February Edition of the magazine I cannot help but feel that there may be an element of taking perceived offense on behalf of others and following a politically correct assessment policy. Acting in secret and not disclosing details of complaints immediately after they are received is not under any circumstances an acceptable way forward in addressing issues.

Ps . In my haste to write the email, I omitted to include the most important part, to thank you for the hard work you put into compiling and editing the SD34 Magazine. It is very much appreciated. I sent the email as an SD34 competitor but I feel sure that I speak on behalf of all members of ..... in congratulating you for producing such a great magazine and our hope is that you can find the will to carry on producing it. Spotlight is circulated to all club members with a link to the latest edition and your editorial and articles are often the subject of discussion and debate at our weekly club meetings. However, again on a personal level, I consider the disgraceful approach adopted by MSUK in dealing with Complaints should be referred to MSUK at the Director level so that other clubs and individuals do not suffer the distress caused to you. I am absolutely sure SD34 would never knowingly cause offense to anyone. Taking such a high-handed adversarial approach is not acceptable or helpful and must be changed. Clubs need discussion, mutual respect, and understanding, not the Spanish Inquisition.

Thanks again, and please do not lose heart. We all appreciate your effort and support you.





# ***Inside the Industry***

## ***April 2023***

***with Paul Gilligan***

### **Jaguar “Bombshell”**

Last week Jaguar gathered all its dealers (who are of course also Land Rover dealers) together to tell them that within two years the current number of 83 Jaguar dealers would be reduced to 18-20. The dealers were made to sign a non-disclosure agreement before the announcement but inevitably news has leaked. Dealers were said to be “shocked”. I really don’t understand why, its some months now since Jaguar announced that they would be going all electric, targeting Bentley and that the cheapest new Jaguar would be about £80000. Inflation has now taken that figure as about £100000.

I suggested at that time that if you were going to replicate Bentley you would inevitably have approximately as many UK dealers as Bentley. Which is would you believe around 20. Predicting this doesn’t make me a genius, far from it, it merely proves I can use a pocket calculator. And Jaguar has announced that when it goes all electric in 2025 it will move to Agency sales which means less for dealers to do.

Is this a disaster for Jaguar dealers? I don’t think so. Almost 80% of their new car business is Land/Range Rover anyway. The vast majority of new Jaguars sold in the last few years have been E-Pace and F-Pace SUVs. In effect re-skinned Land Rovers. Powertrains are the same, as are almost all other components. Only superficial appearance differences. So the dealers should very easily be able to slide the E-Pace customers into an Evoque, F-Pace into a Discovery Sport or Velar and so on. And I presume those 60+ dealers who cease to handle new Jaguars will remain as service dealers to look after those of us who own a Jaguar that cost a lot less than £100000.

Perhaps the unlucky ones will be those who are one of the 18-20 chosen to handle the new gold plated electric Jags. They will no doubt be forced to invest fortunes in upgraded facilities. No longer will it be OK to sell Jaguars from what is in effect a slightly separated area of a Land Rover showroom. Unique stand alone facilities will be required, all staff entirely dedicated to Jaguar none shared with LR. And all to the standards expected by people who are spending between £100k and £200k. And will they be allowed to sell used Jaguars at £20000? I doubt it so no used car revenue for a few years. And by making these vast investments the dealers will be gambling that Jaguar’s “brave” move works. If electric cars don’t work due to all the difficulties we know about it they have no ICE alternatives to fall back on. If Bentley customers decide they would rather stick with that make rather than switch to something they regard as “inferior” Jaguar have nowhere to go. It’s a bit like the Titanic, a very expensive project with few if any lifeboats. OK unless it hits something solid.

Am I disappointed? As a dyed in the wool Jaguar enthusiast very much so. I’m just glad I was a tiny part of the time when Jaguar was Jaguar. That I was able to drive Jaguars that were Jaguars not rebadged Land Rovers. And extremely lucky that a fine example of Jaguar’s last petrol convertible sports car resides in our garage. We’ll never see its like again and I’m not sure for how long we’ll see Jaguar?

JLR have made their first move towards Agency by announcing that they will now deal direct with leasing companies. These customers will order direct from JLR who will have the car delivered to the dealer nearest to the company car driver’s home address. That dealer will then prepare the car and hand it over properly either at the dealership or at the driver’s home, for which they will be paid an undisclosed fee. JLR were apparent concerned that these company car drivers were often receiving their cars from a delivery company with no hint of a proper handover.

This will be very bad news for JLR dealers who have spent many years building relationships with leasing companies based on high service standards as well as competitive pricing. Some JLR dealers are part of Motor Groups that own their own leasing companies, now they will most often be supplied by other dealers! No doubt some dealers will be very unhappy about this but it seems there is no negotiation to be done.

***Continued on Page 73***



## **Ford Announce More Bad News**

Whatever Ford have got just now its not a good sense of timing. Last month shortly after announcing a multi million dollar re-entry into Formula One came the news of massive job cuts in Ford of Europe including the end of 20% of Ford UK jobs. Now Ford have stated they intend to move to Agency Sales which will result in a very big reduction in the number of Ford Sales Dealers. This is death by a thousand cuts. Ford have been announcing reductions in the number of sales points for years now. It's only 3 years since 99% of the small rural dealers (Retail Dealers in Ford speak) were terminated. Now it appears Agency will bring another round of cuts before too long. Ford are to run a pilot programme on Agency in Holland starting this month. They haven't announced a date for rolling this out into other markets yet, but this is their clear intention.

Agency is a big subject in the industry just now, I've given it a separate section below. So not to give too much away the proof of the pudding is as they say in the eating. Maybe if Ford have any friends in Mercedes UK they could ask how the digestive processes are going?

## **So To Agency**

This is the elephant in the room in the industry just now. To briefly recap for those who haven't been paying attention or have simply got (understandably) bored. For many years those who sell new cars have been known as "Dealers". They buy the cars from the manufacturers they represent at a price and sell for whatever price they want. Now it is proposed by many manufacturers that they will become "Agents" so the Manufacturer will set the price the customer pays. The Agent will maintain a showroom etc to the standard the Manufacturer requires. The Manufacturer will provide a number and range of demonstrators. Having handled the "sale" the Agent will receive the car, prepare and valet it and hand it over. For all this they will receive a fee from the manufacturer, typically a percentage of the selling price.

To say opinions are divided is a bit like saying Russia and Ukraine are having a bit of a disagreement just now. The Manufacturer view is that customers don't like haggling in the showroom, they much prefer knowing that they have paid the best possible price. Apple is often given as an example of how customers want to be treated these days. Many dealers say the manufacturers have no "real life showroom experience" (broadly true) and as a result don't know what they're talking about, basing their opinions on market research and focus groups. Even manufacturers are divided. At a recent industry conference one of the bosses at MG UK said he felt the whole thing was based on some manufacturers having what he called a "very arrogant" belief that they know better than their dealers what customers want. He said he believes "The Agency Models I've seen will by and large fail". Suzuki GB's boss was of the same opinion. He said if Suzuki went Agency they would need to fire him and employ a retailer "Because I'm not a retailer, and neither are any of the other manufacturers". One of the truest statements was from a dealer group boss who said "We dealers won't decide this, the manufacturers won't, the customers will decide". Autocar magazine ran an excellent article questioning "Who Asked For Agency" and making it clear that in their opinion it was the manufacturers not the customers. As Autocar pointed out their sister magazine What Car shows the sort of discount the customer should expect on every make and model. Even in these low discount times around £1500 per car on average. Take a million retail new car sales a year (fleet discounts tend to be agreed by manufacturers already) is £1.5 Billion a year. Transferred from the pockets of the customer to that of the manufacturer. Less the fee paid to the dealer of course.

