

May spotlight

2023



ANECCC
Association of North East
and Cumbria Car Clubs



ANWCC
Association of North Western Car Clubs

ANCC



Association of Northern Car Clubs



North Yorkshire Classic Rally
Simon Mallins / Suzanne Barker

Photo Courtesy of
Tony North

www.sd34msg.org.uk

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Front Cover :- North Yorkshire Classic

Pg. 2	<i>Contents</i>	Pg. 45	<i>Oulton Park Diaries</i>
Pg. 3	<i>SD34MSG Contacts</i>	Pg. 46	<i>Oulton Park Diaries</i>
Pg. 4	<i>Member Club Contacts</i>	Pg. 47	<i>Oulton Park Diaries</i>
Pg. 5	<i>Chairmans Chat</i>	Pg. 48	<i>White Heather Targa Rally</i>
Pg. 6	<i>ANWCC Chatter</i>	Pg. 49	<i>North Yorkshire Classic Rally</i>
Pg. 7	<i>Rally Clasico Mallorca</i>	Pg. 50	<i>North Yorkshire Classic Rally</i>
Pg. 8	<i>Rally North Wales</i>	Pg. 51	<i>North Yorkshire Classic Rally</i>
Pg. 9	<i>Rally North Wales</i>	Pg. 52	<i>North Yorkshire Classic Rally</i>
Pg. 10	<i>Rally North Wales</i>	Pg. 53	<i>Flying Scotsman</i>
Pg. 11	<i>Rally North Wales</i>	Pg. 54	<i>Flying Scotsman</i>
Pg. 12	<i>Rally North Wales</i>	Pg. 55	<i>Grumpy Old Git</i>
Pg. 13	<i>Circuit of Kerry</i>	Pg. 56	<i>Grumpy Old Git</i>
Pg. 14	<i>RallyNuts Stages Rally</i>	Pg. 57	<i>Letters to the Editor</i>
Pg. 15	<i>RallyNuts Stages Rally</i>	Pg. 58	<i>Inside The Industry</i>
Pg. 16	<i>Retro Rallycross : Lydden Hill</i>	Pg. 59	<i>Inside The Industry</i>
Pg. 17	<i>Corbeau Seat Rally</i>	Pg. 60	<i>Inside The Industry</i>
Pg. 18	<i>Corbeau Seat Rally</i>	Pg. 61	<i>Inside The Industry</i>
Pg. 19	<i>A Busy Month</i>	Pg. 62	<i>MSUK Mentoring Scheme</i>
Pg. 20	<i>A Busy Month</i>	Pg. 63	<i>Streecar News</i>
Pg. 21	<i>Altratech SMC Stages</i>	Pg. 64	<i>Streecar News</i>
Pg. 22	<i>Altratech SMC Stages</i>	Pg. 65	<i>Motorsport East</i>
Pg. 23	<i>Radio Mutterings (Altratech SMC Stages)</i>	Pg. 66	<i>Sisson to tackle 2023 Prot tyre series</i>
Pg. 24	<i>Radio Mutterings (Altratech SMC Stages)</i>	Pg. 67	<i>April Scrutineering Bulletin</i>
Pg. 25	<i>Alan Healey Memorial Stages</i>	Pg. 68	<i>Running an Event</i>
Pg. 26	<i>Alan Healey Memorial Stages</i>	Pg. 69	<i>Running an Event</i>
Pg. 27	<i>Shaw Trophy Targa Rally</i>	Pg. 70	<i>Running an Event</i>
Pg. 28	<i>Tour of Caerwent</i>	Pg. 71	<i>Running an Event</i>
Pg. 29	<i>Tour of Caerwent</i>	Pg. 72	<i>Running an Event</i>
Pg. 30	<i>Hexham 12Car Rally</i>	Pg. 73	<i>North West Training Dates</i>
Pg. 31	<i>Hexham 12Car Rally</i>	Pg. 74	<i>NESCRO 2023 Rounds & Tables</i>
Pg. 32	<i>York MC Clubman Autotest</i>	Pg. 75	<i>Ex Works GSM For Sale</i>
Pg. 33	<i>Derwydd PCT</i>	Pg. 76	<i>Edwardian Overlander For Sale</i>
Pg. 34	<i>Derwydd PCT</i>	Pg. 77	<i>Austin Seven Special For Sale</i>
Pg. 35	<i>Derwydd PCT</i>	Pg. 78	<i>Triumph TR4 For Sale</i>
Pg. 36	<i>Rali Bro Preseli</i>	Pg. 79	<i>VW Camper For Sale</i>
Pg. 37	<i>Steve Gornall Memorial Rally</i>	Pg. 80	<i>Forthcoming Events & Classified</i>
Pg. 38	<i>Steve Gornall Memorial Rally</i>	Pg. 81	<i>Forthcoming Events & Classified</i>
Pg. 39	<i>First Year in Motorsport</i>	Pg. 82	<i>Forthcoming Events & Classified</i>
Pg. 40	<i>First Year in Motorsport</i>	Pg. 83	<i>Forthcoming Events & Classified</i>
Pg. 41	<i>Oulton Park Diaries</i>	Pg. 84	<i>Forthcoming Events & Classified</i>
Pg. 42	<i>Oulton Park Diaries</i>	Pg. 85	<i>Forthcoming Events & Classified</i>
Pg. 43	<i>Oulton Park Diaries</i>	Pg. 86	<i>Forthcoming Events & Classified</i>
Pg. 44	<i>Oulton Park Diaries</i>	Pg. 87	<i>Forthcoming Events & Classified</i>
		Pg. 88	<i>And Finally - Meetings etc</i>



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Spotlight does go from strength to strength with the number of contributions that it receives from a great number of 'grass root' motorsport disciplines. One of the more recent items that has evolved in spotlight over the past two months, are the letters to the editor.... This feed back to SD34 MSG is very welcome, we do need your support and Maurice now has a support team that 'helps' to guide 'SPOTLIGHT' so that it should not offend many readers; with the 10,000+ and over 150 motor clubs that do take spotlight it is a hard task! Whilst in a real world, I would like to not offend any person with 'Spotlight', sadly in our current world some folk do go out of their way to be offended, you only have to look at those using push bikes and walking to the countryside! They may say that they are green but drive 100s of miles to do their hobby! They may also fly away on holiday?..... Going forward, it is hoped that all will enjoy the items in this issue, and we can all support Maurice with articles for future months.

The green lobby is all well and good about any sport.... but what about all the miles that the supporters put in to watch their sport? Football, cricket, golf and all that you can think of. I do not know what the answer is; perhaps letters to the spotlight editor may have an answer?

Then we need to look at the world's largest polluters of carbon emissions. Is the Russian State going to stop the war, or change its path? China, India and the USA all must be fully on board if the world is to survive.... F1 needs to stop travelling all over the world using carbon fuels....

In the last 4 weeks I have been involved with the running of the Lymm AutoSOLO an event for Boundless by CSMA, the first of 4 events this year; CSMA is celebrating it 100 years this year and was set up for those Civil Servants who wished to drive or ride the everyday vehicle for social outings and motorsport....

The Boundless by CSMA North West Motor Sports group are continuing the uphold the club founders ethos, by holding grass root motorsport events for those only able to use the one car, which often is a standard car!

This was a challenging event with two large trailers parked up just before the team arrived to set up the event on Friday afternoon! The two photos adjacent... highlight the extra 'cones' and also gave the drivers a 'different bollard' to drive around.... NO trailers were harmed during this event! These are typical issues that many organisers have to overcome; all 49 drivers managed the course and enjoyed the day's motorsport for £40. The small team that run the Blackburn and Lymm events, this can only happen with the help of all the competitors, **as they are also the marshals at the event!....** How long before other disciplines of grass root motorsport will need to look at this type of event operation? It also works for Car Trials.



Weeton, sadly has lost two events in the last couple of weeks, Clitheroe DMC Stage Rally is now to be Saturday 26th August 2023, hopefully Stockport-061, will get a date as well.

Drive safely

Steve Johnson : SD34MSG Chairman



ANWCC

Association of North Western Car Clubs

Over the forty years that I have been involved in running the ANWCC Championships (yes, it really has been that long!) there is one very noticeable thing – and that is, it is becoming more and more difficult. There seems to be more and more problems with venues for events, and other activities that can cause an event to have to be rescheduled – more often than not the changes are out of the control of the organising clubs, whose volunteers will often have spent a lot of time and a huge amount of effort to create the event.

This has really come to the forefront in the past month as Weeton Camp has been withdrawn for the time being – resulting in the postponement of both the Hall Trophy Stages and the 061 Targa. The reason for the venue becoming unavailable is due to someone suspecting that a Barn Owl has “probably” decided to make a nest in one of the buildings on site – and must not be disturbed. I wonder if it would give two hoots about the rallies (actually barn owls screech, it's the tawny owl that hoots!) I am a member of RSPB so do support our bird life, and can remember rallies being banned from an area of south Wales forests due to red kites, quite a few years ago, they now thrive and often seen if marshalling rallies in that area.

The result of this means that our event organisers have to seek alternative dates and that is where a problem can arise, not just the extra work involved for our professional volunteers, but also something concocted by the Rallies Committee of Motorsport UK ... and that is the introduction this year of regulation R1.1.11

This regulation, at the proposal stage, gave rise to a lot of debate and objection, much of which was reported here in *Spotlight* but ignored by the decision makers and the regulation was deliberately steam-rolled (as admitted by Motorsport UK) through the ratification system to appear in the 2023 Blur Book.

One of the Weeton events mentioned above was (and still is) planned to be in two different Association championships. In our case we have accepted a revised (provisional) date, the other is seeking exemption through regulation A2.4 (look it up!) ... the argument as to who is right, and who is wrong, can go on forever, but it serves to highlight that the introduction of R1.1.11 should never have happened – impractical, unnecessary and pointless. This particular event is a qualifier for our Targa Rally Championship which has yet to get started – to date we have had no less than seven changes to the calendar, but we still hope to get at least eight events run – had we removed an event from the calendar if postponed then that number would be just three – so how does R1.1.11 help?

If the other Association decides to comply with R1.1.11 and A2.4 but fail to get exemption (who decides?) they may have to remove the event from their championship - you have to question is this fair to the event organisers' club, the championship competitors and everyone else involved in the event. The debate is on-going through Regional Association committee but there is no doubt that R1.1.11 was ill-thought out (IM and others HO) and should be removed from the regulations, it serves no purpose whatsoever and creates a lot work and uncertainty as to the future of events.

In 40 years of running our championships there have been many date changes, and everyone has had the chance to comment and perhaps object – in 40 years the number of objections to a date change I have received is Nil, in fact organisers have been grateful that an event can still qualify for our championships, as they could have lost entries and so incur financial implications. I thank all those clubs and competitors over the years for accepting changes and supporting us.

It has been stated that Associations could carry on as before as they are the organisations that know what works best for them and that is what we are doing. Let's hope that Motorsport UK review the situation and do the sensible thing.

On a lighter note it is pleasing to see that we have now reached 272 championship registrations – about 10% down on last year but still second highest number in the past 15 years, and we are still accepting registrations with plenty of events on which to get a maximum score.

The charts are updated as quickly as possible after each event so you can see where you stand. Any comments and corrections (!) should be submitted as soon as you can so that things can be sorted.

Thank you to all contesting our championships and to our event organisers.

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**Visit the ANWCC Website
and Register**





Rally Clasico Mallorca

9/11th March 2023

Callum Young : Clitheroe & DMC

After the win at Anglesey with Oliver Waggett, on the Lee Holland Stages, and only 9 hours at home. Off I went to the airport on the Monday morning to compete in the Mallorca Rally Clasico with Dave Moore, in his beautifully prepared Ford Escort Mk2, for his first ever event, and what a place to do it!

When I got on the island, it was straight into recce, which consisted of very fast, technical roads to get used to over the next two days. Day 1 of recce did not go well at all, with us getting a double puncture on the hire car, but 2 hours later we were back with the hire car company picking up our new car. Day two would be the longest day of recce, consisting of over half of the event mileage. But what can I say, even during the recce, the roads are unbelievable, and nothing like I've ever competed on before, some of the scenery was amazing. News came through on the Wednesday that two of the stages could not run, due to the recent storms on the island, as the roads were blocked with trees, and that the organisers were trying hard to get more mileage for us on the Friday instead of these cancelled stages.

With recce complete, Wednesday consisted of documentation and scrutineering, which I will say is the easiest process for any event I have ever done! This was complete in a combined 30 minutes, which included a 15 minute coffee break! Thursday then was all about preparing ourselves for the two and a half days ahead, with a drivers briefing an hour before the start, giving us some news that we did not want to hear, the second stage of the night would be cancelled, meaning out of 15 competitive miles on the Thursday night, only 6 miles of it would run. We had a nice and steady run over this stage, which was still daylight when we went through, but we thoroughly enjoyed ourselves, and couldn't wait for the next 2 days.

Friday started with news that we would be completing the first stages twice, then going to the circuit, just east of Palma, for some additional mileage.



Continued on Page 8

Rally Clasico Mallorca **Continued from page 7**

The first pass of the closed road stage went well, gaining more knowledge and getting more confident in what the car could do, and each other. After a brunch break, we went back and completed the stage again, and went a massive 21 seconds quicker, in only 4.7 miles! Then after a lunch break (it's very laid back over in Spain), we were off to the circuit, for some additional milage, not as much as we had lost, but something to fill out the day. We had a great time on the circuit, I was just sitting back, enjoying the circuit as best as I could, as we had no pacenotes/maps of the circuit at all.

Saturday came, and we had a full day of stages ahead of us, six in total. The day started out very good in fact, with the times steadily improving with every stage, until at the end of stage 3, at a remote service, the crew noticed diff oil leaking from the diff at the rear of the car. Not knowing how much we had lost, or how much was left in there we decided to miss the 4th stage of the day, and go straight to the lunch break, which the service crew were waiting for us. Once the service crew had worked their magic on the car, and we had eaten a full three course lunch! We were off out to complete the final 2 stages of the event. A steady run over these two, ensured that we got to the finish of this amazing event.

I can't wait for the chance to compete abroad again, and anybody that gets offered to go and compete in Mallorca, all I can say is do it, you definitely won't regret it!

Callum Young : Clitheroe & DMC



Wolverhampton & South Staffordshire CC



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



25th March

Paul Commons

Having been away from competition for more than a year, Joe Price and Chris Brooks were back with a bang on Rally North Wales; the Shropshire based duo defeating very high quality opposition to claim an outstanding rally victory.

Welshpool was the new home for the 2023 edition of Rally North Wales and the move further east would see a welcome return of Dyfnant forest for the first time in several years complemented nicely by slightly shorter than usual tests in Dyfi and Gartheiniog. Better still, a top quality entry list had been compiled by Wolverhampton and South Staffs Car Club, headed by 2017 BHRC champions Jason Pritchard and Phil Clarke.

But whilst the aforementioned number 1 seeds had elected to ease themselves back into historic competition with a steady start, Nick Elliott and Dave Price were once again on the pace from the word go; the crowd pleasing Fiat 131 crew stopping the stage 1 clock 2 seconds quicker than the Ford Escort of BHRC round 1 winners Roger Chilman and Patrick Walsh, with the similar machines of Robert Gough and Joe Price just behind.

Continued on Page 9



Rally North Wales ***Continued from Page 8***

In complete contrast meanwhile the slippery Dyfnant test proved to be one to forget for other front runners as both Martin McCormack and Richard Tuthill saw any challenge for honours disappear almost as soon as they had started; McCormack losing over 1 minute with a puncture and worse still for Tuthill as the fabulous Porsche 911 became beached at a chicane, losing in excess of 6 minutes!