As I said above the proof of the pudding is in the eating. For this to work for the manufacturers (who are the people driving it) they need to increase their profits whilst maintaining their sales volumes, especially as vehicle supply becomes easier with component shortages reducing. The only manufacturer in the UK currently operating Agency is Mercedes. As I reported last month in January their sales were down 21% in a market up by 15%. And this in spite of then changing the whole national demonstrator fleet, so the real drop was probably around 35%. In February the market was up 26%, Mercedes down 36%!



The new plate month of March will be the big test, Merc can't go on like this. And is Mercedes, always one of the more controlling manufacturers can't make it work what chance have the others got? Meanwhile the Chinese brands entering the UK market with their electric cars are busy signing up new dealers rather than going direct.

## **New Sales**

February is one of those "non months", the month before the new plate month so sales or at least registrations are very low and pretty meaningless. Anyway good to see the market up 26% on last February. At the risk of becoming boring almost all the growth is in fleet sales now the manufacturers are supplying that sector again. Retail sales are actually down 1% year to date whilst fleet are up 40%. March where sales are more concentrated on retail will tell the truth.

## **Used Sales**

Prices are holding except for electric which continue to drop with many dealers unwilling to buy a used electric car except to satisfy a sold order. Tesla have cut new car prices by up to 15% AGAIN with predictable consequences for the value of used electric cars. They promise more cuts and cheaper models in the future, guess where this is going.

Stock remains the problem for most dealers, finding it that is. Used stock available for sale was down 16% in used supermarkets compared to January and franchised dealer used stock was down 11%. The franchised sector can look forward to an influx of part exchanges against new cars in March, the independents and supermarkets will have to continue to fight over what's left.

It's a rare used car section that doesn't mention Cazoo. Their latest announcements say they are making progress and their profit margins are well up. That's from a very low base of course. They continue to cut costs, closing hand-over centres and car supermarket Big Motoring World have just bought at least 70 of the transport vans Cazoo had as they launch their own car buying operation to rival We Buy Any Car. It seems everyone except Cazoo has recognised that the biggest task is finding stock. However Cazoo have done something many people would say they should have done long ago. They have recruited one of the best used car operators in the UK as Chief Operating Officer. Jonathan Dunkley has a working lifetime in used cars and progressed from senior roles in Sytner Group to Chief Executive at Car Shop. If Cazoo will give him the freedom to make and execute decisions they might have a chance yet. Having seen how they have operated so far I'd say that's a big if.

## **Hydrogen**

One of the most cheering things I read recently was that serious work is now going on to establish a sensible hydrogen refuelling network in the UK. A company called Element 2 based in Skipton plans to open 5 sites in the next few months and 35 either open or under construction by the end of the year. Initially these will be largely based on truck stops but hydrogen powered cars will be welcomed. This network will rapidly provide refuel stops around 100 miles apart on all major routes, hardly a problem when the typical range of a hydrogen powered truck will be 300-400 miles, cars even more. Having raised an initial £6.5M to get going Element 2 now needs another £50M this year and the same next. I hope they get it, a drop in the ocean compared to what is being wasted (my view) on electrics.

## **Try Stopping The Payments**

Most new and used cars and vans are bought on finance. Unless you've used an unsecured loan the vehicle belongs to the finance company until you've finished paying for it. If you stop laying the finance company will require to take it back, known as repossession. That is not always easy for them. But the arrival of self driving cars may make things more difficult for non-paying customers. Ford in the US have filed a patent for a system that will allow self driving cars to take themselves back to the showroom should the customer not make the monthly payments!

***Continued on Page 75***



I mentioned this to a friend in the building industry. He says its already happening there. Stop paying and your digger won't take itself back to the dealer. It will simply stop working, go on strike if you like, and won't start again until the payments are up to date.

## **Electric Lease Rates**

A consumer group called Transport & The Environment has been protesting that consumers are being overcharged for leasing an electric car because the suppliers aren't recognising the "strong resale value" of these cars. Obviously these people haven't been around in the last few weeks and months to see the "strong" values of these cars drop by up to 40% in a matter of two months. Forecasting resale values is the bedrock of the leasing industry. You have to predict the future value of the thousands of new cars and vans available in the UK over periods from 2 to 5 years and annual miles from 5000 to 50000. Literally millions of calculations. I spent some of the best years of my life doing it. It makes you head hurt a lot. You have to set out knowing you will get them all wrong, you just hope you get more wrong the right way. Problem is if you set your forecasts too low although you will be protected from losses your monthly rentals will be higher than your competitors so you won't do much business. Set them too high and you get low rentals, lots of business, and lost of losses when you sell the cars at the end. Its one of the few businesses I know where you worry if you sell a lot of something.

However well you plan you can't forecast some events. In the late 1980s the strongest resale values of an car group were the so called hot hatches, XR2s and 3s, GTis and so on. I was at the time running a leasing companies and forecast continued high values for these, what could change? Then they became even more popular with car thieves than paying customers, so insurance rates shot up and values collapsed. By about £2000 a car. We had 2000 of them so were facing a loss of £4M. Our major shareholder at the time was an Australian bank. The current exchange rate was 2.5 Aussie Dollars to the Pound. One of my Australian Co-Directors used to delight in welcoming me to the monthly Board Meeting "Here's \$10M man!"

Of course we didn't lose £4M. We worked our way out of it, we extended the contracts, when they did come back put them out again on secondary leases, anything but sell one. When they did eventually come back for disposal we got innovative about selling them and the whole insurance problem had calmed down to an extent so we came out just about clean. Leasing companies will have lost fortunes selling electric cars in the last few months and are facing more big losses to come. I'd like the campaigners to try the job, but only on the basis they are personally responsible for any losses on electrics!

Talking of car theft affecting car values I'm told its now very difficult to insure a Range Rover in London. In spite of the fact that the Range Rover is hardly the best selling car in the UK, price sees to that, it is the second most stolen with more than 5200 "nicked" last year. Most of these were stolen in London. Many insurers (including Land Rover Insurance!) are no longer offering cover to London customers. One driver with a used Range Rover worth £50000 was asked £38000 for insurance. Another wanted to insure a very top model which was going to cost him £210000 to buy. He could do that for "only" £6000 but in the case of theft he would be paid out "market value " of £149000.

Problem is Range Rovers are very "exportable" so when stolen will disappear into a shipping container and emerge in a right hand drive market such as anywhere in the Far East where tracing it will be difficult or impossible.

## **Have Aston Martin Turned The Corner?**

Only very recently I wrote about more bad news for Aston. But at last some good. In the last quarter of last year they made a PROFIT! £16M in three months. For the past four years they have lost an average of £75M a quarter. Big help was 36 of the £2.5M Valkerie hypercars in that quarter. However the loss for the year was still £495M so Aston are a long way from out of the wood yet. One swallow does not a summer make but a good sign hopefully?



## Internal Combustion Goes Out On A High

Some would say that the Aston Martin Valkerie referred to above is the zenith of ICE cars. Others dismiss this as a barely road legal race car. The alternative candidate is one you may not have heard of the Bugatti Centodieci. Centodieci = 110 (it helps sometimes when Mrs G is part Italian). This car was conceived to celebrate 110 years of Bugatti, that was in 2019. In 2022 they built 10 examples. Somewhere over 8M Euros a time plus taxes, all 10 they have made sold long ago to Bugatti's favoured clients.