By Stage 3 Chilman and Walsh were well into their stride and the Wales Motorsport pairing would find themselves with a 12 second advantage and looking good for a second successive BHRC victory as both Elliott (throttle) and Gough (starter) dropped time. However, stage 4 (Dyfi Main) proved to be the catalyst for Price's victory challenge as the bright Orange, Ford Escort RS man set a time 4 seconds quicker than anyone else and more importantly 7 seconds quicker than Chilman to more than half the gap.

And by the time the crews emerged from stage 7 (the second running of Dyfi Main), Price and Brooks were in the lead of the rally after remarkably finding another 7 seconds on their rivals to hold a 3 second lead. There was however the longest stage of the rally remaining (the reverse and slightly extended Dyfnant 2) meaning all was still to play for.

But, with light fading (after long delays associated with the cancellation of stage 5), the Ludlow crew held their nerve to claim a popular historic category victory, their first since the Pirelli in 2016! Despite missing out on overall victory Chilman and Walsh were more than consoled by taking maximum British Historic Championship points as first registered crew home, making it an excellent start to the season following their success on the Riponian.

Nursing a throttle issue, Nick Elliott and Dave Price managed to set consistent times throughout the afternoon stages to claim an excellent 3rd just 34 seconds down on the event winners. Meanwhile Jason Pritchard and Phil Clarke marked a return to historic rallying with a fine 4th; the 2017 BHRC champions just pipping the similar machine of Robert Gough and Paul Morris (who were suffering with a hydraulic leak) to the position on the final stage.

Seb Perez and Gary McElhinney, in their glorious Porsche 911 SC, looked set for category 2 honours after a storming drive saw them lying in 5th position overall at the halfway point. However the pairing were not able to maintain their early pace and failed to emerge from the final test.



Continued on Page 10

Rally North Wales
Continued from Page 9

Whilst unfortunate for the Chesterfield based man it did leave an almighty Escort MK1 battle for category victory with the Pinto powered machines of Ben Smith and Josh Carr taking the fight to the BD engined Ford of Mike Stuart. Stuart, with Sinclair Young alongside, made the most of his extra power in the afternoon runs through Dyfi forest however and despite Smith going 15 seconds quicker in Dyfnant was able to take the category honours with 15th position overall. Smith's ultra rapid blast through the final stage did however ensure class C3 victory for the Bedfordshire man.

Elsewhere, Ben Jemison and Dean Kellett claimed class D4 victory in their Vauxhall Chevette with 24th position overall. This despite incredible pace shown by Richard Tuthill following his stage 1 mishap; so quick in fact that the Porsche 911 pilot was actually 3 seconds quicker than the eventually winners over the remaining stages of the event, a story of what could have been! Meanwhile Class D3 would go the way of Stephen and Oli Benton (Ford Escort MK2) with 28th position overall, Chris Squires and Shaun Hughes (Ford Escort) would take class D2 honours with 30th position overall and the Toyota Corolla crew of Ian Beveridge and Paul Price would be first home in class C2 with 37th.

Despite a very long day courtesy of the delays, it was great to be back in Dyfnant forest for the first time in years. In fact it was probably one of the best days spectating in a long time as a result of lucking in on good locations, mixed conditions and an incredible Historic entry. Whilst delighted to see the flamboyant Joe Price take a long overdue victory it was also great to see strong opposition to the blue oval brand. A few years ago you would have been hard pressed to think anything other than a an Escort could fight for victories but as proved by Champion, Edwards and Elliott in recent years and the pace of Tuthill on Rally North Wales that is no longer the case. And long may it continue!



Paul Commons



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25th March

Tony Vart : Clitheroe & DMC

The first outing of 2023 for me with the old team of Hopkins plus the Sunbeam, which had undergone some post Wydean 2022 fettling by Rhodri Evans Motorsport in readiness for its first event for some months. Indeed it was the 2022 Plains that was the last time I had sat in the car for various reasons, with Callum Young and Chris Vanes who had occupied the silly seat, with Chris getting a finish after a few decades out and Hopkins/Callum gaining a retirement after the axle linkage broke not too far from the finish of the Nicky Grist....however a successful test at Phil Prices fine venue the week before the RNW event saw Hopkins in a positive mood as I met up with the team at a very good start venue indeed at Welshpool Cattle Mart. The Ian Beveridge/Paul Price Toyota was also present and looking its usual immaculate self- whilst servicing was being left in the very capable hands of Keith Gapper and the aforementioned Chris Vanes with Pat B also on hand to ensure the team functioned! A word of praise for Chris V who over the winter had done a superb job in totally revamping the barge – top notch to you sir!

Fine digs later albeit at some distance away due to the events popularity and accommodation being somewhat scarce, we lined up in the closed for the occasion Welshpool High Street for the ceremonial start and to be fair to the organisers had put on a small rally car display (a Hawk Stratos looked particularly sexy) and were rewarded by a decent turnout of folk to see the event get underway. Now whilst Welshpool proved to be a superb venue in itself, the stages were much closer to the lunchtime service park in Dolgellau which unavoidably meant a fair few road miles with the total event running to circa 190 miles...it became a long day to say the least.

The stages comprised the old favourites of Dyfant, Garthieniog, Big Ray plus Dyfi, all run twice with the second run through Dyfant run in the reverse direction to the morning run. All the tracks were in relatively good condition generally with only one two rutted sections despite the double usage, but amongst the competitors there were mumblings about the rising event costs in these straightened times...a general problem and not specific to this event.



Continued on Page 12

Virtually no Cat 1 cars are coming out to play now with the vehicles perceived as too valuable to batter to bits on rough roads...which means the historics are an Escort fest, which great though they are means it is not too interesting to the casual or even the more enthusiastic spectator surely? British historic stage rallying does seem to have one or two issues with not too many apparent solutions as yet.....the demand for RAC entries is however through the roof!!

In terms of our performance the rally went ok with a couple of minor car irritants being a very slightly obstructive gear change and a knocking from the rear which seemed to disappear towards the end...we enjoyed one buttock clenching incident where a pile of logs appeared out of nowhere whilst rounding a top gear corner...Hopkins claimed a great save whilst Varty assured him it was just luck.....it did go quiet for a few seconds!! J A result of 31st Historic and 65o/a incl the moderns proved to be a decent start to 2023 for both car and crew whilst Beveridge/Price had a great run to yet another class/Category win...well done guys! Next event for the Beam is tbc whilst Varty is next back in the Firenza with Gareth Frank for the Argyll tarmac event...many thanks to the REM squad for the prep and to Gapperman, Vanesy plus Pat for their support on the day. Many thanks are also due to the efficient organising team and the very jolly marshals many of whom had a very long day.....especially on Dyfant!

Tony Vart : Clitheroe & DMC

Apparently there's a third option between burial and cremation.



Wigton MC

'Drive It Day' Success

Sunday 23rd April



Drive It Day in Cumbria raised over £1,000 for local charities on Sunday. Drive It Day is a national event organised by the Federation of British Historic Vehicle Clubs with venues through the UK to celebrate driving historic vehicles. The Cumbrian event was organised by Wigton Motor Club at Dalemain and very good weather after a poor forecast and some 200 cars arrived for the informal event.

Wigton Motor Club's charities this year at the NW Air Ambulance and Cockermouth Mountain Rescue.

Wigton Motor Club (www.wigtonmc.co.uk) is the largest motor club in the north with most of its members based in the north part of Cumbria, north of a line from Shap to Whitehaven. Its base is at the Motor House at Moota (CA13 0QE) which club members build in the last four years

Graeme Forrester : Wigton MC



Weeton

Kerry MC Circuit of Kerry

April 2nd

**Dafydd Evans guides John Stone
around to a top 30 result**

Greg Harrand : Lampeter & DMC

It's been another busy weekend for members of Lampeter and District Motor Club with the Kerry motor club organised rally took place on Sunday the 2nd of April. This 9 stage event totalling a little over 90 kilometers saw a small handful of club members entered. Dafydd Evans was once again looking at expanding his rallying CV out in Ireland would be navigating for John Stone in an R5 specification VW Polo. They were seeded at number 38. Next up was Tomas Davies who for this event was using Gary Davies' Mk1 escort instead of his usual escort. He would have Eurig Davies navigating for him, and they would start from number 59. His father Ian was next at 61 in his regular BMW M3, for this event he would have Gwynfor Jones sat with him.

The rally would be made up of three stages, each run three times with a service halt in between. The stages would be Mount Eagle, which was the longest at just under 13 kilometers in length, followed by Headley's Bridge and Desmonds Grave, which was the shortest at just over 6 kilometers. On the opening loop of stages all club members did well, with John and Dafydd lying in thirty-fourth overall in their Polo, Tomas and Eurig were at sixty-ninth in the escort and Ian and Gwynfor were in a hundred and twenty-seventh. On the second loop of stages John and Dafydd began to push now they had a few miles under their belts, they improved to be sat in the top thirty with twenty-eighth overall. Tomas and Eurig got into a great rhythm and managed to climb a number of places and now sat in fifty-sixth overall, and Ian and Gwynfor also climbed as they now held one hundred and fifteenth.

The final loop of stages all saw club members improve again, as John and Dafydd finished the event in a very respectable twenty-seventh overall with a total time of 51 minutes and 22 seconds. Tomas and Eurig also had a great final loop and achieved fifty-third overall in their borrowed escort with a total time of 53 minutes and 41.7 seconds. Ian and Gwynfor just missed out on a top 100 placing as they finished in a hundred and first with a total time of 1 hour and 1 second. Everyone agreed that it was an excellent and very fast paced rally with strong local competition.

Greg Harrand : Lampeter & DMC



44^e Edition



***Photos Courtesy of CRpics
Irish rally photography***

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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rallynuts

STAGES RALLY

Midland Manor MC

RALLYNUTS Stages

15th April 2023

Paul Commons

Nick Elliott and Dave Price tamed the fast-flowing Mid Wales stages to claim a dramatic last gasp Rallynuts Stages Historic category victory aboard their Fiat 131 Abarth.

With the Rallynuts stages rally forming part of the HRCR Historic Stage Rally Challenge and BTRDA Historic Cup a healthy contingent of historic specification machinery had appeared on the entry list including 4 of the top 5 finishes from last month's Rally North Wales!

The Midland Manor Motor Club organised event would once again be based in Builth Wells but with the stages located further North, in the forests of Hafren, Myherin and Sarnau, an early start was in order. Not before a moment to reflect on the sad news of Craig Breen's passing earlier in the week that is, a nice touch by organisers.

After claiming a superb victory on the recent Rally North Wales, Joe Price and Chris Brooks would have been many peoples favourite for top historic honours on the Rallynuts Stages but would find their event over almost as soon as it started, with the Ludlow based pairing unfortunately rolling out of the event in stage 1.

Elliott meanwhile was busy making (what has become the tradition) a rapid start to the event, 4 seconds quicker than anyone else in both Myherin West and East to hold an early 8 second historic category lead! Dropped time through both Hafren Sweet Lamb and Cwmysgawen however left the Cheltenham man in second at the half-way service point, with the Ford Escort of Robert Gough and Paul Morris 8 seconds further up the road.

Gough and Morris, a new combination for 2023, seem to be really gelling of late and looked to be well on their way to category victory after matching the time of Elliott on the first stage of the afternoon loop (Myherin Main). A slow time in the second running of Hafren Sweet Lamb however saw the Ford Escort duo's lead slashed to just 2 seconds with 1 stage remaining. And with Elliot buoyed by a time 13 seconds quicker than his morning attempt could not quite hold onto their slender lead through the 4.69 miles of Cwmysgawen 2.



Continued on Page 15

RALLYNUTS Stages Continued From Page 14

Elliott and Price don't seem to have straightforward events in the Fiat and the 2023 Rallynuts stages was no exception! However you would put money on them coming out on the right side of a close battle and that is exactly what happened on stage 7; the RSD prepared machine stopping the clocks 3 seconds quicker than their rivals to take a dramatic 1 second victory.

Third historic crew home were Jason Pritchard and Phil Clarke who were making another appearance in the North Road Garage backed Escort. Where, despite a steady start, the 2016 BHRC champions were fastest historic pairing over the afternoon loop of stages to end the day just 10 seconds behind the historic category victors.

Further back, Ben and Steven Smith claimed the H1/H2 class honours with 7th in the historic section of the event; the Pinto powered MK1 Escort pairing finishing 47 seconds clear of the RS1600 of Jonathan Brace and Paul Spooner. Meanwhile Ernie and Karen Graham would round out the class podium positions in yet another MK1 Escort.

The historic category cars were as exciting to watch as ever through the ultra fast and flowing Myherin stage but none more so than Elliott through junction 13 of stage 2! I am not sure I have ever seen a car more sideways over half a mile of visible stage. That alone was worth the 6 hour round trip!

Paul Commons



1931 - British India.

During a tea break between an informal test match between British officers and the local Indian team, the umpire - an English gentleman, invites the son of the Indian captain to sit on his lap.

The child being shy, refuses.

So, the umpire turns to the Indian captain: "Why is your son so scared of me?"

The Indian captain replies: "The son never sits on the British umpire."



Tony Lynch secured an early lead in the **Retro Rallycross Championship** with a brace of podium finishes at Lydden Hill including a first victory of the campaign.

The Wigan-based racer made the long trip to the spiritual home of rallycross hoping to benefit from a number of improvements made to his Landsail Tyres Team Geriatric Toyota MR2 over the winter.

The weekend started in solid fashion during Round 1 of the campaign on Easter Saturday, with Tony grabbing second in the opening heat of the weekend before edging out rival Terry Moore to win heat two.

Another runner-up finish behind Moore in heat three came despite Tony suffering an issue with the gearbox, meaning he would head into the final without the use of third or fourth gear. Despite that, he would chase

Moore throughout before taking the flag as runner-up. The issues with the gearbox were resolved thanks to the assistance of Paul Waldron Motorsport, who travelled to the circuit on Easter Sunday with a replacement 'box that would allow Tony to take his place on the grid for Round 2.

With the car now back on-form, Tony kicked things off with a relatively comfortable win in the opening heat despite tricky on-track conditions, with rain and standing water leading to a number of issues for his rivals.

He then doubled up in heat two to strengthen his advantage in the race for pole before the issues elsewhere meant that heat three became a two-way dice with the Ford Escort of Dan Swayland, with the pair running alongside the quicker Super Retro class machines.

Swayland would edge out Tony for the class win but the roles were reversed in the final as Tony produced a storming drive to not only win the class, but also finish third overall - ahead of four Super Retro class cars.

Tony's next outing in the series will come at Mondello Park in June, but before that, the team will head for France to take part in a special invitational event at Lohéac in late May.

"To come away from the opening weekend with two solid results was the main aim, so I'd say that it's a case of mission accomplished," he said. "Although we didn't manage to get the win in the first round, we had some really good battles on track and I was pleased with how the car performed with the chances we'd made.

"It was unfortunate that others ran into trouble on Monday but as the saying goes, 'To finish first, first you have to finish'. I really enjoyed mixing it with the Super Retro cars in the final and to get the win means a good haul of points to take away from the weekend.

"That win wouldn't have been possible without the assistance we got from Paul Waldron Motorsport, who travelled down to the circuit on the Sunday to fit the new gearbox - so that win is very much for them.

"With a gap until we head for Mondello Park for the next round, we can look ahead to the event at Lohéac and hopefully we can put on a good show and challenge for some strong results."

RETRO **RALLYCROSS** 2023 CHAMPIONSHIP **Lydden Hill**



Chelmsford & DMC Corbeau Seats Rally Tendring & Clacton 22nd & 23rd April

Mark Broadbent : Airedale & Pennine MCC

Just about home and recovered from a fantastic week-end in Clacton on Sea after finishing the event 1st in class and 17th overall, our best result at the event!

The weather and the road conditions were the topic of conversation throughout the final day of competition as it rained from the start and barely stopped until the finish. As the marshals who stood out in the weather all day described it as 'torrential', we knew we were lucky to survive!

After putting on some Pirelli wets at first service, our plan was to feel our way in to the conditions as the last time we were rallying in the wet was October 2022 at the Roberts Garages Jersey Rally in the Ford Fiesta. Expecting tough and slippery roads, nothing prepared us for the ice-like first half a mile with the car wanting to swop ends even when in a straight line! We lost a chunk of time in the first stage as we lost all confidence but as the morning progressed we found more and more time with SS6 Bradfield being the highlight and found us taking so much time out of the other cars in our class

In the afternoon, the rain got heavier and the conditions worse so we pushed where we felt we could but relaxed and considered ourselves lucky when it got slipper, knowing we wanted a finish as we were running 16th at the first service and on for a best ever result

With the rain constant, we were now looking for the standing water on stages as the rain was not able to drain away. Huge puddles meant taking the non racing line through a lot of the stages and concentration levels were higher than ever!

For the final service, we were fortunate to find ourselves first in class and lead by around 90 seconds. So with a potential misfire developing on the way to the final loop, we did not push and managed our lead in class to record a first win since the 2019 Rex Pet Hotel Flying Fortress Stages

A huge thank you to all the marshals stood in the rain all day - they deserve a medal! Also a big thank you to our service crew who managed to spectate on SS6. Thankfully there was little for them to do but we would not of won had it not been for them and their support pre event as well as on event

My next event is the Beatson's Building Supplies Jim Clark Rally with Steve Waugh as part of the British Rally Championship. We head there as championship leaders and looking to extend this lead. My next event with Dave Longfellow is undecided just yet, but the Nigel Ferguson Fabricators Tour of Epynt in July is looking likely



Mark Broadbent : Airedale & Pennine MCC

Chelmsford & DMC Corbeau Seats Rally Tendring & Clacton

22nd & 23rd April

Paul Morris : Championship Co-ordinator

Neil Roskell won his first event in his new ND Civils/Burdens/Witham Motorsport Ford Fiesta Rally2 after rocketing to an impressive victory on the Corbeau Seats Rally Tendring & Clacton – which is the perfect preparation for the next rounds of the Protyre Motorsport UK Asphalt Rally Championship, the Manx National Rally.

Co-driven by Andrew Roughead, last year's Protyre Asphalt runner-up won the event by 11.2 seconds, despite an excursion through a field.

Hugh Hunter/Rob Fagg launched a big push towards the end to close in on the leaders but had to settle for what was still an excellent second in their RSH Tarmac Ford Fiesta Rally2.

Oliver Davies/Jack Bowen (Howells Motorsport/Adam Hewitt Agri Plant and Salvage Sales Ford Escort Mk2) came home second in class 4 (14th overall), while Sam Cox/Paul Brown finished second in class 3 (20th overall) in their Spraytech Aylesbury Renault Clio Cup 3.

Lewis Gatt/Callum Young finished 44th overall in their Gatt Speed Ford Escort Mk2. They may well have finished in the top 20, had it not been for a mysterious electrical fault that caused the car to cut out as the crew were about to check in to the first stage, which saw them receive a big time penalty for checking in late.

Mark Glennerster co-drove Mick O'Brien (Ford Focus WRC) to fifth overall, while Ian Taylor guided Tony Rees (Darrian GTR +) to first in class 4 and 11th overall.

Gareth Bevan was flying on slick tyres in his Ford Escort RS1800 Mk2 and would have been third overall had it not been for an early misfire. Unfortunately, he and co-driver Dafydd Evans retired from sixth place with clutch problems at the start of SS6.

Mike English/Simon Hunter were 10th overall when they were forced to stop when their Proact IT UK/Autowrap Manchester/Kwiktrak Ford Fiesta Rally2 broke two exhaust manifold clamps.

Mark Jasper/Don Whyatt retired their Metro 6R4 with suspension damage, Mark Holmes/Mark Perryman were forced out with radiator issues in their Metro 6R4 and Anthony Allery/Bonnie Papper retired their Salter Demolition Ford Escort RS with a misfire.

Richard Weaver/Cat Lund retired their Ford Fiesta R5 after sliding off the wet and slippery road and hitting a telegraph pole, while Stephen Harvey/Andy Falconer had to stop with a broken radiator in their Telematic Solutions Subaru Impreza.

Rounds 2 and 3 of the 2023 Protyre Motorsport UK Asphalt Rally Championship is the double header Manx National Rally on the Isle of Man (12/13 May).



April

A Busy Month

Forresters C.C.

Tour of Caerwent

2nd April

Terry Martin : Clitheroe & DMC

I was supposed to be having a quiet year, and spending lots of time in sunny Portugal, but if you can't do that the next best thing is to go rallying. After a reasonable result on the ERSR, my second rally of the year was the Tour of Caerwent, one of the best single venue rallies in the country, eight or nine mile stages with no splits or merges. It was the first round of the JD Tyres WAMC tarmac championship, which I'm doing in the R5 with Rob Tout, unfortunately his wife had booked a cruise and not mentioned the date!! Roger Hicks asked me to sit in with him, in a hired MK2, but then he did his back in the week before, so not wanting to miss the event, I asked James Slaughter if he fancied it, as his son was doing the rally as part of the junior championship, sorted.

Caerwent is similar to Weeton, but five times bigger, with lots of big curbs, not the place for lots of sideways oppersite lock type of driving, well you can only warn a driver so many times!!! Seeded car 8, was probably a bit high for a historic forrest spec Escort, on a tarmac event, but James is a very quick driver, of we set for SS1. Third bend in, 4L tightens and were off, bending a TCA losing 30s, 22nd fastest, into service, and fit a spare. SS2 same again 12th fastest, but a wine from the axle, the lads drain the oil in the diff, no bits of metal though, SS3 half way through the diff gives up, no drive, end of rally and a long drive home.

Trackrod MC

Lookout Stages

8th April

I had just offered to service, but Adrian (Marrocco) couldn't find anyone to co-drive (Why do co-drivers have to advertise, there's loads of good free rides about? Do they have BO, or a crap personality?) so he asked me, and I sorted the service crew out. Adrian had bought this really nice Evo 9 about six months ago, from the IoM and after a few tests and then a complete strip down/rebuild he was ready for his first event in the car. For people that don't know the name, Adrian was a very quick driver twenty odd years ago in a Escort Cosworth, regularly top five, but gave up rallying to build up his business.

Continued on Page 20



A Busy Month : Continued From Page 19

Off to Melbourne, on the Saturday to meet up with Nick and Heather Stamper for lunch, then on to the venue to set up and scrutineer. Unfortunately scrutineering didn't go to plan, as we tested the extinguisher (test mode) the extinguisher went off! Faulty module apparently, fortunately Rob from Clubman Motorsport was there to lend us a module and refill the extinguisher.

The rally was 45 miles over seven stages, we were seeded at Sixteen, and Adrian and I said we would just be happy to finish, no damage and just get some seat time, SS1 no problems, Adrian's breaking a bit early, getting used to the car, I check the scores, and were 13th, well happy with that, to say it's first time competitive in the car. Couple more stages were up to 12th. Then on the penultimate stage a lap and a half in, we brake for a chicane, I feel a massive thud, and think something has broken, but then a car comes passed, and it had crashed into the back of us, Adrian is in shock, and we lose time but get back to the finish. We get back into service, and survey the damage, back panel, rear lamp unit and boot won't shut, boot floor crumpled, I've got a sore neck, and Adrian doesn't want to carry on, CofC comes over and asked us what happened, we say we braked for a chicane, and the other car didn't! Simple as that, I don't want to say anymore, in case it goes back to MSUK.

Stockport061 MC Altratech SMC Stages 15th April

Second round of the WAMC tarmac championship, and Rob has Covid, Rob says "don't panic my mate is after a co-driver, I'll get him to phone you." The next day Phil (Turner) rings, now this isn't the Phil Turner (Escort) I sat with a couple of years ago from Newtown, this one is from South Wales and drives a Skoda Fabia Proto with Mitsubishi Evo X running gear. Rob says just be careful the night before the rally, as Bob Fowden and Phil like a good few beers, with the service crew. Anyway, we meet up at the Circuit, check harnesses/intercom, put the Skoda in the garage next to Bob's WRC Subaru, and off to the hotel. Time for a shower, and watch a bit of football, cup of tea etc. 6.30 I phone Phil and say "what time are we meeting in the bar for the meal?" he replies "we've been in the bar for an hour" Off I go down the bar, lovely meal, glass of wine gets to 9.30 "right I'm off to bed" Phil says "have another red wine, it's early" So eventually I get to bed at 10.45. At breakfast I asked, "what time did you lot get to bed?" The reply was "we had to go to bed, they shut the bar at 12.30"

This Fabia is a nice bit of kit, looks good and sounds good. queuing up for SS1 it starts raining, were on slicks, first lap a big spin on to the grass, not the start we wanted. SS2 we are a lot faster, two bends to go, and clunk! shaft snaps, we manage to get it back to the garage, they have spares, but were OTL swapping them, more bad news, team member Bob Fowden has snapped the timing belt on World car! now that could be expensive.

So three rallies, and three non-finishes, and two more rallies to go this month. The Regardless road rally, with Mark Warburton (Proton) car 12, and then Dixies challenge with Rob Tout (R5 Fiesta) car 5. Surely my luck has to change.

Altratech Converting Solutions **SMC Stages Rally**



Terry Martin : Clitheroe & DMC

Stockport061 MC

Altratech SMC Stages

Ty Croes Anglesey
15th April

Oliver Mathison : Beverley & DMC

After 7 very different rounds with a rollercoaster of results, it is finally the last round where we can wrap up the championship. We went from a rainy Oulton Park which had Nick figuring out how to handbrake turn a Ginetta to Cadwell Park when we finally figured out how to wire up the LED light bar properly to Donnington Park where we were on the brink of the podium. As Steve Dolman, 2 points behind Nick in the championship, hadn't got an entry for Anglesey, it pretty much tied up the championship at the end round 7 at Cadwell so we were at Anglesey just for the fun of it.

Nick had gone to the Island a few days early on a bit of a mini holiday and I went down Saturday morning with a suspicious amount of sun to say we were in Wales. We tried to squeeze in a spot in service that wasn't used by the busy trackday the day before the event and got everything ready whilst the sun was shining and the wind was manageable. Once we had the car through scrutineering and everything set up, we took our media man, Andrew Ferguson, on a bit of a track walk to show him all the best spots to catch some close calls as he'd never been to Anglesey before.

We woke up on Sunday morning to the awning out of place and a soaked track. Not the ideal weather as we were hoping on having similar weather to the Saturday and running our dry compound Hoosiers. The windy nature of Anglesey was making a tyre choice hard as standing water was swiftly getting removed as soon as it formed. I said to go with dry tyres but Nick chose our part worn Michelins that worked as our 'intermediate' tyre. That was the right choice as whilst we were queuing for Stage 1, no rain came down but the sun also was not showing any signs of showing its face.

At this point the car was running just as usual. Then the countdown: "5, 4, 3, 2, 1, Go!", expecting to make a quick getaway as we usually do I was keen on calling the first chicane which was something like a "160 into a Left Entry Bus Stop Chicane"

Altratech Converting Solutions **SMC Stages Rally**



Photo (Above) Courtesy of Andrew Ferguson

Photos (Below) Courtesy of Gez Wyn



Continued on Page 22

Alan Healey Memorial Stages **Continued From Page 21**

I was looking down bracing myself for the quick right, left manoeuvre but it never came. This is then when I realised the struggle the car was having getting out of first gear. Nick was keeping the revs high but it kept cutting out so if the revs were too low then it would cut out and in the state which it was in, I doubt it would have started.

After the next series of corners there was a Hairpin Right which slotted you between 2 buildings and over a crest.

As we went to exit the corner, it cut out. It managed to roll to a safe spot on the side of the road where we were

urgently met by a friendly group of marshals and I got the dreaded 'OK' board out. After about 8 minutes of me releasing my inner mechanic by pushing fuses back into the fuse board and Nick unplugging and plugging in wires, the Ginetta frustratingly started up like nothing was wrong. I had strategically left my helmet and Hans on so I was ready to jump back in the car and get going but Nick had all of that to put back on so we could get back going again. We had everything to warm up again and most importantly, Nick had to find his intercom wire that was dangling somewhere behind his head. We went through the next 500 metres or so (which was the most technical part of the stage I may add) with no intercom so there was quite a bit of shouting and hand signals going on until we got over Anglesey's signature jump where Nick managed to get a grasp of the wire and get it plugged back in. From there on we were just trying to get back into the flow of everything.

As Stage 1 was only 7 km and the first 4 or 5 had been spent either on the side of the road, shouting directions or getting into the flow of the stage, we hadn't really gained anything from our first pass. We found Stage 2 was used as getting to grips with the car again which most crews had done the stage before so that didn't help us in the charge to climb our way back through the pack. Once Stage 2 was over we both felt like we had got going again but everyone else had done that about 1 and a half stages ago. We found stage 3 and 4 did not suit our car very well and the more we pushed, the worse it got so the sooner we had finished the 15 km section of terror, the better.

For Stage 5 we should've ideally changed over to dry tyres but we managed to get away with the wets / intermediates and found they actually helped with the greasy and gravelly parts of the stage. We had a few spins near the 'Rocket' hairpin which was caused by the change in elevation and our million degree tyres but we managed to get away without dropping much time. In service between Stage 5 and 6, we decided to swap for the dry compound to give us a better chance of climbing up the results. It was the correct decision but we never really checked the pressures so they soon overheated and did not handle too differently to the wets. After spinning again on the 'Rocket' hairpin, we knew we needed the pressures dropping for stage 7. We dropped them a reasonable amount and by then everything clicked. Stage 7 and 8 went perfectly. It's a shame we didn't get that feeling earlier in the day.

Oliver Mathison : Beverley & DMC

The Dirty Girty (The Ginetta) On Tour episode from Cadwell Park is on page 25 & 26



Today I went to the bank
and told them I identify as a
millionaire, and that I'd like to
withdraw my money.

They laughed and asked me
to leave.

Turns out - just because you
believe something in your
brain, doesn't make it true,
and you can't force others to
pretend it is.

Radio Mutterings April '23

Stockport061 MC



SMC Stages

Ty Croes Anglesey
15th April

Ian Davies : Gemini 23 : MSUK Radio Controller

It's an early start as I head out across the Mersey and down into Wales and across to Anglesey for this popular Stockport 061 Motor Club event. I meet up with Ian Winterburn in the Control Tower and we set up Radio Control for the day. The organisers meal voucher and hat in memory of Bob Milloy are both much appreciated. With radio control set up, both Ian and I could do with longer arms to reach out of the top window and attach the two mag mount aerials !. With the recent very sad loss of WRC star Craig Breen the organisers hold a one minute silence in his memory at 08:30 before we carry out the necessary radio checks around the circuit.