The ancestry of this beast goes back to VW Group head Ferdinand Piech, who designed the Porsche 917 amongst other things, buying Bugatti as a showcase for VW Group's engineering excellence. Result was the Veyron which Dr. Piech insisted must have 1000 bhp. Which of course it did. Rumour has it that whilst selling Veyrons at over \$1M a time VW lost over \$4m PER CAR but honour was satisfied. The Veyron was followed by the Chiron, now 1500bhp!

Centodieci tops Chiron. 1600 bhp. And lighter. It's restricted to 260 mph although Bugatti say unrestricted it will hit 305. On the road! They restrict it because at 305 even the special (very special) tyres are getting a bit marginal. And you wouldn't want marginal tyres at 305 would you? Also at that rate it will empty the 100 litre tank in 7 minutes. OK you will have done 35 miles in that 7 minutes but if you haven't reached the next service station (or more likely your butler with the bowser) what's the point? And 0-62 mph in 2.4 seconds. Why not?

## Charity Challenge

It seems there were problems last month with the link to my Just Giving page and some people who were keen to donate were not able to. So if you were one of those, here is the link again, and thanks in advance for your patience and generosity.

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

The 2023 Challenge is on schedule, suitably as there is so much Jaguar news this month I've just passed Coventry where proper Jaguars used to be made.

*Paul Gilligan*



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Greystoke, Penrith  
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01768 484 185

Imagine positive rack and pinion steering like our Jaguar's.

The reliable, race-toughened engine of our MGB.

Rugged transmission and disc brakes like our Triumph's.

The same parentage as our Land Rover.

All in the Austin Marina.  
The tough economy car from British Leyland. \$2675.\*

Because it is comprised of proven components like those in the best of British Leyland, the Marina is one of the most experienced new economy cars on the market today.

The Marina has cat-like roadability, thanks to rack and pinion steering and torsion bar suspension, a sports car responsiveness with four-speed gearbox and front disc brakes, and the reliability of the MGB engine, already proven in over 2 billion miles of driving.

What's more, everything comes enclosed in Marina's strong steel body whose lean, clean lines reflect the English appearance of unobscured good looks.

Long-lasting good looks that are protected by an extensive anti-rust/electroplating process and 64 square feet of undersealant for added protection.

Test drive the new Marina 2-door GT or 4-door sedan at your Austin MG dealer. For his name and for information about overseas delivery, call (800) 447-4700. In Illinois, call (800) 222-4400. The calls are toll free, of course.

**Austin Marina**  
The tough economy car from British Leyland  
British Leyland Motors Inc.  
Leonia, New Jersey 07068

\*Manufacturer's suggested retail price. P.O.E. Does not include inland transportation, local taxes and preparation charges. Wholesale optional extra.

AUGUST 1982 | 9



# Hyundai Nexo

## Hydrogen fueled Car



Australia's first hydrogen car comes to market, complete with charging stations in just 5 minutes.

The car travels 900 kilometers with the tank full and purifies the air as it moves forward.

For the first time, hydrogen fuel cell technology is being applied serialized in a commercial car and, above all, it allows for such important autonomy, with very reduced charging times.

This is Hyundai Nexo, a small-cylinder car that beats all car manufacturers in the world and sets a sustainability record, with a charge of 6.27 kilograms of hydrogen purifying 449,100 liters of air on the road (as much as breathing consumption) of 33 people for a whole day) and it only emits water down your exhaust pipe. This car produces no CO2 or other polluting emissions; just think that an equivalent vehicle, with a traditional combustion engine, emits about 126 kg of CO2 at the same distance.

The hydrogen engine thus enters the automobile market and intends to join the electric one among the sustainable mobility solutions the world is adopting. Hyundai thus becomes the first automaker in the world to produce a hydrogen fuel cell vehicle for the market.

The car is equipped with a hydrogen fuel cell system that, to generate electricity, passes the gas through a membrane structure where it meets the air taken from the external environment, a process that feeds an electric motor. The excess electricity generated, including energy stored during braking, is stored in a lithium-ion battery. Refueling the nexo takes 5 min.

The first country to put the car on sale was Australia, where the first gas stations were also built.

A true vision of a sustainable future.

@pasionepermotori



**Sexiness wears thin after a while and beauty fades, but to be married to a man who makes you laugh every day, ah, now that's a real treat**

In the U.S.A., an elderly Irishman accidentally rear-ends a guy driving an expensive sports car.

Enraged, the guy hops out of his car and confronts the old man.

"Look what you did to my car" he yells. "you're gonna give me \$10,000 right now, or I'm gonna beat you to a pulp!"

"Oh my," says the old man, I don't have that kind of money. Let me call my son, he trains dolphins, and he'll know what to do.

"Dolphins," the other driver huffs while rolling his eyes.

The old man pulls out his phone, dials his son, and just as the son answers, the irate man snatches the phone away from the old man.

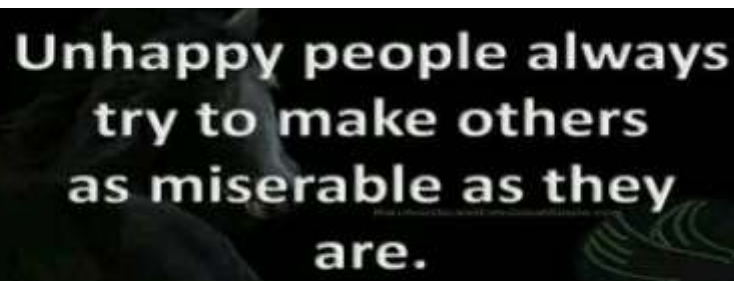
So, YOU'RE a dolphin trainer, huh? Well, your old man here just rear-ended my car, and I need ten grand right now, or I'm gonna beat you AND your old man to a pulp.

I'll be there in 10 minutes, says the voice calmly on the other end.

Exactly ten minutes later, a jeep pulls up, and an incredibly fit, muscular Irishman hops out and proceeds to pulverize the bully, leaving him in a heap on the side of the road.

When he's finished, he walks over to his father and says

**"For the LAST TIME, dad - I train SEALS . . . . . NAVY SEALS . . . . . NOT Dolphins."**





# Croft or Rufforth

I wonder whether anyone can help me sort out these photos which I took in 1969 (not sure of exact date but MIGHT have been 28/29 June). Over one weekend, I covered meetings at Rufforth on the Saturday and Croft on Sunday for Autosport. I'm now trying to sort out whether these are from Croft or Rufforth - or some of both. Croft has changed beyond all recognition and Rufforth no longer exists as a motor sport venue (as far as I know). A couple of the shots show what is clearly a runway so I'm guessing they are from Rufforth but if anyone can tell me more, I'd be very pleased. One of the races appears to have been a team race or perhaps a relay judging from the letter+number format. I only did the photos, the Autosport (and possibly MN) reports were written by local regular reporter John Higham. Thanks for any help you can muster.

Best wishes

Pete

Peter McFadyen

E: [peter@petermcfadyen.co.uk](mailto:peter@petermcfadyen.co.uk)

W: <https://petermcfadyen.co.uk>





# M-Sport to bring expertise to the Motorsport UK Academy Co-Driver Programme



The Motorsport UK Academy Co-Driver programme members will benefit from the expertise of leading World Rally Championship (WRC) team, M-Sport, to further enhance their skillsets.

Led by Malcolm Wilson OBE, M-Sport is an industry-leading motorsport business and one of the most accomplished WRC teams with multiple victories and podium finishes.

The partnership between M-Sport and the Motorsport UK Academy will support and develop the next generation of world-class Co-Drivers, giving opportunities to provide relevant industry opportunities and insight, leading to dualcareer pathways.

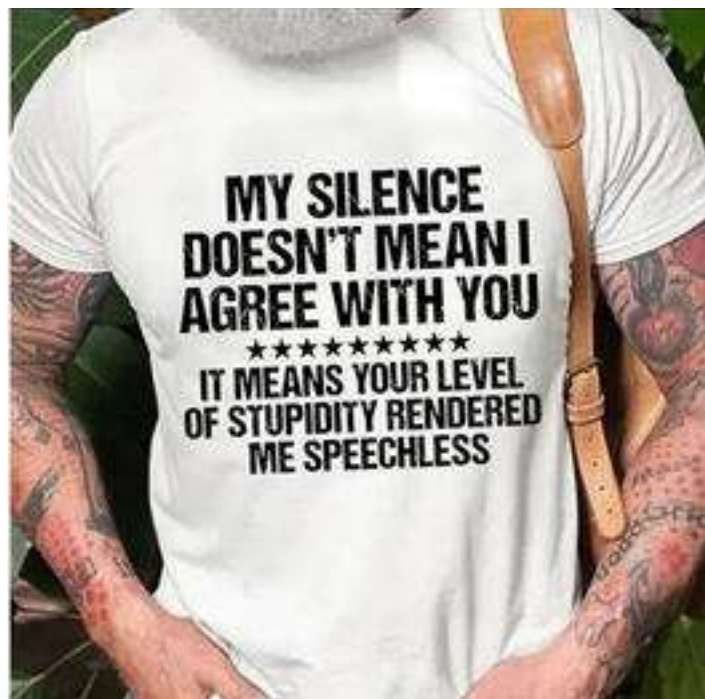
The newly announced 2023 Co-Driver cohort will be the first to benefit from this collaboration, by visiting M-Sport's HQ in Cumbria in March. During the two-day visit, the Co-Drivers will hear from guest speakers and pitch for work experience opportunities, where the Motorsport UK Academy will be supporting up to three members of the group to be a part of the M-Sport support team for three WRC rounds in 2023.

"By exposing our Co-Drivers to the high performing environment of WRC, we're aiming to provide them with the relevant skills and tools to operate at a high level," commented Katie Baldwin, Motorsport UK Competitors Pathway Manager. "This is a fantastic opportunity for the Motorsport UK Academy to become a supply chain of talented Co-Drivers, who have the capability of representing M-Sport in the future, whether that be within a co-driving capacity or through other roles."

Rich Millener, M-Sport Team Principal said, "I am very excited that we can now announce M-Sport will link up with the Motorsport UK Academy Co-Drivers programme this season, giving them some once in a lifetime opportunities, whilst giving some of them the additional opportunity to actually experience the WRC from inside our team, on event.

"Last year we hosted one of the Motorsport UK Academy training days at Dovenby Hall and this got me thinking about how we could offer new and different concepts to the already successful programme. I am really looking forward to having some of them working with us at WRC events, giving them a real chance to see how the top-level teams operate on events along with allowing them the opportunity to make new contacts and meet new people within the sport.

"These young and upcoming co-drivers are key to the success of the sport in the future and I hope this partnership will see us helping to develop the next set of World Championship winning co-drivers from the UK.





# PROTESTS AND APPEALS

Most competitors will never have lodged a Protest or Appeal. Here Revolution outlines the processes involved

As part of the judicial process at any Motorsport UK-licensed Event, competitors are entitled to lodge a Protest against another competitor if they believe that competitor has committed a breach of the regulations. Similarly, competitors have the right to lodge an Appeal against a decision, act, or omission by an official where they believe such decision or action has been made in error or the official has failed to act in accordance with the regulations.

Protests will normally be dealt with by the Clerk of the Course, while Appeals against a Clerk's decision will be heard by the Stewards. Unless it is a Technical Eligibility Appeal against the eligibility decision itself, in which case the Appeal will be direct to the National Court. An Appeal only against the penalty applied by the Clerk can be dealt with by the Stewards. Any further Appeals against a decision of the Stewards will also be heard by the National Court.

While Protests and Appeals are not particularly common in motorsport, they are a mechanism which Competitors are entitled to utilise (subject to certain restrictions) where they consider something inappropriate has occurred, or if they have been unfairly treated. A fee or deposit is payable for lodging a Protest or Appeal, but this will normally be refunded if the Competitor's case is upheld. As most Competitors will never have lodged a Protest or Appeal, they may not be familiar with the process for doing so. The process is, in the main, logical, and not unduly complicated, but it is important that the correct steps are followed if such a Protest or Appeal is to be fully considered. An incorrectly framed Protest or Appeal can be rejected, and the fee forfeited. As part of their training Motorsport UK licensed officials are advised that they should not provide advice to competitors on how to go about submitting a Protest or an Appeal. This is not because officials want to appear unhelpful, or because they wish to discourage the lodging of such challenges. It is simply that if they provide, in good faith, advice which is followed, but then subsequently turns out to have been incorrect, the competitor may unwittingly forfeit their rights in that case. Those who receive Protests or Appeals for consideration will, in fairness to all parties, expect the competitor to know the correct process and to have followed it and are unlikely to waive the requirements for due procedure on the basis of incorrect advice having been given. All the relevant procedures are set out in detail within the General Regulations in the Motorsport UK Yearbook. Protests are covered in Chapter C.5, while Appeals to the Stewards are in Chapter C.6 and Appeals to the National Court are in C.7

However, to assist competitors – to whom the process may well be new – Motorsport UK provides a series of simple one-page guides on the key steps for lodging a Protest or Appeal. There are four such documents covering:-

- A Protest against another competitor
- An Appeal against a Clerk of Course decision – non-technical
- An Appeal against a Clerk of Course decision – technical
- An Appeal against a Steward of the Meeting decision.

Each of these guidance documents is available in the Motorsport UK website Resources Centre, [HERE](#). Select 'Competitors & Licensing' on the left-hand column, and then 'Judicial Notes for Guidance' in the subsequent list, also in the left-hand column. Where an Appeal is being made to the National Court, the initial step is lodge a brief Notice of Intention to Appeal within the prescribed time limit (with the relevant fee or undertaking to pay it). There is then a more detailed timetable which must be followed for submitting full details of the Appeal and responding to the other party's submissions (see Chapter C.7 of the Yearbook).

While Protest and Appeal procedures may appear daunting at first sight, the documents referred to above should assist in guiding you through this and Competitors should not be discouraged from pursuing a Protest or Appeal where they have good grounds. Fairness and equity are cornerstones of our sport, and it is important that any potential grievances are lodged correctly, considered fully, and dealt with appropriately. Only by doing so will we ensure a fun, fair and safe sport for all.

Workings of the Court Jamie Champkin, Motorsport UK Regulatory Counsel and Disciplinary Officer, is as familiar with the inner workings of the National Court as anybody.

"The panel of permanent judges is headed by three barristers and a retired solicitor, all of whom have experience of competing in motorsport, and they are led by Mark Heywood QC," explains Champkin. "The fifth member of the panel is an extremely experienced international motorsport steward and also a lay magistrate. Therefore, the Chairs of the Court are all experienced in delivering the administration of justice and have between them approximately 150 years of experience." Additionally, depending on the nature of the case, the judges can call on the guidance of experienced motorsport officials such as race stewards to advise on driving standards and technical officials on Eligibility Appeals.