With radios all in position we are ready for first car due in at 09:00 and Maurice on the start line confirms we start on time. With overcast and damp conditions, the circuit roads pose an early morning challenge as the action gets underway. First to hit trouble is Car 35 who pull off the stage with Gemini 71 around Junction 4, although after much rummaging under the bonnet they rejoin the action. Less fortunate is Car 59 who stop in a cloud of smoke somewhere around Junctions 14/15, a job for Crossrigg Recovery after the next stage. Another to rapidly hit trouble is Car 67 who stop on the grass around Junction 14, followed by Car 52 who stops at the gate around Junction 21+. Phew, it's hard to keep up with the event log as the radio crackles to life again, this time with Car 76 stopped at Junction 21 and then Car 81 around Junction 11/12. One car doesn't even manage to get through to the start as Car 56 seems to set their extinguishers off before the start line !. In the end we see a total of 86 cars in to the first stage and 81 out.

Stage 2 fires off the line minutes later at 09:57:30 once again with Car 1.

Continued on Page 24



The light rain doesn't improve things and looking out of the tower windows we see cars a plenty exploring the outer limits of the track, slipping on the wet kerbs and grass edges. Car 38 pulls off the stage and into the deadleg around Junction 15/16, apparently with a differential problem. Car 64 then whacks the tyres at the chicane hard but continues, albeit not quite at full speed and not quite rally direction !. Car 76 is then reported as stalled on the start line and is recovered back into the service area by Gemini Recovery, the first of a busy set of recoveries for the two units at work today. In the end there are 81 in and 79 out of this second stage by 10:46.

The organisers are quickly out on stage to reset the route for the next pair of stages and we organise a verbal warning for all competitors at the start due to oil on the track around the Junction 14/15 area. Stage 3 starts at 11:18 and after the significant drama on the first pair of stages to begin with the action is fast yet calm. Car 8 doesn't seem to get this memo and pulls off in the put lane immediately beneath the tower with some sort of mechanical issue and they are soon pushed clear by the orange army and into the service area. A second car putting caution to the wind is Car 63 who stop at Junction 15- in a somewhat dangerous position, potentially head on to rally traffic for the next stage. As the stage ends we call the CoC and get permission to send in Gemini Recovery and John pulls the car clear of the stage in plenty of time before the next run. So we finish SS3 with a total of 77 runners back into service.

By 12:18 we have Stage 4 underway and it passes off without any real drama or incident, with little radio traffic into Control. With 78 cars this time safely in and out of the stage we have time for a short break as the teams begin the major stage turnaround of the day, with the circuits telehandler in much demand to move some of the heavy tyre bundles.

After some delay as the Stewards require some additional tyre barriers to be organised, by 13:44 we have Stage Five live. The continuing damp conditions appear to have a part to play as Car 10 demolishes one of the chicanes but continues on their way. Gemini 71 than calls in that they have the bumper assembly for Car 10 at their location, if someone wants to collect it. Surprisingly we then get a couple of calls about incorrect lap numbers, perhaps crews puzzled by the new layout ?. The only car to hit real trouble is than Car 81 who stops at Junction 22+, one for the Crossrigg crew, who having offered cake to Rally Control get the next recovery job !. When I say stops at Junction 21, I really mean they hit the merge tyres hard, spin the car around and about 20m later hit the barriers hard in reverse. Sorry, Crossrigg we didn't realise the extent of the damage to the car or the difficulty you have in getting the car onto the recovery trailer before the next stage as the car is definitely in a dangerous position and has to be moved before the next run. So with Car 81 out, we have 77 runners remaining.

Stage Six gets underway at 14:46 and the action continues at quite some pace, with close competition throughout the field, Ian keeping radio crews apprised of the live event results as they happen. Sadly, one of favourite cars the Chevette Car 15 hits trouble just after the start line and pulls off the stage. Next to hit problems is Car 18 with a blown engine at Junction 20, another one for the hard working recovery crews at the end of the stage. Just after half past three we finish Stage 6, with a healthy 74 cars through the Stop Line. After the significant attrition early on in the day, the timing for the final pair of stages looks very tight, as the set up crews set about their business for the final planned pair of stages.

Stage Seven starts at 15:51:31 and the organisers decide in liaison with the circuit team to go for all eight stages, mindful of the event curfew. All seems to be going well until in front of the Tower there is the engine blow up of all time as an unknown car disappears in a huge cloud of dense white smoke, the likes of which I've never seen. For several minutes we literally can't see anything out of the windows until finally we see the Peugeot Car 30 pulled off, with smoke pouring out of both ends of the car.

Thankfully the crew of Car 30 are OK and out of the car, but I hate to think about the repair bill !. The final car to hit trouble on this penultimate stage is Car 79, out at Junction 12 with a clutch problem, recovery required and 70 finishers out.

The final stage of the day gets up and running at 16:38 and early on Car 14 hits the tyres hard at Junction 22 but continues. Oak 13 then reports a car coming towards them at Junction 12 off rally route, one for a written judge of fact report. Our final casualty of the day is then Car 77 who stops with Gemini 71, a final job for Gemini Recovery, making for 66 eventual finishers.

All in all a very enjoyable and busy day in Control for this SMC run event, an excellent field providing an entertaining and eventful day.

Border M.C.
TJS Self Drive
**Alan Healy
Memorial Stages**

Cadwell Park

2nd April 2023

Oliver Mathison : Beverley & DMC

Round 7 of the MGJ Circuit Rally Championship was a bit of a hectic one for us. Nick was leading the championship in Class 3 by 24 points over Steve Dolman and I had my lead pretty much covered with 33 points breathing space so there wasn't a lot of pressure on my part. I knew how badly Nick wanted to win the Championship so we believed we would need a good result at Cadwell as Dolman in 2nd still had another round worth of points to add to his total which could be catastrophic as Nick had already done his 5 point scoring rounds.

The challenge for us though didn't start at the circuit, it was about a week before when Nick decided to try and put his new Quaife sequential gearbox in. With some unexpected problems we got it finished on Friday afternoon and got the G40 off the trailer at Cadwell with a struggle to find neutral, never mind reverse and a bit of a dodgy clutch. Apparently the car isn't supposed to move when the clutch pedal is pressed all the way into the bulkhead.

We arrived early Saturday afternoon and immediately were fighting the weather just to put the awnings up. After fixing the little problems with the new 'box, we flew through scrutineering -and we focused on getting to know the stages off the diagrams we were given at documentation and I had time to plan what I was going to call to Nick whilst on the stages. With it being one of our home rounds and Nick having driven the event a good few times, we were hoping for an enjoyable event and hopefully a decent result.

The real challenge started early Sunday morning when we awoke to a wet track and many decisions had to be made mainly around what tyres we were to use. We had Hoosier Super-Soft Dry tyres, part-worn Michelin Wets which functioned as our 'intermediate' tyre and brand new Michelin Wets, which had been sitting in the trailer for a good while, to choose from. With the blazing sunshine aimed for the circuit and a strong wind pushing any standing water off the circuit, Nick decided to go with the Hoosier Dry compound which seemed to be the correct choice once they were up to temperature.

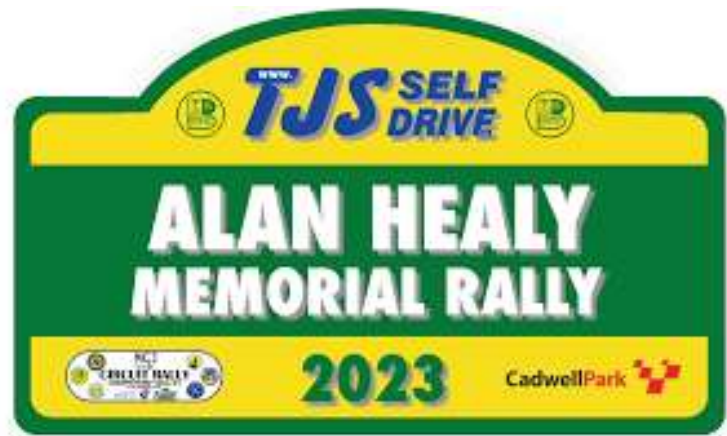


Photo Courtesy of Sam White



Photo Courtesy of Sam White



Photo Courtesy of Carl Leavold

Continued on Page 26

Alan Healey Memorial Stages

Continued From Page 25

Once we had got past the first square right of Stage 1 and onto the top tier tarmac that Cadwell Park has to offer, we could instantly tell that the dry tyres were the ones to be on. Once we were about 3 corners into the stage, we could see marshalls waving us to slow down and once we did we joined the group of 2 or 3 cars queuing to try and find a way through a mangled chicane that once was 3 bales long. We felt like we had been sitting there for years which, after looking back on the onboard, turned out to be about 10 seconds but we soon managed to get back into the stage and tried to keep up with the cars that had also been stuck in the blockage. They had seeded much higher than us so we couldn't stay with them for long but it gave Nick a good pace to try and keep up with and push the new gearbox to its limits.

This speed didn't last long though as an uphill square right was coming up and it had been cut up by a lot of the higher seeding cars which covered the apex in mud. We went into it almost completely unaware of its lack of grip which caused the car to over-rotate and because of the Ginetta's lack of steering lock, we had to cut across the grass that was on our right hand side. We only had to drop 1 wheel onto it to make it round but as soon as the driver's side front wheel touched the green, it was gone. Before we knew it, all 4 wheels were in the mud and we were beached. What we didn't know was that the grass was freshly seeded and because of the rain the night before, it was like a bog. Luckily, marshals were straight on it and decided to stop the stage to get us out and fix the chicane that was blocking the stage about a kilometre behind us. We managed to get back to service after taking a stage maximum and, after taking enough banter from the team, we got prepared for Stage 2.

Looking back in hindsight we should have stopped, reversed and kept it on the black sticky stuff but with Nick wanting to push on as you naturally want to mid-stage and having an Escort sat on our rear bumper we tried to take the easiest way out and we had to pay the price. We had a new media man, Andrew Ferguson, with us for this event so combining that with our stage one incident made some great interviews. We had been dropped down to last place with the stage maximum so from there on we were pushing as hard as we could to try and climb as high as we could.

We managed to pick our way through the pack of Class 3 cars very well. Especially on one of the stages that had a very tight hairpin which slowed a lot of people down who were not as skilled as Nick on the Party Brake and even claimed a Fiesta Rally 2. After a few stage class wins and some top 20 overall stage times, which is very good for Girty (the Ginetta), we managed to climb up to 12th in class which we would consider a decent result with the old H-Pattern 'box.

We had written off the chances of Nick winning the MGJ Circuit Rally Championship in Class 3 at this point and we were just having fun. This was until Stage 5. The stage where the front clamshell decided it didn't want to be clipped down anymore. We think the vibration of hitting kerbs had snapped the aluminium that mounts the clips to the car. This resulted in a very exciting last 4 kilometres or so of the stage as I couldn't see where we were going whatsoever and Nick could only just over the top of the flimsy lump of fibreglass. It was okay at low speeds and most braking zones, it was just when we got up to 5th gear or more when it decided it didn't want to stay down. After taking a square right on a T Junction style junction I felt Nick nudge me and just over the top of the clamshell I could spot the bright blue hue which could only represent the MX-5 of Dolman. We were unsure of what had gone wrong for the crew but they had definitely dropped a significant amount of time.

We later found out that Steve had unfortunately snapped a throttle cable which meant he had to be recovered back to service and could only compete under Super-rally for the rest of the event. If the results stayed the same then Nick would win the championship by 2 points. Luckily for us, they did. As he didn't have an entry for the Altratech SMC Stages 2 weeks after, there was no way he could gain anymore points which resulted in Nick and I both winning the MGJ Circuit Rally Championship in Class 3.

**Whickham & DMC
& Hadrian MC**

Shaw Trophy Targa Rally

16th April 2023

Liam Charlton : Hexham & DMC

A 5.30am Sunday alarm can only mean one thing it was rally time. Me and new club member Jack Mordue where off to do the Shaw trophy. The event was held in the plantation on Otterburn ranges. This was mine and Jack's second event together and his first targa I was dropping him in at the deep end.

Last year I only made it to the first cone before getting stuck in a ditch, so if we get past that this year it would be an improvement. The first test went well however we missed the first code board incurring a 1 minute time penalty. Other than that we had a decent first loop. We weren't troubling the leaders but we were in the top 15 and also main goal beating my dad and uncle in car 25.

The morning loop was 3 tests run twice. We made it to half way having a real trouble free run unusual for me.

The afternoon started with the same 3 test but run in reverse.

The first test after lunch had the corner that I had gone off on in the previous years event so I made sure that I didn't make the same mistake.

Test 9 I had a real disaster some of the worst driving I've done in a while, all my good work of the morning seemed to disappear. Having to reverse a couple of times and the nearly getting a wrong test weren't helping the times.

At the end we had Kevin Stones in his fast MR2 bearing down on us. Test 12 was a repeat of 9 and to show how bad 9 was we were 58 seconds faster.

The afternoon had the pièce de résistance test 13 which was two of the tests linked together marking it 4 mile long. We did it in a 9.53 which I think is a respectable time for the little Mazda. We managed to finish 13th overall, not a bad showing for our first targa together.

The event like last year was run fantastically. Massive thanks to Whickham and Hadrian Motorclubs for organising it and to especially to all the marshals that turned up to help. I think it will be really hard to top that event."

Liam Charlton : Hexham & DMC



Photo Courtesy of Charley Leavold

Forresters CC

Marshall & Hicks Print Ltd Tour of Caerwent

April 2nd

Jack Birch : Clitheroe & DMC

Amazing weekend at one of the best and hardest venues in the country with car braking kerbs, small slippery roads on some of the longest stages in the championship.

We started second on the road this weekend but that soon changed after catching the slower car in front by the last few miles on the stage that then moved us up to first on the road

for the rest of the day for us to set 4 stage wins driving faultlessly extending our advantage over the rest of the field securing our first win. Another top job by Mike Jode on the notes.



Jack Birch : Clitheroe & DMC

Forresters CC

Marshall & Hicks Print Ltd Tour of Caerwent

April 2nd

Oliver Waggett

Sunday 2nd April 2023 saw the OWR team make the 7 hour trip southbound to Caerwent training area for round 2 of the 2023 F1000 Rally Championship, the Tour of Caerwent.

Myself and my co-driver Callum Young went into the weekend with confidence following our win on Round 1, however due to the reputation of the venue and everything we had been told about how much Caerwent can bite we thought it was best to take a cautious approach to the event and use SS1 as a "high speed recce".

An easy run through a very well organised scrutineering and documentation saw us head back to the accommodation to start work on the maps using onboard footage from previous years of the rally.

An early start for the team on Sunday morning allowed plenty of time to reach the venue and get a good service spot. Seeded as first junior meant we would start 1st on the road following the senior section of the event. As the nerves kicked in we headed out for SS1. A clean but steady run through the 9 mile test left us in 4th place dropping 30 seconds of the lead.

4th would be our spot for the day, struggling to find a good rhythm behind the wheel we thought best to go out and learn the venue as we return to Caerwent later in the year for round 7 of the championship. As the day rolled on stage 3 was the first time we visited Caerwent's "quarry section" which we had been warned to be careful in as going off there would end the rally. To everyone's surprise it ended up being my favourite section of the rally in only what I can describe as similar to the roads up on Argyll. Managing to get our times back on par with the lads In Front was the main positive to take away from a tough day in South Wales.

At the start of the rally we made the decision to register for the Independent Paint Supplies Rally Challenge as several rounds match with the junior calendar for 2023. A good start to our first IPS campaign saw us take maximum points in the Junior section as we took the class win.

Heading to the next round at Leconfield a venue which I've done 2 times before on the 30th April we currently sit 2nd in the championship 3 points back from the lead.