***Continued on Page 81***



## ***Protests & Appeals Continued from Page 80***

“The independence of the court is absolutely vital,” says Champkin, explaining that despite being funded by Motorsport UK the National Court is a separate body. “If it was not independent then it could not possibly exercise its function ‘judicially’. To act judicially literally means to sit in judgment fairly, taking into account all the available evidence; in other words, the principle of the fair hearing that we are used to in our everyday existence is mirrored in the judicial structure of our sport.”

A hearing is only ‘fair’ if all relevant parties have the opportunity to present all admissible evidence, be that witness testimony or documents and images. Crucially, the court upholds the right to cross-examine witnesses, just as any proper court should. “These are basic human rights and are essentially enshrined in the function of the National Court,” says Champkin. Transparency, meanwhile, is every bit as important as a fair hearing. That’s why reports are published in full for all National Court cases, both on Motorsport UK’s website and in Revolution. While Clerks of the Course and Race Stewards typically do an excellent job during race meetings and other events, the National Court can often be better placed to reach a fair verdict – not least because a case may be heard a significant time after the fact, allowing new evidence to come to light.

An important function of the court is to sit as the appeal body for technical cases. If a competitor has been disqualified on technical grounds and chooses to appeal the technical decision, for instance, the case will be heard in the National Court.

“In these cases, the procedure is entirely by written submissions which are exchanged for comment. The UK court is fortunate to have access to technical and legal expertise of the highest calibre to determine such detailed cases involving the interpretation of regulations in a practical context.” Technical infringements, however, make up only a small proportion of the National Court’s work. More common are appeals, plus investigatory and disciplinary cases. Champkin describes the latter as “frequently being an excess of passion for the sport”.

That might concern parents of a young competitor causing problems in parc fermé, for instance, feeling that some slight has been directed towards their child. Or it might be a driver effectively using his or her vehicle as a weapon on track. Understandably, such cases must be heard by a fair and independent judiciary so that other competitors can be protected, and the highest behavioural standards be upheld. “By the time cases are heard,” adds Champkin, “it is true to say the heat has gone out of a situation and therefore the person appearing before the court is presenting in a different light altogether. That is where the judicial ability of the court to strike a balance between maintaining the regulations and arriving at a just outcome is critical, and in turn is the justification for the composition of the court.” In recent years, Champkin has noticed a significant rise in the level of abuse being directed towards competitors and officials on social media

In response, Champkin and his colleagues have worked closely with Motorsport UK’s Safeguarding Team (see Revolution October 2022 [HERE](#) ) to refine their regulations and policies to help manage such situations. This review is dynamic. The intention is to deal with problems on social media in a proportionate manner, but with a zero-tolerance approach. Where necessary, Champkin says he “will have not the slightest hesitation in putting the conduct before the National Court.” Occasionally, technical infringements and disciplinary hearings are one and the same – the common term in this instance is, of course, cheating. Champkin recalls one particular case: “Some years ago, a very significant case of what can only be described as deliberate and persistent cheating arose involving kart engines with a fully established machine shop having been set up for the purpose. The miscreants were banned from the sport and fined what was then the maximum of £26,500.” The maximum fine today is £60,000 and can be enforced, if necessary, by means of the County Court debt mechanism.

After all, by taking out a competition licence, a motorsport competitor is contractually agreeing to be fined in case of any wrongdoing. The Tribunal Room at Motorsport UK House, and more recently the conference room at Bicester HQ, have been witness to an enormous number of cases over the years, be they technical, disciplinary, or investigatory in nature.

Sometimes, on investigation, a matter may be different to its first impression and therefore as a Governing Body, Motorsport UK may choose to handle the matter without reference to the Court, for example by written undertakings as to future conduct.

All Competitors and other licence holders who are Disqualified or suspended from holding a Motorsport UK Licence are logged on the Suspensions Register , which is a publicly accessible document.

***Jamie Champkin : Motorsport UK : March Revolution***



## Upgrade your **FREE** **RS Clubmans Licence** **for Only £19.99!**

For 2023, Motorsport UK is offering RS Clubman members the opportunity to **UPGRADE** their membership for £19.99 from digital-only, to access a range of enhanced benefits, including:

- A 2023 physical and personalised RS Clubman licence card
- Motorsport UK lanyard and card holder
- A 2023 Motorsport UK Competitor car sticker
- Enhanced partner Member Benefits including: :-
  1. In-store discount at Halfords
  2. A free fuel card (RRP £25) with a discount on the pump price of both petrol and diesel
  3. Free Tastecard (RRP £34.99) with a range of 2-for-1 dining or 50% discounts at a wide range of restaurants and takeaways (including Prezzo, Zizzi and Carluccio, Papa Johns, Domino's, Pizza Hut Delivery), discounted cinema tickets and days out (including Alton Towers, Legoland and others!)
  4. Up to £120 cash back on road tyre purchases with Pirelli
  5. Discounted MOTs, road tyres and competition tyres at Protyre
  6. Discounts on the full range of Wera Tools

Many more additional motorsport, automotive, event, experience, travel and High Street savings

You already have access to your free of charge digital licence, however it's not too late to **UPGRADE** your licence for the season ahead and access these enhanced benefits.

[membership@motorsportuk.org](mailto:membership@motorsportuk.org)

## A taxing situation

According to unofficial sources, a new simplified income-tax form contains only four lines:

1. What was your income for the year?
2. What were your expenses?
3. How much have you left?
4. Send it in.

## A Pastor entered his donkey in a race and it won.

The Pastor was so pleased with the donkey that he entered it in the race again and it won again.

The local paper read: **PASTOR'S ASS OUT FRONT.**

The Bishop was so upset with this kind of publicity that he ordered the Pastor not to enter the donkey in another race.

The next day the local paper headline read: **BISHOP SCRATCHES PASTOR'S ASS.**

This was too much for the Bishop so he ordered the Pastor to get rid of the donkey.

The Pastor decided to give it to a Nun in a nearby convent.

The local paper, hearing of the news, posted the following headline the next day: **NUN HAS BEST ASS IN TOWN.**

The Bishop fainted.

He informed the Nun that she would have to get rid of the donkey so she sold it to a farm for \$10.

The next day the paper read: **NUN SELLS ASS FOR \$10**

This was too much for the Bishop so he ordered the Nun to buy back the donkey and lead it to the plains where it could run wild.

The next day the headlines read: **NUN ANNOUNCES HER ASS IS WILD AND FREE.**

The Bishop was buried the next day.

The moral of the story is . . . being concerned about public opinion can bring you much grief and misery and even shorten your life.

So be yourself and enjoy life.

Stop worrying about everyone else's ass and just cover your own !!!

You'll be a lot happier and live longer!







### Dual Standard Helmets

A reminder that helmets could have more than one approval standard. Where a helmet is approved to more than one standard, then as long as a minimum of one of those standards is currently valid then the helmet is acceptable. Commonly this would be both a Snell and an FIA standard. For example, a helmet could be approved to both FIA 8860-2010 and Snell SA2010 standards.

So – to follow the example above – although the Snell SA2010 standard is set to expire at the end of 2023, the FIA 8860-2010 standard (shown to the right) remains valid beyond this date, therefore such a helmet remains acceptable for 2023 and beyond until such time as the FIA 8860-2010 is withdrawn.

You do need to read the FIA label carefully to make sure it is one of the helmet standards listed in K.10.3.1, as the earlier FIA helmet standard label, before the hologram system was introduced, is very similar in appearance to the early FIA 8858-2010 standard label shown below (for non-8859/8860 helmets compatible with FHRs), this is not a helmet standard and requires an accompanying valid helmet standard, such as a Snell label. Take care not to confuse it also with the FIA 8858-2002 label below, which relates to the FHR tether anchorages and again must be combined with a valid helmet standard.



### Competition Car Logbook Expirations

As you are aware, the phasing out of the old-style Competition Car Logbooks continues with the latest batch, CCLBs issued between 1st January 2000 and prior to 31st December 2004, having expired at the end of 2022.

The date of issue on the Competition Car Logbook can be found on the top right-hand corner of the front page. However, a good suggestion from a Scrutineer was to advise you of the last CCLB number issued during this period, as this is an easy reference to identify the logbook. Our records show that the last CCLB issued prior to 31st December 2004 was no. 26639. So, any CCLB with this number or lower should now have expired.







### 2023 Yearbook Updates

#### Tyre List 6

Please be advised that the Motorsport UK Yearbook has been updated to add the following new tyres to Tyre List 6 (*Tyres for unsealed surface stage rallies*).

**Dunlop** • Direzza 88R

**Michelin** • G70 / G80 / G90

**MRF** • ZG4

The updates have been made to the online version of the Yearbook found in the [Resource Centre](#), and it can also be found in the 2023 Yearbook Errata viewable at the following link: [2023 Yearbook Errata](#)



ASN Safety Bulletin #24

### Frontal Head Restraints (FHR)

Are designed to restrain the driver's head relative to his torso during a frontal or angled frontal impact, thereby reducing the loads on the neck



In order for the FHR to work effectively, it is important that it is installed in accordance with the 'Guide and installation specification for HANS, or Hybrid Pro devices in racing competition' ASN Bulletins Nos 14 & 15 provide the best practices for selecting and installing the devices.

In addition, it is fundamental that the FHR, FHR tether, Helmet & Helmet-M6-Terminals are FIA approved. Devices, it is important to ensure "Compatibility and permitted use of items approved to the FIA 8858-2002, 8858-2010, 8859 -2015, 8860-2018 Standard".

### Counterfeit Harness

The harness shown in these photos was sent in to us by a Scrutineer who found it fitted in a car at a recent event. Purchased new from a well know online auction site!

The obvious flag that this is a counterfeit product is a lack of the FIA security hologram on the left hand shoulder strap (or any of the straps!). upon close inspection the general quality of the label embroidery also raises concern, with inconsistent font sizes and spacing as well as the labels being poorly stitched into the belt.

However, the final and conclusive check comes when you check the homologation number of [FIA Technical List No.24](#) the homologation D-253.T/98 ended 2017, so with a 5 year life the latest 'not valid after' date as shown on the technical list would be 2022, whereas the harness presented shows 2024. A date not possible for this homologation!





# FOR SALE

## Ex Works GSM

Extremely rare road/race car believed to be one of three entered by the works in the Nurburgring 500km in 1961.

It is fully road legal and race ready in many respects, complying with the regulations of the HSCC Historic Road Sports Series.

It could have Goodwood Revival potential, a Delta having won a race there in 1961 driven by Jeff Uren.

It has recently been the subject of a complete restoration retaining almost complete originality but the originally flat topped wheel arches have been slightly rounded.

The 997cc engine spec includes steel main bearing caps, steel connecting rods and rocker gear pillars, lightened rockers, forged pistons, race cam and vernier timing wheel.

Although currently fitted with a hollow iron crankshaft, a steel crank requiring regrind to -30 comes with the car.

**Another GSM restoration project is available.**

Partial rebuild about 20 years ago not completed due to death of the then owner.

I acquired it four years ago and recently completed the rebuild.

**Contact : Ed Glaister**

Email : [edgsm2@gmail.com](mailto:edgsm2@gmail.com)

# £14,500



**Stop being offended**

by a Facebook post,  
by a piece of art,  
by people displaying affection. or  
by what someone said to you.

**Be offended**

by war, poverty, greed and injustice.

- Sue Fitzmaurice



# FOR SALE

## Edwardian Overland

Edwardian Overland car which is for sale locally.

The car is in Maryport and the sale is being handled by a friend who is a VVC man.

If anyone is interested please contact Bernard Williamson for more details

[ba.williamson@btconnect.com](mailto:ba.williamson@btconnect.com)



## WANTED

### Renault 16 flywheel

A complete engine would be considered too.

Please Contact Mark Milne

[markmilne45@gmail.com](mailto:markmilne45@gmail.com)

## WANTED

Ford E93A sidevalve motor or  
part motors mainly for parts.

Please Contact Dickie Milne

[milne1886@gmail.com](mailto:milne1886@gmail.com)



# 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 second 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)



# FOR SALE

## 1934 Austin Seven Special

### 2 Seater open topped tourer

### Rebuilt from Chassis up

- V5C in my Name. Original Registration
- Aluminium body on ash and oak
- Plywood Floor & body panels

#### Engine

- 750cc Ruby 3 bearing engine
- Approx 3,000 miles since overall including:-
- High Compression Head planed by 50Thou
- New Valves, Guides & double springs
- Inlet & Outlets ported, 1<sup>1</sup>/<sub>4</sub> SU Carb fitted
- Refurbed fuel pump with new Diaphragm
- Lightened Flywheel & Double Clutch plates
- New Exhaust system
- New brake Linings & front cable
- Differential checked & adjusted for play
- New oil seals and new pinion bearing
- Converted to 12v negative earth
- 5 new tyres
- Vehicle located in Dalston (Carlisle)
- **Contact Eric Smith on 07926 212272**
- **Or email [avilanderic@icloud.com](mailto:avilanderic@icloud.com)**

#### Problem Areas

- Dynamo / cut out not functioning - battery not charging
- Speedo drive at gearbox needs attention
- Fuel level monitored by dip stick
- Brakes pulling to one side (Near side rear needs sorting)
- Brake pedal position awkward and too much travel
- Windscreen wipers very basic. Needs better motor
- Home spun Hood but no side screens
- Paint work could be better



# £7,500



# For Sale GT40

## SGT Chassis No60 (2020 built)

Rare opportunity to get a great low cost starting point for a GT40. Car has been built as close to original as is possible under latest IVA restrictions on arguably the best chassis available in the UK. IVA restrictions have been followed throughout the build to make passing IVA easier. Chassis is rolling and engine is running, not many parts needed to get it drivable and ready for IVA, its 80-90% done. A great package that will be worth more than double when through IVA and finished. Unfortunately lack a of time, funds and the space needed to finish it forces sale.