A big thanks to my dad (Steve Waggett) for driving the mammoth trip so we could compete on the rally and to Martin Young for coming down to service.

Oliver Waggett



TREVOR ATKINSON & CO. LTD
Industrial Landscape Contractors



Forresters CC

Marshall & Hicks Print Ltd Tour of Caerwent

April 2nd

Callum Young : Clitheroe & DMC



Photo Courtesy of EDP Photo News

On the first weekend in April, Oliver Waggett and myself made the trip down to South Wales to contest the Tour of Caerwent, near Newport, round 2 of the Junior F1000 Rally Championship. We knew this venue could bite when things went wrong, so we decided to take the steady approach of using stage 1 to see what the venue was like, and go from there. We had seen various in car from previous years, and as usual, went through the maps the night before to familiarise ourselves with the venue a little. We had also decided to both register for the IPS Rally Challenge, as we will both be competing on a few of the rounds of this championship together.

The day started being 30 seconds behind the leaders after stage 1, in 4th place, which wasn't an issue as the top 3 had all been to the venue before, and knew what to expect. Stage 2 went a lot better, we knew where we could push on a bit more, and we were getting quicker throughout the stage. Only 26 seconds behind the leaders on this one, which was an improvement on the first stage. At this stage we were also leading the junior section of the IPS Rally Challenge.

Stage 3 and 4 both included the infamous quarry section, which we had both been warned about by other competitors. But that was our favourite road on the whole event, likening it to a proper closed road stage, just wished it went on for longer than half a mile! On these stages we were improving again, with times getting closer to the leaders, and cementing our 4th place overall, while also still leading the IPS Rally Challenge.

The final 2 stages were a little shorter than the rest, removing a lot of the square junctions, which meant more flowing corners, along with another road I would liken to a closed road stage. These stages we had got back onto the pace of the leaders. Stage 6 in particular we were flying on, until about halfway through, we hit a kerb, one of the things we got warned not to do, but luckily got away with it. We then decided to just get the car back to the finish, to secure valuable points for the championship.

We ended up in 4th place overall, and winning the junior section of the IPS Rally Challenge, which is a great result.

Overall it was a great result for both Oliver and myself, with valuable championship points for us both, with us being only 3 points behind the lead of the championship. Next round for us both will be at Leconfield on the 30th April

The in car from Stage 5 can be viewed here - <https://youtu.be/DqCQo4kmjDc>

Callum Young : Clitheroe & DMC

So technically Moses was the first man to download files from the cloud using a tablet.



HEXHAM & DISTRICT MOTOR CLUB THE SPRING SCATTER 12 CAR RALLY

13th April

Ed Graham : Hexham & DMC

The Hexham & DMC Spring Scatter Rally might well have been re-named the Spring Shower as the event ran in a deluge which left huge puddles all along the route and had the organiser looking nervously at the rising water level in the event's only ford, it was a foul night and one had to feel sorry for the hardy band of marshals who were in for a miserable night although, in fact, they were all remarkably cheerful, if a little damp, when the cars turned up.

The Spring Scatter, like all the Hexham 12 car event's lately, was again oversubscribed so it was a full field which lined up at the Hexham Travelodge for a 60 mile route around darkest Northumberland. There were all the usual faces on show but several unusual vehicle choices, Alan Bennison had been unable to get his Proton ready in time so was out in a standard 1.2 Fiesta, it belongs to his Mother so he was intending to proceed cautiously. John Nicholson also had to change mounts when his Fiesta ST developed an engine management system problem, it's replacement, a huge Nissan Navara proved an ideal choice given the weather.

The rally opened with the usual regularity section which ran, from Hexham, along the main A69 dual carriageway before heading via Warden to a control near Walwick, Nicholson/ Magee proved best on this one, dropping a mere 35 seconds with Mike Cook/ Ross Blyth's diminutive Austin Healey Sprite next up on 42. A short, 4 minute, section took crews to Fourstones and proved to be easily on for all but the Beginner crews. Not so the next section which meandered West towards Allerwash before using the maze of yellows North of Haydon Bridge and finishing close to the A69 at Lipwood. This turned out to be more challenging with only Cook/ Blyth. Cummings/ Webb and Nicholson / Magee avoiding penalties. Rob Renwick took Chris Purvis for a 7 minute detour, Bob & Tom Henderson lost 9 minutes when they stopped to have a "Discussion" with a local farmer and Mark Lewis, who was "Breaking In" a novice navigator lost a massive 12 minutes.

The next section climbed up and over Whitfield Common and the steep hills obviously didn't suit Bennison's little Fiesta as he and Roy Hewitt dropped 4 minutes. Dylan & Warren Scott lost a minute and Lewis/ Young lost 3. A section heading East toward Allendale and then doubling back, via Keenley to near Ninebanks came next, this featured as route checks two post boxes cunningly concealed in stone walls which caused a bit of head scratching and backing up, penalties were, however, light. The route then headed South with crews sternly warned to proceed very quietly through Ninebanks where a local resident had complained about the event, evidently he thinks all car rallies should be banned !!! As it happened, the Driving Standards observer reported that everyone behaved impeccably and there were no complaints.

TC.6 to TC.7 featured the well known, and notorious, Knock Shield Ford, when this rises it runs extremely fast and the course car approached it with some trepidation, despite running fast, it was quite navigable however and all the cars made it across to dry land although Cook / Blyth had to stop for 4 minutes to dry out the electrics, and probably also their feet !!.



Continued on Page 31

Hexham 12 Car Continued From Page 30

A run on the yellows up above Allendale featured some very “Yumpy” roads and a route check near the golf course that was difficult to spot, penalties were however light. The rally had, by this time, lost Thouless/ Side, the Citroen crew having got hopelessly lost while the Stewarts, Simon & Luke, were cutting controls to stay in time.

The final section of the night started with a “Quiet” section through Catton and featured a final “Hard to Find “ post box before going via the railway bridge at Staward to the finish in the warm and cosy Carts Bog Inn at Langley. As usual the evening’s proceedings finished with the traditional supper and the landlord at this typical country pub really did the event proud, opening specially for the event and providing a delicious beef casserole which was eagerly pounced upon by the competitors and marshals alike. The ever reliable George Charlton soon had the results up on his computer which showed a clear win for Nicholson/ Magee with the big Mercedes of Cummings / Webb in second spot and the unlucky Cook/ Blyth having to settle for third spot and no doubt wishing they had been more liberal with the WD40 !!.

Results :-

1.	John Nicholson/ Andy Magee	Nissan Navarra	00:35
2.	Dave Cummings / Jonathon Webb	Mercedes	02:01
3.	Mike Cook / Ross Blyth	Austin Healey sprite	04:42
4.	Chris Purvis / Rob Renwick	Toyota Yaris	13:00
5.	Alan Bennison / Roy Hewitt	Ford Fiesta	16:56
6.	Bob Henderson / Tom Henderson	Proton	17:06
7.	Dylan Scott / Warren Scott	Vauxhall Corsa	19:37
8.	Michael McNiven / Dave Blott	Proton	36:25
9.	Mark Lewis / Mark Young	Mini Clubman	52:29
10.	Simon Stewart / Luke Stewart	Vauxhall Corsa	4: 47:28

DNF.

Peter Thouless / Andrew Side	Citroen
George Harrison / Stephen Crosby	Proton

Frank Bird To Debut New Mercedes At Nurburgring

Cumbrian racing driver Frank Bird and his German-based Haupt Racing Team will be in action this weekend when they contest the ADAC 24hour Qualifiers in the new Mercedes-AMG GT2

In preparation for the ADAC TotalEnergies 24h Race Nürburgring later in the year, and following an intensive development phase covering many test kilometres, HRT will bring the new car to the grid which boasts a power output of over 700bhp.

The event will see the #46 Mercedes-AMG GT2 contest the two qualifying races, over two and four hours respectively, in the SPX class under the Mercedes-AMG Team HRT entry. Penrith-born Frank Bird, German teammates Elia Erhart and Jörg Viebahn along with Mercedes-AMG test and development driver Thomas Jäger also from Germany will share the wheel for the Mercedes-AMG GT2's first official appearance on the Nürburgring-Nordschleife.

After the qualifying races, preparations for the HRT Mercedes-AMG GT2's next endurance test will begin as from 18/21 May, the GT2 team will also compete in the ADAC TotalEnergies 24h race at the Nürburgring..

Frank Bird, “I am super excited for this brand-new project with the GT2 machine. I have no expectations but it has huge potential so I’m just looking to gain as much valuable mileage and data for the car as I can. I’m really looking forward to seeing what it’s like round the challenging Nordschleife circuit. Thanks to AMG and HRT for this opportunity and to my own sponsors, and especially my dad Paul, for their support again this season.”



York M.C.

Clubday Autotest

Acaster Malbis

16th April

Neil Raven : Ilkley & DMC

A glorious sunny Yorkshire day blessed the York club day autotest on Sunday. It was my turn to set the tests and organise the band of merry marshals to oversee the efforts of the competitors.

A mid week check of the site by Ray revealed some of the bales had been moved by the farmer which made the first test impossible to run to the original drawing. He changed it to suit the new landscape and kept a tour around a large slippery mound in place. It worked out to be a great test with a very technical turn at the end.

A great turn out of six marshals made the day run smoothly and all points covered. Their commitment to the event was rewarded by lots of sunshine and plenty of dust from the cars

Test 2 had quite a few competitors scratching their heads, worried they'd make a mistake. This was evident after the drivers briefing as all but 3 drivers set off to test 1. Everyone eventually put their big boy autotest pants on and faced up to test 2.

It was a great day which kept on giving after it had finished with the cars needing a considerable amount of washing down after navigating some muddy sections! A huge thank you to Ray Jude for getting all the paperwork sorted and for the mid week pitch inspection and revised test. Thank you to the great team of enthusiastic marshals which meant the day flowed really well. And of course the competitors who make all the work putting the event on worth it.

If you'd like to take part or come and see what the club days are all about, the next one is on the 7th May. Craig Dykes will be in charge of the tests on the Acaster site and the sunshine is booked

Neil Raven : Ilkley & DMC



Bala MC

Derwydd Farm Production Car Trial

15th April

Rupert North : Airedale & Pennine MCC

National cars adventures highs and lows.

After the long off season through winter, the last time I competed was the 16th of October at the BTRDA grand final, and with spring in the air I got the car out and gave it an annual service, oil/ filter and ignition parts. It didn't really need much else apart from a track rod end which it failed its MOT on. One of the good things about using a standard car is there's no really expensive parts, I bet the season's spend to keep it going was under £160 and a couple of hours of my time.

Drove it round locally just to get a feel for it again even went to a classic car gathering and the stage was set, roll on 2023 season and the first weekend away in North Wales. Kicking off with Bala MC's Derwydd Trial on the 15th April.

The weather wasn't kind. It rained all week leading up to the event, but as luck would have it Saturday was forecast dry and sunny. Had to load up Friday afternoon in driving rain though, sat waiting to see if it would stop but it had no plans to. One loaded onto the trailer one last job...put the light board on, normally take a minute but one side was dead. There's an old farmer's expression of if "it's not broke (*****), don't try to fix it". Which I should have adhered to. Like a fool I had decided to tidy up my light board and screw the number plate a bit better and while doing that I somehow managed to drill the wire inside clean in two. Lucky I had an old spare one kicking about but had to do all of this in hard rain and I got soaked!!

Saturday morning sunshine and smiles, the 2 and a bit hour drive passed quickly and it was nice to be driving though the welsh countryside and once at the venue it was great to start catching up with all the regular people who I hadn't seen for many months. After the normal pre-event formalities we all set off up a steep farm track to where 8 sections awaited us.

The sun may have been out but the ground was soaking. Wales is good for early season events as the fields are tough and rugged and seem to recover well from getting muddy.

Continued on Page 34



Derwydd Farm PCT

Continued from Page 33

Out on the sections my day seemed to be going quite well, grip seemed to be plentiful and I got separated from the rest of the class so just pottered around ahead of everyone. Some bits were steep, some parts were very muddy and some parts were rather lumpy but all was good. The sun was out. I was enjoying myself and I kept my nose clean assuming it was going to be a low scoring day.

After 16 sections we stopped for lunch. I was one of the first to come back and grabbed myself a burger from the BBQ put on by the members of Bala MC. Munching away I was unaware what a morning I had had. Wasn't until someone asked in passing how many I had dropped and I said 6 and he suggested that was a good score by using 4 and 3 letter words. Turns out I was miles ahead in the older FWD class which definatly came as a nice surprise. My nearest rival was on 25.

It was far from over though, RWD mounted championship saltwart Barrie Parker was right behind me on index, less than one percent it was reckoned....so as we headed off into the afternoons altered sections it was still all to play for.

I was still holding my own but the gaps in scores between myself and the chasing pack were very narrow even losing the odd mark, still in front but the bigger the gap the better the index.

Had a better round 4 but would it be enough? Barrie had had a good afternoon too. Loaded up and waited for the results...didn't really want to look, I kind of expected the worst, nothing wrong with winning the class but overalls wins are nice and few and far between for me. But somehow I had managed to stay in front for a first overall. And by a mere 1.06 % on the index. I don't know what the factors would be but that tight could well be 1 or 2 marks won or dropped could have made the difference.

Ever so happy with my days of motorsport, a group of us headed off to the pub for a meal with a few drinks and a night's sleep. I was raring to go to Sunday's event, the Peter Williams Trail.

The weather was not as enthusiastic as I was, raining on us. It was forecast to stop mid morning but hung on till lunchtime. I was first on which kind of made me the guinea pig for the morning. Running first you get to show fellow competitors either the right or wrong way to attempt the section. My day didn't start well, I lost 6 marks to a few people on a steep little bit.

Continued on Page 35



Derwydd Farm PCT

Continued from Page 34

Not the best start. It really didn't feel like it was going well, massive scores slipping and sliding all over the place. Dropped an 11 on hill 8.....can't think the last time I was writing double figures! Thankfully I wasn't alone in my sizable score sheet, I was still in touch after round 1 and got a whole mark less to lead the class at lunch.

The rain had turned to drizzle and pretty much stopped, which was nicer but the ground was soaking and the more cars that went up the sections the more grass disappeared and turned to mud. I had a good 3rd round picking my way through the sections stretching out a slight lead over the others. Round 4 was good as well, I didn't gain anything but more importantly I didn't lose anything.

The index again fell in my favour and I won overall again....I've never done a double before, again narrowly beating Barrie from the RWD class.

A fantastic weekend and season opener....I can't lie, made better by 2 wins...walking on sunshine me...happy happy. Took the car to the jet wash once I got home and treated it to a wash and put it away ready for NEXT weekend's event.

The Ivinghoe Trail held by Falcon MC is quite a long way south near Dunstable, 3 hours 15 minute away. I set off at 5.30 full of hope and promise. The weather was meant to be awful and I drove through masses of heavy rain but as I approached the venue it was looking dry. The drive down was made more interesting by loads of modified and unsal Japanese cars on their way to "Japfest" at Silverstone racing circuit. Towing a Kei car covered in stickers was getting attention as they passed.

Turns out I should've gone there!! Fellow competitor Mark Hoppe had brought his 3 door Alto out for the event, and I was hoping to have a good day competing against him in the same car and the rest of the class, it's always more interesting when every mark counts and there is something to play for.

I feel I ran out of luck or talent or both....recently I've had a good run, won a load of cash at poker, won £20 on a scratch card and back to back wins on the car trails. It all came crashing down...reckon it was the weight of my inflated head!!!

Couldn't seem to find grip anywhere, I was either matching other people's scores or losing handfuls of marks to them. By the end of the first round 18 away from the front of the class, no way I am getting that back. Round 2 was a very low scoring round which made me 4 times worse than the guys on 0.

By lunch break I was a whopping 22 marks off the pace and stone cold last in a class of 6. Wondering where it had all gone wrong.

The afternoon was more of the same I carried on to the end but must have been one of my worst outings in years. The final damage was 46 at the back of the class to 4 marks dropped and the event winner newcomer to the championship Tim Dovey.

Old enough to accept an off day or a mistake but gaps like that do leave you wondering what happened? Writing this on Tuesday the 25th of April with the southern double weekend starting Saturday the only thing I can think to do is swap tyres, maybe the ones that were great in the mud of Wales were not as happy on the long lush grass down south.

I met up with family after the event and had a meal at a local pub, my cousin lives close to the venue. Setting off from there I was expecting a clear run home but that wasn't to be.... various hold ups meant I didn't get home till just before midnight...unloading the trailer in the dead of nights not fun everything you touch bangs and clangs!! After the highs of Wales the lows of Dunstable was a day to forget.

If you've made it this far I'd like to take this moment to thank organizers , marshalls and everyone who make these events happen, I know it's a lot of work.



RALI BRO PRESELI

1st/2nd APRIL 2023

Barry Allman : Clitheroe & DMC

My aim this year Rali / Rallying wise is to contest all the Welsh Association (Welsh Road Rally Championship) rounds and all the rounds of the Association of Northern Car Club rounds as well. The getting an entry and competing on them is going quite well, the Goddess of Rallying / Just pure luck is being kind ish !!

The John Robson RR (18th/19th Feb) was going according to plan until we ended up in a field and a DNF Oooops. My driver Geoff Bateman (from near Wigton) is busy now reshelling the car and doing a fine job too. Maggy Bateman his wife (who LENDS me her seat) knows where he is, I guess from the Fruity language emerging from his Garage !

In fact the next weekend (25th/26th Feb) Maggy lent us "RUBY" her standard ! MG ZR to do the KICK Rally of Derbyshire and YEAH we got a finish on a tough event.

The following weekend (4th/5th March) I was with Joe Cruttenden (Wigton Club) in his Trusty Ford KA, my first time competing in a KA, having a DO on the 40th Rali Bro Caron.

What a night, great fun, Sumpguard came loose ! New front suspension cried ENOUGH but held together to get us a Finish Yessssss.

Had a weekend off ! (had a break in Portugal, reading OS Map 123) 18th/19th March was Rali Llyn this time with Chris Way in his Honda Civic a super drive on some Classic lanes I had been down last in the 1980's ! another Finish Yessssss.

Different area's, different maps and different organisers (All Good) where keeping me On My Toes, trying to unlearn what I did Way Back in 1977 when I started and learn the New Way's (Yes, you can teach an Old Dog new tricks, just takes longer !!)

The rest of March was helping on Clitheroe's scatter event put on by Peter Wilkinson (Yes we will do another one too).

Then a trip up to Cumbria for the West Cumbria Motor Clubs 12 Car with Geoff Bateman and "RUBY" going OK on some nice lanes until a soft Brake pedal! a rear pipe had burst! limped back to Geoff's. Jumped into my Suzuki Swift Sport and made it to the finish in time for the CHIP BUTTIES. Not a finish but No Damage to the car, lucky it didn't happen on the KICK as Geoff drove "RUBY" there (Buxton) did the rally then drove home!

Out with Peter Wilkinson next in his Suzuki Swift Sport (with his gearbox upgrades fitted, WOW) for a Kirkby Lonsdale Motor Club 12 car, always great fun too, a Finish and reasonable result too.

Here I am "Back into Wales Part Two" and the Rali Bro Preseli with Iwan Hands Davies in his Peugeot 2 litre (GTI ?) our first time together. It was a CLOSED to club event and so not in a championship but good experience with Teifi Valley Motor Club and of OS Map 145, which I will be on later in the year. The start was at a industrial estate in Crymych close to the centre of the map only one map again, saves on cost he he. All the usual formalities done and ready for the route and as a novice type we had one and a half hours to plot. Leaving the start at 00.39 turn left , turn left and 100 metres to SS1 !!

A very compact route again with the whole 100 miles plus on one quarter of OS 145. Heading south to TC2 via the first farm track of the night, going through the actual farm yard lined with Spectators, awesome. Like most Welsh events the organisers gave out spectator information, with route in and out for the speccy's and NO Go roads too. Still heading south towards TC3, pleased to say that Iwan and I gel'd quickly, he even understood what I was saying too !



Rali Bro Preseli
Continued from Page 36

It was fun to meet his Mum and Brothers, Iwan being a THIRD of my age, Mum gave me the Hurt my lad and you Hurt me Look at the start and so no pressure !!

Another section via some hairpins and a ford had us heading West a quiet section through Hafod back on it to TC5. Next section was a small maze of roads and some more farm tracks, a real good grin. Heading North now via TC8 and TC9 included two Not On Map follow arrows sections, more farm tracks again, so much fun. With Iwan asking " Are you sure ! " YES just follow the arrows. Heading West still we finally got to SF1 (via the TEN Time Controls) a full on One Hour 40 minute section !! and Breath ...

SS2 to SF2 via just three TC's took us West again to the petrol halt at Pantygam and onto the second half.

This time heading West and South from the middle of the map going Anti Clockwise a nice relaxed section through the Pembrokeshire Coast National Park flowing roads that gots us to TC 17. The whole of the second half was one LONG section SS3 to SF3 via TC 13 to TC 21, brilliant. The second bit was back into a maze of lanes and farm tracks so good. One hour 40 minutes of FUN !!

Last Control SF3 turn right 100 metres the finish Hotel and breakfast yessssssssssss at Llandissilio

We started car 44 and got a fail free finish 33rd o/a no damage and hardly any moments and so much fun. Bit different in a 2 litre with the extra grunt, with ALOT more map knowledge we might have done better. Iwan and I had a great night and his MUM was pleased that was my aim, he he he.

Deffo one to do in a super area, where everybody seems to be a Rally Fan.

Barry Allman : Clitheroe & DMC

One day, Einstein has to speak at an important science conference.

On the way there, he tells his driver that looks a bit like him:

"I'm sick of all these conferences. I always say the same things over and over!

The driver agrees: "You're right. As your driver, I attended all of them, and even though I don't know anything about science, I could give the conference in your place."

"That's a great idea!" says Einstein. "Let's switch places then!"

So they switch clothes and as soon as they arrive, the driver dressed as Einstein goes on stage and starts giving the usual speech, while the real Einstein, dressed as the car driver, attends it.

But in the crowd, there is one scientist who wants to impress everyone and thinks of a very difficult question to ask Einstein, hoping he won't be able to respond. So this guy stands up and interrupts the conference by posing his very difficult question. The whole room goes silent, holding their breath, waiting for the response.

The driver looks at him, dead in the eye, and says :

"Sir, your question is so easy to answer that I'm going to let my driver reply to it for me."

When NASA was preparing for the Apollo project, some of the training of the astronauts took place on a Navajo reservation.

One day, a Navajo elder and his son were herding sheep and came across the space crew. The old man, who spoke only Navajo, asked a question that his son translated. "What are these guys in the big suits doing?"

A member of the crew said they were practicing for their trip to the moon. The old man got all excited and asked if he could send a message to the moon with the astronauts. Recognizing a promotional opportunity, the NASA folks found a tape recorder.

After the old man recorded his message, they asked his son to translate it. He refused. The NASA PR people brought the tape to the reservation, where the rest of the tribe listened and laughed, but refused to translate the elder's message.

Finally, the NASA crew called in an official government translator. His translation of the old man's message was: "Watch out for these guys; they have come to steal your land."





Regardless Motor Club

The Steve Gornall Memorial Rally

22/23rd April

Lee Matthews : C&A MC

The weekend of the 22nd/23rd of April saw the Capri GT compete on a full blown modern-day Road Rally. 145 miles around the Kendall area of Lancashire where virtually all the milage was competitive with very few places to gain any lost time back.

John Evans sent me on a couple of minor mystery tours off route, and coupled with a 1st gear ratio that was too long which cost so much time at each stop junction or control we ended up going OTL eventually, so we decided to cut out the last 5 miles so we would get to the finish on time, collecting 11 Fails for the missing Controls. This meant we finished in last position, 25th Overall out of the 38 starters.

However we achieved our initial goal which was to get the untested 60-year old Capri to the finish line. To be fair the car didn't miss a beat, and John did extremely well on the maps, navigating on what was a very tough event.

Big thanks to John for sitting in the silly seat, Sion and Mark for helping fettle the car on the run up to the event, Iwan for marshalling along with Mark on the night, all the organisers and marshals for making the event happen, and to **Duncan Littler** for the action photo's.

Honoured to be awarded the "Spirit of the Rally" award at the finish venue.

What a night.

Lee Matthews : C&A MC



First Season in Motorsport

Onwards & Upwards

Ben Briggs U17MC(NW)

Steve Johnson asked me to write a report about what I have been up to as a junior competitor. Last year was my first season of competing, and we bought a Micra and entered some PCAs at Lymm and Blackburn. I learnt a lot. I got a lot of good advice from Steve, Chris and Scott, Dan and Chris. I also heard about a gravel PCA at a quarry in Wales called Wern-Ddu, so we entered some of those too, and I ended up winning their Junior Championship. This year I was keen to improve more after my rookie season. I did the double-header Autosolo and PCA at Blackburn in February, and got first in PCA 1 class, but there were no events in March, which was good as we were busy building a new gearbox for the Riley.

Now I'm 16, I am allowed to enter VSCC Sprints and Hillclimbs, so I have got my Speed licence and I've entered for Curborough Speed Trials and Prescott Hill Climb, sharing the Riley 12/4 with my Dad. As I'm not allowed to drive on the road yet, the only driving practice I get is in the Autosolos, and I really needed to get some time in the Riley before starting competition. It's a very different machine to a Nissan Micra. Being 85 years old, the brakes are very different, and with narrow tyres, rear-wheel drive, and a highly developed, powerful engine, it can be quite a handful. My Dad wanted me to prove I was safe and competent (and not going to break the car) before coming to the start line. Our VSCC friend James Baxter had organised a special track day at Blyton Park on 3rd April. He has run these for 3 seasons now, and they are really good for testing cars before the season starts. They keep it to low numbers and only 5 or 6 cars on track at a time, and all like-minded drivers who respect each other and their cars unlike some trackdays. And being 16 now, I was now eligible to enter.

I learned the track in advance from Youtube videos, and Dad explained everything about the car. He was very strict about revs (no rev limiter in these - just a very expensive bill), and how I needed to let the tyres warm up before pressing on in the corners. I also had the challenge of mastering the preselector gear change. We did a few laps, then came back to the paddock and discussed things. We did this several times, each time going faster and getting the feel for the car, and when it would start to let go.



Continued on Page 40

First Year in Motosport

Continued from Page 39

I learned a lot, and my Dad said he was very happy with my progress. I also took out some of my Dad's friends for a few laps. Some of my VSCC friends were there, so I went out as a passenger in other cars, Maurice Gleeson was showing some Porsches how MX5s are faster, that was quite fun. I also went in my mate's Jaguar-engined Cougar. That was a bit hairy, and he definitely should not be running on those ancient tyres. We resumed after lunch and just kept getting laps in. There was a really nice mix of cars, plenty of vintage and classic cars, but some exotic things like a Gould and a Formula 5000 Cooper. At the end a chap came over, very enthusiastic and said "wow that car has a real turn of speed you know, we had to have a couple of looks before we could get past it on the straight", so my Dad said "yes, it's not bad, why what car were you in?". "That McLaren" the chap says!

After that, we returned to Wern Ddu. Andrew Crawley and his team do a really good job here, and on this one they had been working really hard - the stages were really long and challenging. In the first test, most people got it wrong, as it was quite difficult to remember., but I always work hard on memorising the course so I was OK. We had got some used gravel tyres from my friend Dan (thanks Team MJ!) and put them on the front of the Micra. These made a huge difference, and I also started using the handbrake more to help with turning the car in the corners. It seemed to go really well, and we got faster on each test. In the end, I won class A, so i was really pleased. And my mate Dan got 2nd, so it was a good day for U17MCNW.

Then we were back onto normal tyres again for the PCA at Lymm on the 23rd April. There were four entries in the PCA 1 class, but only 3 cars on the day. I came second in class, beaten by my friend Ben Tyrrell, who was doing his last event in his Micra before he moves to his new car. It was quite a fast course in places and I think the 1.3 Micra has a good advantage here, that is next on my list... The event had to finish early due to some imposters parking their trucks on Steve's carefully laid-out course. They had to be moved at 3pm, so we finished early to allow them to leave. A few of us would have liked to carry on for longer, but as it turned out, heavy rain started just then, so it was a good thing we finished and got cleared up early.

My next event is VSCC Curborough Speed Trials in the Riley, then back to Lymm in the Micra in May. Thanks to everyone that has helped me over the last year.

Ben Briggs : Under 17 Motor Club (NW)



Plenty of Horse Power Here



woke
/wōk/ informal • US
(adj.) A state of awareness only
achieved by those dumb enough
to find injustice in everything
except their own behavior.

Oulton Park Diary

With Dave Williams

APRIL AT OULTON

1st April – Season Starts with a Festival of Caterhams

How good it was to feel the sense of anticipation driving to Oulton Park for the first meeting of the season. Eleven scheduled Caterham races promised plenty of entertainment and they did not disappoint. However, the day ended gloomily with drizzle falling from a leaden sky over a silent circuit as the final encounter was cancelled after a serious accident in the penultimate event.

Lewis Thompson made the best possible start to his Avon Tyres Caterham Seven Championship campaign by winning the opening round. He kept a cool head as Aaron Head and James Murphy fought hard with him. This intense



Thompson heads the Caterham pack

dice enabled the rest of the pack to close in and by lap 10 the first 8 were circulating as one, covered by a second!

On the penultimate lap, Head's car died suddenly exiting Hislops chicane. As those behind bunched up, Thompson was able to make a break to seal his victory as, two corners later, Murphy ran wide exiting Lodge where he lost control on the wet grass. He veered across the track and collected Graham Sawyer, sending the latter into the barriers just before the pit entrance. Murphy continued with a right front wheel that was pointing inwards and finished fifth.

The results of this race determined the starting grid for the second so Thompson was able to take the laurels once more as Head and Murphy started lower down the order than they otherwise would have done. They finished third and fourth behind Jake Swann. Head may have caught Thompson but a few laps from the end he outbraked himself at Hislops and ended in the escape road.

Head and Murphy were denied another opportunity to try to beat Thompson because the final leg of their triple header was cancelled due to a serious crash on the exit of Island Bend in the third Motul 310R contest. These had all been won by Lars Alexander Hoffman albeit every time he was just fractions of a second ahead of his pursuers – indeed, in the first race the leading trio arrived at the final corner side by side.

Similarly, Freddie Chinnicks was the first to see the chequered flag in the three Mission Motorsport 270R encounters albeit in his first outing he had jumped the start and the resulting 10 second penalty dropped him to seventh and handed the win to Charlie Lower.

The Vertex Caterham Roadsports series got its season underway with a double header in Cheshire and saw the closest finish of the day with Lyonel Tollemache pipping Ben Timmons by just 0.006 secs before Timmons took the laurels later in the day.