### Includes following and more:

- Ali panels
- Suspension, wishbones, arms, springs & dampers, steering rack and column, uprights, roll bars
- Heated windscreen
- Handles and catches
- Front lamp covers
- Gearbox adaptor kit - plate, flywheel, clutch, starter, spigot adaptor
- Replica 15-inch wheels and tyres
- Fuel tanks
- Slam catches, duzs fasteners and body latches
- Pedal box, cylinders, brakes and clutch lines kit, handbrake, bar & compensator, cables
- Body fitting bars
- Gearbox (Audi 01x), adaptor kit - mounting plate, flywheel, spigot and bearing, clutch, starter
- Gear shifting kit
- Wiring loom, relays, fuse box & immobiliser
- Front and rear lights various
- Dash, replica smiths' gauges, switches, vents and sub loom
- GT40 Fuel cap and parts
- Disc brakes (drilled and vented), callipers and pads
- Harness bar
- Steering wheel and quick release boss
- Seats
- Cooling pipers, radiator, fans, Davis craig pump & fixings various
- Heater blower, cold blower, ducting & fixings
- Wiper & wiper motor
- Race battery and holder

Various misc parts, screws, washers, nuts, bolts, rivets, bonding etc  
351w engine (Running), rebuild and parts (alternator, dizzy, plugs, leads, inlet, carb, pulleys, brackets etc)

Bundle of snake's exhaust

Body work (Doors, sills, spider, 2 front duct covers, periscope vents, mk2 front, mk2 rear with custom stainless-steel insert for rear opening as originals)

All paperwork collected along the way. Serious enquiries only!!!

**£ 28,000 ono**

[dwandpnic@btinternet.com](mailto:dwandpnic@btinternet.com)





# Morgan Three Wheeler Club

## MogMatch Scheme

For the last seven years the Morgan Three Wheeler Club has been operating the MogMatch scheme. The objective of which is to get Morgans into the hands of young people by making them available at well below normal market prices. So far, 16 young people have benefitted from the scheme – acquiring either up and running cars or restoration projects.

We are keen to make MogMatch available to young enthusiasts outside the MTWC and are grateful to the VSCC for this opportunity to publicise it in the Weekly News Sheet. Any young VSCC Member with a limited budget looking to own a Morgan Three Wheeler should consider contacting Steve Lister at [stevelister6421@btinternet.com](mailto:stevelister6421@btinternet.com) indicating preferred model; running or restoration project, and budget.

### **This restoration project is currently available:**

A substantially complete 1930s Three-Speed Super Sports including Chassis; Gearbox and Forks; Hubs, Sliders, Springs and Sprockets; Prop-shaft; Brakes; Steering Column, Wheel and Controls etc; Three new Road Wheels; Matchless MX2/4 OHV W/C Engine with Clutch, Manifold and Carburettor; Exhausts and Silencers; a nicely repaired Original Super Sports Barrelback Body that just needs new skirt panels and painting - Fully Upholstered seats and side panels; some Instruments; Wings; Fuel and Oil Tanks; and a Dismantled Radiator. It comes with 1933 Buff Log-book. For just £6750 and you don't have to be an MTWC member to apply.



**Please contact Steve Lister**  
**at [stevelister6421@btinternet.com](mailto:stevelister6421@btinternet.com)**  
**for further details and photos.**

We would particularly like to thank MTWC members – Gordon Button, John Blower, John Cowley, Terry Cowley, Ray Chriss, Ian Hatton at Verralls; Andrew Morison, Graham and Paul Phillips, Sam Savage, John Snell, Mike Sythes, Graham Williams and the MTWC Used Parts Scheme without whose tremendous support this opportunity would not have been possible.





# Manx Auto Sport **Manx National Rally**

**12 May – 13 May**

ORGANISED & PROMOTED BY:  
**MANX AUTO SPORT**  
SAFELY SKILFULLY  
[WWW.MANXAUTOSPORT.ORG](http://WWW.MANXAUTOSPORT.ORG)

**MR**  
**MANX RALLY**

**12<sup>th</sup>/13<sup>th</sup> MAY  
2023**



Manx Auto Sport and the organisers of the 2023 Manx National Rally, are pleased to announce, that the regulations for the event are now live on the website!

<https://www.manxautosport.org>

**Entries will open at 7pm on Monday 6th of March**

The regulations for the Manx Rally Championship 2023 will also go live later today

A big thank you goes out to everyone involved in this year's National. As always, your help is greatly appreciated!

**Liverpool MC & Kirkby Lonsdale MC**

## **BARBON HILLCLIMB**

**10<sup>th</sup> June & 15<sup>th</sup> July**



Barbon Hillclimb is a relatively short but very quick speed Hillclimb course just outside the village of Barbon, near Kirkby Lonsdale in Cumbria.

The new course record of 20.08 seconds set by Jos Goodyear in July 2015 makes Barbon the fastest Hillclimb course in the UK – Jos set an average speed from start to finish of 90.66mph. Opened in 1950 the spectacular venue with views out over the surrounding countryside may be home to one of the shortest Hillclimbs in the UK, but its 675m long course climbs 61m (200ft) on the side of Barbon Fell and is incredibly popular with drivers who enjoy the challenge and great atmosphere that the venue provides. It's great for spectators too, the whole of the course is accessible for viewing and you also have full access to the paddock area where the cars (and drivers) "rest" between runs.

[https://www.liverpoolmotorclub.com/  
barbon-hillclimb/how-to-enter/](https://www.liverpoolmotorclub.com/barbon-hillclimb/how-to-enter/)





# Register Now!



ANCC Stage Rally Championship

## 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>

# DON'T EVEN THINK IT!



**POLICE**  
**THOUGHT POLICE**  
**OPERATE IN THIS AREA**

THE THIRDS IN RETIREN  
AND THE BRIGHT LINE

## Regardless Motor Club Steve Gornall Memorial Road Rally

After the first successful running of the



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**



**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	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:**  
**17th April**  
**15th May**  
**5th June**



# Practical Marshal Training in the North West.

Practical training sessions are back again in the North West. Open to new and any marshal wishing to refresh their skills.

The Lymm sessions are planned to give you hands on training at a live motorsport event!

The Fire Training session at Blackburn will once again will be using the Pennine Fire Training Unit. Please follow the booking links below;

**Read page 41 on report from 2018 - [link below](#)**

<https://sd34msg.org.uk/wp-content/uploads/2018/09/Sept-18-Spotlight-compressed.pdf>

For those needing to do a theory session before this practical session, go to;

<https://www.motorsportuk.org/volunteers/marshals/online-marshals-training/>

<https://www.motorsportuk.org/wp-content/uploads/2019/08/2019-06-18-fire-extinguishers-handling-guidelines.pdf>



**Pennines fire rig**



Date	<b>Saturday 17<sup>th</sup> June &amp; Possible 12/13<sup>th</sup> August 2023</b>
Time	<b>2pm to 3pm</b>
Venue	<b>Poplar 2000 Motorway Services, Lymm, M6 J20/ M56 J9.</b>
Topics Covered	<b>Event Set up</b>
Booking	<a href="https://autotest.sapphire-solutions.co.uk/eventlist.php?sitename=training">https://autotest.sapphire-solutions.co.uk/eventlist.php?sitename=training</a>
Also see;	<a href="https://sd34msg.org.uk/wp-content/uploads/2023/02/2023-CSMA-Lymm-Final-Regs-v1.1-.pdf">https://sd34msg.org.uk/wp-content/uploads/2023/02/2023-CSMA-Lymm-Final-Regs-v1.1-.pdf</a>
Date	<b>Sunday 18<sup>th</sup> June &amp; Possible 12/13<sup>th</sup> August 2023</b>
Time	<b>9am to 3pm</b>
Venue	<b>Poplar 2000 Motorway Services, Lymm, M6 J20/ M56 J9.</b>
Topics Covered	<b>Introduction to; Marshalling, Timekeeping &amp; event management.</b>
Booking	<a href="https://autotest.sapphire-solutions.co.uk/eventlist.php?sitename=training">https://autotest.sapphire-solutions.co.uk/eventlist.php?sitename=training</a>
Also see;	<a href="https://sd34msg.org.uk/wp-content/uploads/2023/02/2023-CSMA-Lymm-Final-Regs-v1.1-.pdf">https://sd34msg.org.uk/wp-content/uploads/2023/02/2023-CSMA-Lymm-Final-Regs-v1.1-.pdf</a>
Date	<b>Saturday 15<sup>th</sup> July 2023 &amp; Possible 9<sup>th</sup> September 2023</b>
Time	<b>11am onwards 5 sessions</b>
Venue	<b>M65 Motorway Services, Junction 4, Blackburn</b>
Topics Covered	<b>Fire Training – 30-40 minute session</b>
Booking	<a href="https://autotest.sapphire-solutions.co.uk/eventlist.php?sitename=training">https://autotest.sapphire-solutions.co.uk/eventlist.php?sitename=training</a>
Also see;	<a href="https://sd34msg.org.uk/wp-content/uploads/2023/01/2023-U17-Saturday-Regs-PCA-and-AutoSOLO-Feb-July-Sept-v1.1-FINAL-.pdf">https://sd34msg.org.uk/wp-content/uploads/2023/01/2023-U17-Saturday-Regs-PCA-and-AutoSOLO-Feb-July-Sept-v1.1-FINAL-.pdf</a>