7th to 10th April – British GT, GB3 & GB4 Easter Eggstravaganza

The British GT Championship got underway at Oulton Park over the Easter Weekend with two 1 hour contests. Both the GT3 and GT4 classes had 18 cars taking part in their separate qualifying sessions in glorious Spring sunshine on the Saturday. Thus there would be packed grids of 36 machines from many people's fantasy garages taking part in each of the 2 races on the Monday.

Continued on Page 42

Oulton Park **Continued from Page 41**

James Cottingham and Jonny Adam were fastest in GT3 with a Mercedes-AMG entered by 2 Seas Motorsport while the Optimum Motorsport McLaren Artura of Jack Brown and Charles Clark was on pole in GT4.

The series regulations allow the organisers to alter the weight and/or power of the cars to enable drivers from various marques to compete on an even footing and after qualifying they added 15 kilos to the ballast that all the Mercedes had to carry – although it didn't seem to make much difference when race-day came.

Monday brought typical Bank Holiday weather and a heavy rain shower 30 minutes before proceedings got underway meant the first GT round of the season began on a wet but drying track. As most teams started with their amateur drivers, the majority took the safe option and fitted treaded tyres, trading grip for potential outright speed.

Kevin Tse started the Sky Tempesta McLaren 720S Evo from the outside of the front row but was very tentative on the run down to the first corner and dropped to fourth enabling Cottingham to arrive at Old Hall pretty much unchallenged.

Wets were definitely the correct tyre choice initially. John Ferguson in the Ram Racing Merc started on slicks and dropped back rapidly. He struggled to keep ahead of the GT4 cars. But earned a reprieve when Simon Orange spun into the gravel at Lodge triggering a Safety Car period.

Cottingham had a great restart to re-establish his lead at the front of the field ahead of Ian Loggie in the sister 2 Seas Motorsport Mercedes.

Behind them, the move of the weekend was about to take place. Richard Neary was running third in yet another Mercedes, this one was prepared by Team Abba, but was passed by Tse into Lodge however Andrew Howard was following closely in the Beechdean Aston Martin and, as the cars ahead compromised each other's line he was able to carry more momentum exiting the corner and dive down the inside of both into Old Hall.

Howard had epic pace and was soon challenging Loggie for the runner-up position although his quest was interrupted by a GT4 car cutting in front of him entering Brittens. Undaunted, he was soon back on the tail of Loggie with Tse in his slipstream.

This continued for an extra lap when Loggie and Howard made their compulsory pit-stop. As no further rain had fallen everyone who had started on wets switched to slicks.

During the stops, Jonny Adam took over from Cottingham with Ross Gunn getting behind the wheel of the Aston Martin. Jules Gounon was in Loggie's car and was quickly up to speed, passing Chris Froggatt in the Tse's McLaren on the entry to Shell.



The pair of 2 Seas Motorsport Mercs lead the field



Slicks were the correct option for the GT4 Mustangs in Race 1



Ian Gough and Tom Wrigley won GT4 in race 2

Continued on Page 43

Oulton Park : Continued from Page 42

Gounon had his sights set on the leaders but at the same time he had Dan Harper filling his mirrors in a BMW M4 that had been started by Darren Leung. Harper was making a very impressive debut in the series.

The Safety Car then came out once more to bunch everyone up. This was required when Sam Neary (who had taken over from his father, Richard, in the ABBA car) was edged on to the grass exiting Water Tower by a GT4 Mustang he was lapping. Out of control, he speared across the track at Druids into the gravel. A nasty incident was avoided when Raffaele Marciello in the Merc started by Ferguson slowed so that Neary flashed by in front of him rather than smashing into the side of his car.

Back at the start of the race the field had been given 2 green flag laps, instead of 1, as the cars were running on a wet track for the first time this weekend. While everyone else checked out the conditions, the two Academy Motorsport Ford Mustangs headed to the pits for slicks. This proved to be a decision which won GT4 for the team as the lower power of cars in this category made the slicks more manageable in the conditions.

The Safety Car had picked up the GT3 leader, Adam, but the lead GT4 Mustang of Will Moore and Matt Nicoll-Jones was ahead of him which meant they were able to continue round to the back of the crocodile and gain almost a lap on everyone else in their class.

Indeed there were a number of GT4 cars mixed up with the GT3 leaders which meant at the restart, Adam was able to floor the throttle well before the start/finish line leaving Gunn well back as he couldn't pass the GT4 car ahead of him until he passed the green flag.

Gounon in third had the same problem and had to jump on the brakes to prevent himself from passing a GT4 too soon. This gave Harper and Marcus Clutton the momentum to overtake Gounon past the pits. However, Harper had shot through into third just before the start/finish line and had to serve a drive-thru penalty.

This put Gounon back up into fourth behind Clutton who was driving a McLaren 720S that had been started by Morgan Tillbrook and fielded by Enduro Motorsport.

With 8 minutes to go, the rain returned – and everyone was on slicks setting up a very dramatic finish!

Clutton's "Macca" was handling superbly and he pounced to take second when Gunn ran wide at Lodge but Gunn repassed him at Old Hall at the start of the last lap.

Round at the final corner he then tried to go round the outside of the leader, Adam. Both braked later than they dared and slithered in unison towards the gravel trap. At the last second, they found enough grip to make it round and blast through Deer Leap to take the flag. Adam took the win from Gunn as Clutton and Gounon flashed across the line side by side a second later. They were just too far behind to take advantage of the leaders' last corner antics. It took a photo finish to separate them with Clutton taking third by 0.029 secs.

It was Adam's 17th win in his 100th race and Cottingham's first GT win.

After gaining such a large advantage in the final Safety Car period no one could catch the Moore/Nicoll-Jones Mustang in GT4. Their sister car piloted by Matt Cowley and Erik Evans finished as runners-up.

Although rain fell on and off throughout the second encounter, there wasn't quite as much drama as earlier in the day with no call for the Safety Car this time around.

The grid was partially reversed with the Pro drivers who took the second stint in race 1 now starting the cars. It was Gounon and Harper who set off from the front row but the latter struggled for pace in the opening laps allowing Gounon to quickly pull away.

Harper completed lap 1 in fourth where he drove defensively to keep Adam and Gunn at bay. He and team mate Leung held the position until lap 22 when the BMW dropped to sixth.

Back to the beginning of the race and, by the end of the opening lap, Gounon already had a 3 second advantage but then Marciello began to reduce the deficit little by little. Before long, the leader was lapping the midfield GT4 runners who were having an intense battle amongst themselves. This allowed Marciello to close right up on to his bumper.

Continued on Page 44

Having got the leader in his sights Marciello then threw it away when he took too much kerb at the apex of Island Bend. This unsettled the rear of his Merc and, by the time he had got everything back under control he was out on the grass on the exit of the corner. He managed to get back on to the tarmac but Gounon was well down the road.

At the compulsory pit-stops, Gounon handed over to Loggie as the mechanics fitted new wets.

Pro driver Marciello did an extra lap before handing over to John Ferguson. Marciello made good ground on his final circuit allowing Ferguson to come out of the pits with a 6 secs advantage over Loggie.

But Loggie was almost a second a lap faster until he got held up in traffic. He would probably have caught Ferguson eventually but he didn't need to. For safety reasons and to remove the need for large teams of mechanics, the minimum pit-stop time is well over a minute but Ferguson had been sent on his way 1 second too soon which meant he had to serve a stop-go penalty.

The two leaders were so far ahead that Ferguson re-joined in second but he didn't have the pace of Loggie who went on to win by 32 seconds.

Indeed, the Garage 59 entered McLaren of Marvin Kirchhofer and Alex West began to close in on Loggie in the closing stages while race 1 winner Cottingham was gaining on the pair of them. On the penultimate lap, West was baulked by traffic putting Cottingham within striking distance but he had to settle for fourth.

In GT4, with all the cars on wets this time, the race ran to form as a couple of McLarens contested the win. Optimum Motorsport's Charlie Clark led the way initially but after he made an early pit-stop for Jack Brown to take his seat, Tom Wrigley put in some fast laps to hand the RACE LAB car over to Ian Gough in an unbeatable position. Both were making their British GT4 debuts.

The GT cars were fabulous to watch as always but the GB3 cars were mind-blowingly quick – so fast in fact that Joseph Loake smashed the outright lap record in the category's opening race of the weekend in the dry on the Saturday – it was just a shame that the two litre, four cylinder normally aspirated Mountune engine didn't make a louder, more appealing noise.

There was a really good entry for the trio of GB3 races – mid-20s – and Loake led everyone into Old Hall on Saturday afternoon and he built up a comfortable advantage over Matthew Rees and Callum Voisin until Japanese driver Souta Arao spun on the exit of Brittens bringing out a full course yellow.

As the drivers got ready to be unleashed from behind the Safety Car with a couple of laps remaining, three of them managed to collide at Lodge Corner. As the front-runners came round to complete the following lap, Costa Toparis was still being helped from his cockpit by the marshals. He alighted just as Loake arrived on the scene. Out of gear, Toparis' driverless car rolled slowly backwards on to the track. Fortunately, a little steering lock had been left on so that it turned into the middle of the tarmac leaving just enough room for everyone to pass by hugging the apex.

This triggered the appearance of the red flags as there was little of the race left to run. Loake was declared the winner from Rees and Voisin.

As the cars went out to form up on the grid for race 2 on Easter Monday, drizzle had begun to fall. The track was slightly damp when the cars set off on the green flag lap but slicks appeared to be the correct tyre choice on the grid however it was much wetter around the back of the circuit to the extent that Jarrod Waberski spun off at Brittens... and then as the field was sent off on another green flag lap due to the change in conditions since qualifying the drivers who were due to start from the back half of the grid headed to the pits for wets. One of these was Gerrard Xie who skidded into the barriers entering the pits causing extensive damage to the front of his car.

So, who had chosen the best option? We never found out as the rain intensified significantly making it unsafe to get things underway with the cars at the front on slicks. The start was delayed to allow everyone to switch to wets.

When all the cars were on the appropriate rubber for the, by now saturated track, the race finally got underway.

When it did, James Hedley proved himself to be something of a *rainmeister*, he was up to second at Old Hall.

Oulton Park **Continued from Page 44**

He then put the leader Loake under enormous pressure and on lap 2 he carried far more speed coming out of Brit-tens. Loake was now really on the back foot taking the in-side line through Hislops and then Druids where Hedley took a wide line to carry greater momentum under the War-wick Bridge to take the inside line to pass at Lodge.

Loake now fell into the clutches of Voisin as Hedley quickly pulled away showing great class in treacherous conditions – further back many drivers were slithering off on to the grass.

At the end of lap 5, Loake took the defensive inside line into Lodge but Voisin mimicked Hedley with a wide ap-proach to the corner which enabled him to swoop by up into second on the drop down into Deer Leap. Voisin now put in fastest laps but, with the race duration reduced to keep the meeting on schedule after the delayed start to this encounter, there was no time to catch Hedley.

For the third and final GB3 race of the weekend the entire grid was reversed. On this day of heavy showers, there was no rain but the track was damp so some cars started on slicks and others on wets. It sounded like a recipe for utter chaos and indeed McKenzie Cresswell was hit up the back by Lucas Staico when he stalled on the grid while a number of cars spun off during the opening circuit including Voisin at Old Hall.

It was no surprise to see the Safety Car out at the end of lap 1... and then it started raining!

The field was unleashed on lap 5 but soon the Safety Car was out again due to a crash at Island Bend... and with the tight schedule there was no time for any more racing laps. The slowest driver in qualifying, Daniel Mavlyutov from Turkey, was able to hold his position having started from reverse grid pole position to take the win. Despite the cur-tailed race, Hedley and Loake worked their way up from the back of the grid to finish eleventh and twelfth.

Tom Mills finished fourth in the GB4 Championship last season and got his 2023 campaign underway in the same category in the best possible style by taking pole position but when the red lights went out at the start of race 1 it was his American team mate, Jeremy Fairbairn, in the other KMR Sport car who took the lead from the outside of the front row.

Fairbairn and Mills broke away from the battle for third between Cooper Webster and Colin Queen. With less than 5 minutes to go, Mills had a look down the inside of Fairbairn at Old Hall but the leader held on. This put Webster and Queen right on the tail of the leaders. There was plenty of side by side action in the closing stages as Josh Irfan closed in to make it 5 for the lead but somehow there were no changes of position.

The drivers' second fastest time in qualifying set the grid for race 2. Mills was on his own on the front row as Fairbairn was down in sixth and Cooper who was due to start alongside Mills headed into the pits at the end of the first of 2 green flag laps. This meant Mills already had a healthy lead by the time he reached Cascades.

This event took place on the wet Bank Holiday Monday and the conditions caught out Queen when he went back-wards into the tyre wall at Druids. This brought out the Safety Car which wiped out Mills' lead.

As Queen's car was moved out of the way the rain belted down and conditions were dreadful when the Safety Car pulled in.



Joseph Loake leads the GB3 field



James Hedley kicks up the spray

Oulton Park **Continued from Page 45**

Sid Smith spun on the exit of Old Hall right in front of Fairbairn who lost his front wing in the incident. Smith's car came to rest on the exit of the corner and the Safety Car was called back out while the hazard was cleared.

There was then only time for one more racing lap and Mills showed his class to open out 2.2 secs before the chequered flag came out. Liam McNeilly and Irfan completed the podium.

As with GB3, the final race of the weekend for GB4 featured a reversed grid. During the green flag lap, there was a gap between the showers and the track was drying. After spinning off in the morning's race, Smith established a comfortable early lead as Jack Clifford held up the rest of the field.

After a few laps Clifford's defences were breached at the Shell Hairpin where Jason Conzo, McNeilly and Harri Reynolds all overtook him. McNeilly and Reynolds both then demoted Conzo at Hislops.

On the next lap there were further changes in the order at the front of the field, Conzo lost it exiting Cascades and damaged his left rear corner against the Lakeside barriers... and then McNeilly, who was the fastest driver in the tricky conditions, moved into the lead as Smith, in trouble with his front tyres, fell to fourth behind Reynolds and Queen.

McNeilly took a comfortable win as Reynolds just held off Queen in second. Smith dropped a further position at the start of the last lap when Irfan went round his outside at Old Hall.



Jeremy Fairbairn won in GB4

22nd April – BRSCC Enduro Racing and Formula Ford

The final car racing in April at Oulton Park was organised by the British Racing & Sports Car Club (BRSCC). In recent years, their first meeting of the season in Cheshire has featured a Fun Cup race, typically of a 4 hour duration but this year that slot was filled by a 3 and a half hour enduro for Citroen C1s.

These events are great for drivers as they get plenty of track time and can share entry costs with their co-drivers but can be an acquired taste for spectators. There was drama in the C1 race but it was of the tactical rather than wheel-to-wheel kind. Philip House and Nick Beaumont in the JW Bird Motorsport car were leading by over a minute in the closing stages but they still had to make their third mandatory pit-stop. They had enough of a gap to the second placed car to re-join ahead until the Safety Car was sent out to enable a stranded vehicle to be recovered from the Lakeside Straight.

With the field bunched up when green flag action resumed the JW Bird Motorsport team dropped a place when they pitted with a few laps remaining enabling Stuart Ratcliff who was partnered by James & Jake Little to scoop the spoils. For spectators at the track, they were grateful for the on-the-ball commentators who were able to explain what was going on.

In contrast, everyone was glued to the on-track action while the brace of National Formula Ford races took place. Oldfield Motorsport team mates, Lucas Romanek and Brandon McCaughan, battled hard for victory and took a win apiece.



Citroen C1 enduro racing is popular

Oulton Park **Continued from Page 46**

It was really edge of the seat stuff. In race 1, they delayed one another to such an extent that the next quartet of cars caught them up. At the finish, 6 cars flash past the chequered flag in less than a second. Romanek led the way.