Please fill in the form as a 'driver' we need **your car registration number** for the ANPR system. Put your MSUK- Marshal number in the Licence No box or 1234 if you do not have one.



# 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](http://www.sapphire-solutions.co.uk)**



## CONTACT John

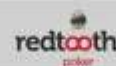
**[John@sapphire-solutions.co.uk](mailto:John@sapphire-solutions.co.uk)**

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



## Liverpool Motor Club Marshals needed for our events on the historic Aintree Circuit.

- Well run, friendly events
- £15 cash offered towards travel costs
- 8.30 am sign on
- 5pm finish
- 45 minute lunch break
- Previous experience not essential
- Interested?
- See [www.liverpoolmotorclub.com/marshalling](http://www.liverpoolmotorclub.com/marshalling)
- Or Contact Bill Gray 07738 892401
- 29<sup>th</sup> April : Test/Track Day
- 27<sup>th</sup> May : Championship Sprint
- 24<sup>th</sup> June : Championship Sprint
- 19<sup>th</sup> August : Test/Track Day
- 2<sup>nd</sup> September : Championship Sprint
- 3<sup>rd</sup> September : Sporting Bears Charity Day
- 13<sup>th</sup> September : Greenpower Electric Car Races



Redtooth Poker are delighted to invite

**Rupert North**

From the George in Bradford  
to the **North UK National Final**  
hosted at the Grosvenor Casino  
in Leeds on

Sunday 2nd April 2023.

You have competed alongside over 180,000 players to be part of the VEGAS100 and ultimately become the UK Pub Poker Champion. By earning your place in this UK National Final you are one step closer to achieving that.

**The Same Rupert North who competes on Car Trials**





**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

**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 3rd**

### 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>





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



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.

**Kirkby Lonsdale MC**

**The Car's the Star**

**Holker Hall & Gardens  
July 16th**



**Manx Auto Sport**

**Manx National  
Rally**

**12 May – 13 May**



**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)



**Manx Auto Sport**

**Chris Kelly  
Memorial Stages**

**29 Sept – 30 Sep**



# 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>

Hey Honey. how did the boy's  
at the car club like your all  
electric Vauxhall Mokka?



## 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>





**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**

**A collection of old magazines  
needing a new home**

**Motor Sport**

**APR 1961 to JAN 1988**

**Car & Car Conversions**

**DEC 1980 to FEB 1986**

**If interested in all or part contact**

**David Gregory**

**on 0745 139327**

**to discuss.**

**Northwich Cheshire location.**

**Lancashire A.C.**

## **Coast to Coast Classic Car Run**

**Midland Hotel, Morecambe**

**SATURDAY, 8 JULY 2023**

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

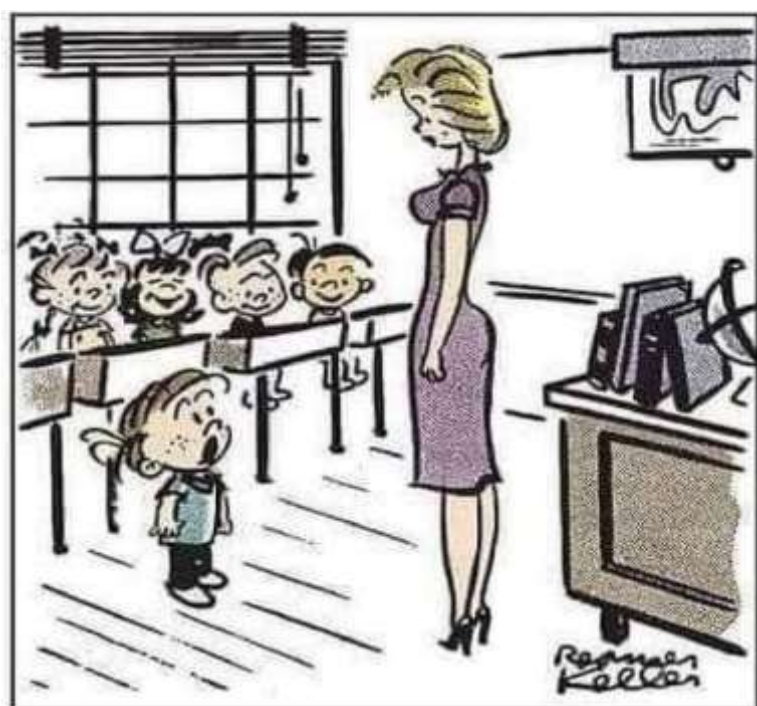
The 31st Annual Coast to Coast Classic Tour.

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

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

Important

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



"I don't want to scare you. But Pop says if I don't get better report cards, someone is going to get a good spanking!"





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)



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## Motorsports Photography and Journalism

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Stage Rally | Targa Rally | Vintage Car Rallies  
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Phil James

Motorsports Photographer & Journalist

07771 76 86 57 | 01772 69 00 34

phil@pro-rally.co.uk

@ProRallyPhoto

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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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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



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## AS Performance North of England Tarmacadam Rally Championship

**The Championship rounds for 2023**

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**

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

ANECCE

## 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
	Road Rally
Steve Lewis	League & Individual
	Marshals & U18
Steve Price	Sprint & Hillclimb

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

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

**Jokes, Photographs, Information, Events etc**

Terry Martin (CDMC)	Steve Entwistle,
Rod Brereton, (PDMC)	John Rhodes (APMCC)
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Greg Harrod (Lampeter)	Tony Vart (CDMC)
George Jennings (WaDMC)	Keith Thomas (Wigton)
Tony Lynch (WiDMC)	Barry Allman (CDMC)
Tommi Meadows (CDMC)	Neil Raven (IDMC)
Bob Hargreaves (KLMC)	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 (KLMC)
Dan Willan (KLMC)	Martyn Taylor (KLMC)

## 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 17<sup>th</sup> May**  
**8:00pm @ The Poachers**  
**Bamber Bridge, PR5 6BA**  
**Just off the M6 Junc 29**

Why not join us for a bite to eat before the Meeting - at approx. 6:30pm

# ANCC



**Monday 5<sup>th</sup> June 8pm**  
**Via ZOOM**  
**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**  
**Thursday the 27<sup>th</sup> of April**  
**which is due out on**  
**Monday the 1<sup>st</sup> of May**

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

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