Local driver, Chris Middlehurst, may well have been in the middle of this fight if his driveshaft hadn't popped out of his CV Joint at the start.

This meant Middlehurst had to line up at the back for race 2. He quickly worked his way up the order into fourth but, try as he might, Middlehurst couldn't pass Budzinski to get on to the podium. Ahead, McCaughan pipped Romanek to the spoils after another thrilling fight. They had gone through Hislops side by side at one point.

Not to be outdone, the Super Classic Pre '99 Formula Ford runners also provided an explosive start to the season although not quite in the way they would have wished! At the start of lap 2, the Swift of Seamus Wild and the Cooper Chinook of Stuart Dix slammed into the barriers at Old Hall. Dix's car came to rest on top of Wild's with its roll hoop hanging off.

Mercifully both drivers were unscathed. The marshals who attended the scene received praise for the way they calmly and professionally dealt with the incident.

Morgan Dempsey won both Super Classic races in his evocative liveried Van Diemen which ran in Duckhams colours. John Murphy's one year older Van Diemen was second in both but in the closing encounter he was pushed all the way by Richard Higgins who was making his Oulton debut and got faster all day.



Lucas Romanek leads Brandon McCaughan

Dave Williams

All photos are provided by PS Images



The husband picked up a case of Stella and put it in their cart. "What do you think you're doing?" asked the wife. "They're on sale, only £15 for 24 bottles," he replied. "Put them back, we can't afford them," demanded the wife, and so they carried on shopping.

A few aisles further on along, the woman picks up a £30 jar of face cream and puts it in the basket. "What do you think you're doing?" asked the husband. "It's my face cream. It makes me look beautiful," replies the wife.

Her husband retorted: "So do 24 bottles of Stella and they are half the price."

Wigton MC

White Heather Targa Rally

5th March

Barry Lindsay : Spadeadam MC

As the Wigton MC event got nearer the yellow 206 was pushed out the shed to get it ready. It had been washed after the Rowrah targa last November and put away over winter. It needed some love and care. With the same tyres we headed for what was forecast a showery day.



Arriving at Kirkbride everything seemed a lot drier than East of Carlisle and the weather was definitely looking to me like a MX5 and rear wheel drive kind of day.

Signed on and pre event checks done and a coffee and bacon roll we headed out to our start point. Five tests around the airfield all starting at the same time so crews were split into groups then followed round the route for two laps before lunch then a repeat after which made 20 varied tests.

The morning tests seemed to be going well, Martyn was confident with his calls and was also keeping a close eye that I was following his instruction. When I'm heading to the left of a cone after he's said right of cone twice, the tone of voice changed for the third time!. Over the first 10 tests we'd had 5 fastest tests though we didn't know that till the finish the only indication was marshals sometimes we got a that's a good time or in the case of the 'Speedboat' test a one we have always struggled to be competitive on the marshal there said "Whats up? Chris Dodds/ Pete Gibson were a lot quicker" They had been too on all four runs during the day. Over the morning tests they had had 5 fastest tests also all that separated us at lunch time was 11 seconds and they had collected a 10sec for a cone. Tom Hall & Andrew Fish also set off to a great start in the Historic Riley Elf but clutch issue meant a couple of slower tests but would be fixed at lunch time.

No results were posted at lunch due to a technical issue which meant nobody had a clue what everyone else was up to so the afternoon had to be go for it and see what happens. Our tyres were suffering with the 90% dry tarmac and a lot of chippings making it abrasive. I opted to leave them on to see the day which was there third event... I like this part of Targa's and they were 2nd hand when I got them!!

The first test after lunch the last cone I stalled and lost a few seconds restarting but this was probably the push to say stop making silly mistakes I needed. Martyn was again on fine form and the 206 was going well four fastest times our times dropped off by the last few tests I wasn't sure it had been the right option the tyres were almost like slicks and the wet bits and grass were interesting thankfully the weather stayed dry! Dodds / Gibson were flying with three fastest tests but dropped 13sec on the long M-Sport test. Phil & Lewis Hodgson were flying too with three fastest tests.

With the results posted and a fabulous evening meal provided by the White Heather the awards presented and home in time to wash the car off before the airfield mud re set itself.

Results

1st OA	Barry Lindsay / Martyn Petry	2083sec	
2nd OA	Chris Dodds / Pete Gibson	2116sec	+33
3rd OA	Phil Hodgson / Lewis Hodgson	2194sec	+78
1st Historic	Tom Hall / Andrew Fish	2233sec	

Big thank you to all the organisers for a well ran event and a varied selection of tests with some good length ones, hopefully there was something for everyone. Thank you also to the marshals giving up their day so us competitors can have a days motorsport but sure you enjoyed it too. Till next time. Cheers

Barry Lindsay : Spadeadam MC

2 April 2023 North Yorkshire Classic Rally York Motor Club



Neil Raven : Ilkley & DMC

This time last year we took Sticky the Peugeot out on her first HRCR event, The North Yorkshire Classic rally. A mixture of road regularity sections and large Autotest type tests which test both driver and navigator on their relevant skills. We came 2nd from last

We entered three other HRCR events last year and had similar success, but enjoyed the friendly atmosphere and helpful advice we received from everyone. We decided that we would do something about improving our results in 2023 and set about working on both us and the car.

The De Lacy Motor Club winter 12 car series helped us get used to working out routes on the maps; with the instructions being passed through the window of the car to be worked out against the clock and on the move. The York Motor Club Ltd club day auto tests gave us the opportunity to get used to driving Sticky around the cones and working together to get the calling right. And tapping up our very experienced Motorsport colleagues for tips and checking our plotting has been invaluable and much appreciated.

And then there was Sticky herself. We bought her as a tarted up road car with a fabulous dress but no knickers. A huge amount of advice and quality parts from Mike Geen has turned her in to a really competitive car on the tests. A full cage from Paul Wild and about 40 miles of welding wire and fresh metal has made her safe. The brake and petrol pipes were moved inside the car, to prevent damage, and the front suspension refreshed.

It's been a huge effort to up our game and today was our first test of the work we'd done. A glorious sunny day was nice to wake up to but we were both nervous about what lay ahead. We had plotted three of the five regularities but the first and last one were unknown.



Continued on Page 50

North Yorkshire Classic **Continued from Page 49**

We received the first one 30 minutes before the start but that didn't really help as it couldn't be relayed to a map and had to be read, and followed, as we went.

We were doing really well until we came across a herd of horse riders taking up all the very narrow road. This resulted in us arriving at the first control 40 seconds late, which in the regularity world is a lifetime. We carried on along the correct route, with Mrs Rave confidently directing me and Sticky along the wonderfully quiet country roads, apart from the mobile manure machines and Sunday cyclists. Regularity two was next on the list, and once we'd completed this we could have a play on the first test. The herds of horses had cleared off and one cyclist actually waited for us to pass before negotiating the potholes and horse crap. We had a great run and found all the controls and route checks whilst maintaining the speeds required, sometimes as low as 15mph, through the glorious North Yorks countryside. Claire Nevar got us through perfectly with all the right turns, speed changes and updates on our progress.

We arrived at the first test, it was my turn now. Sticky has been changed from a show queen to a mud wrestler. She excels on the slippery stuff and drags her back end around cones like a pole dancer doing a spready to the gods (a friend told me what pole dancers are like, honest.) Sam Spencer was the start marshal for the test and told us that no one had come to see any short shifting, the art of changing gear before the power kicks in, which I smiled at but that set the tone. 5, 4, 3, 2, 1 GO! We left in a shower of muck and wheelspin and headed off to the cones.

Mrs Rave and I had spent a romantic night before the event on the bed at the digs marking maps and learning the tests, getting ourselves all revved up for the event. I thought I had the tests in my head but once the clutch was up the red mist wiped my memory and I was focused on going as fast as I could, but not necessarily in the right direction. Sticky was quick and I flew past the wrong side of a cone then missed a 360 degree spinny round. The rest of the test clicked in to place but my chimp was raging! (Read the chimp paradox by Steve Peters, it's fascinating.) I got to the end of the test and was fuming. If you get the test wrong you get the maximum time, in this case over 4 minutes, a nightmare.



Continued on Page 51

Photos Courtesy of Tony North

North Yorkshire Classic

Continued from Page 50

It would have taken us around 2 minutes to complete if I'd have got it right. In the past I would have dragged that failure around all day but knew that wouldn't help. We headed off to coffee and fuel, in 'reflection' mode

One of the great advantages of being seeded at the back of the classic field was we could see our friends in the targa class which was running with the classic event. We compete with these guys at the York auto tests and have a cracking time. And this year we actually got to enjoy all of our coffee, lunch and afternoon tea! Last year we left late at coffee, had 5 minutes for lunch (should have been an hour) and a splash and dash for afternoon tea. This was all because we had got lost on the route and had to try and make up our time, mostly by missing the food and drink

Coffee and catchup complete it was off to tests two to six, in a quarry guarded by some Peregrine falcons which meant we had to drive slow and quietly on the approach. The organisers had to re route the event and work with the landowner to run these tests, all part of the hard work that goes on in the background. This time we were flying, unlike the falcons who had obviously gone to the coast for the day

The tests were great and Sticky performed perfectly. She went where she was pointed and was wonderful to drive. I can see why these cars were so good on the stage rallying scene, superb fun. Regularity three started at the end of test six and we settled down to a steady drive in the sun at 26mph. Mrs Rave stepped up now and directed us along the route, monitoring our time and progress against the trip meter, referencing the speed tables, map, stopwatch and ensuring the nut holding the steering wheel knew what was coming up

Another faultless route completed and all code boards found, we headed off into two tests on an airfield we'd been to before. Buoyed by our previous test performance I was ready to go! The obligatory wheel-spin off the start line led us to a sequence of cones, which we glided through, but then we arrived at the next cones at speed. I had no idea where to go. Embarrassingly I shouted at Claire, where now?! She ummed and err'd then pointed to cone H and we were off. I felt a bit of a tit for getting all uperty but on the next test did the same thing! We were going so quickly through the tests Mrs Rave was a bit behind with the calling of the cones. It was a bit fraught with a couple of overshoots resulting in reverse being engaged twice. This resulted in a frosty drive to the afternoon tea halt

The final regularity waited for us after a coffee so we needed to focus on that rather than the last two tests conflabs. We had been in the car for 7 hours at this point and were both feeling it. We had four tests to complete after the regularity, the day was far from over!

Mrs Rave collected the final route details and we headed off to the car. She'd got her head in gear (ignored her daft husband) and we set off to the start point. We started at our allotted time and the instructions came loud and clear from the near side of the car. Unbeknown to me Mrs Rave was relating a herringbone to me, her navigational nemesis! But she cracked on and we arrived at the final test site on time and passing all the time controls

We pulled up to the first of four tests, where I was handed the test diagram and told, 'you can memorise it and I'll keep track and call if you're going wrong.' I'd been handed my arseyneess back to me on a silver platter



Continued on Page 52

North Yorkshire Classic

Continued from Page 51

I spent the next 5 minutes frantically submitting the squiggly lines and cones to my addled memory bank. We cleared the first test with a good time and only a few shouts from the nav seat. The next test was going well but the volume was increasing from the passenger side of the car, especially when we approached a cone I hadn't seen! She was back and shouting louder than ever the last two tests were superb and we smashed it A great way to finish the day.

A steady drive back to the Easingwold market square where Barry Caukill was waiting to greet us at the finishers ramp with the microphone to see how we'd got on. We collected our competitors mugs and parked up to watch our friends cross the line.

We all made our way back to the start venue to enjoy a slap up meal and story telling session of the days events, before heading home. The times had been coming in steadily in the results page and we were eagerly watching them between mouthfuls of Sunday roast dinner and apple crumble Even after we'd said our goodbyes the results were still being updated and the noisy traverse of the southbound A1 was interspersed with updates from Mrs Rave. It was only when we walked through the door the results were finalised.

We started 63rd out of 67 teams and finished joint 18th and first in class! A real result which means very little to the world, but everything to us. Nothing mattered today except arriving at the right second at a control and going the correct side of a cone on a test. Oh, and getting to morning coffee, lunch and afternoon tea on time so we could enjoy them all It's been hard work but it's paid off

A huge thank you to all the organisers for a superb event with a huge amount of detailed information and making the most of modern technology to get it to us. I personally enjoyed reading the Rally Pack Contents List, so much so I kept it in my pocket all day, see the crumpled photo

From arriving on site and pulling up to the noise test team, who measure the sound of all our cars to make sure they won't upset the public, you are put at ease. The scrutineers who make sure our cars are safe and comply to the regulations, offer encouragement to improve your car and maybe spend a few more pounds and hours to take it to the next level Mark Sherburn, you know who you are A big thank you And of course the marshals who withstood the burning April sun to make sure we could play out, over 100 of you today. it's a huge effort and much appreciated.

And of course to the most important of them all, Sticky.....I mean Mrs Rave We have loads of laughs, a few sulks and plenty of fun on our Motorsport adventures, and our hard work has paid off. I'm a lucky bugger to have such a wonderful partner in crime, and can't wait for our next event

Neil Raven : Ilkley & DMC

My mate's missus left him last Thursday:
She said she was going for a pint of milk but never came back. I asked him how he was coping and he said, 'Not bad, I've been using that powdered stuff'.

Meryl Streep is to play Margaret Thatcher in a new bio-pic.

Apparently Margaret Thatcher herself had requested that the film be given an 18 certificate, to keep out the miners

WHEELS UP NORTH

Tuesday 9th May

Three Sisters Circuit



This years Three Sisters track evening is just around the corner!

Book your space now - anyone welcome.
Spectator tickets also available, food and drinks will be served in the cafe throughout the evening.

Tuesday 9th May

- **Gates open: 4:30pm**
- **Track time: 5-9pm**
- **Gates close: 10pm**

www.wheelsupnorth.co.uk/.../wheels-up-north-track...

at Three Sisters Circuit
Wigan, WN4 8DD



More on Page 54
Photos Courtesy of Tony North



RIP Craig Breen 1990 - 2023



1st & 2nd April, Longton & DMCs Doran Moore Memorial Sprint Weekend at Trac Mon Anglesey.

When I go to Trac Mon for events I stay at the Dinorbin Arms in Amlwch. When I was leaving the hotel after the Lee Holland at the beginning of March I made a booking for my next visit - Stockport061 MCs SMC Altratech Stages on the 15th of April. 'Good job you don't want to stay on the 1st of April' said Gary (the owner) we are fully booked by another Car Club from Birmingham who doing something at Trac Mon. 'Which club is that?' I asked. 'Longton or something' he said. 'Longton & DMC are from the Preston area' I told him 'Are you thinking of Longbridge where BMC used to build cars'. 'Possibly' he replied and 'Its definitely Longton'

So when I got home I checked my diary and with nothing on for that weekend I contacted Longton & DMC to marshal. They said that they would sort out my accommodation - and yes I was booked into the Dinorbin Arms.

Saturday was a little chilly (mainly because of a cutting East wind) but sunny in parts. Everything ran perfectly and Longton managed to get 2 practice runs and 7 competitive runs in.

Sunday and the sky was covered in cloud all day. After the 2 practice runs and a series of 'offs' on the first corner (Cold tyres and too much ambition perhaps) and some annoying timing issues reduced the number of competitive laps.

Not wishing to upset MSUK more than I have already done but I was amazed at the number of people (none that I knew but did wonder how they knew me) at Anglesey who approached me to express their support for me and the jokes in Spotlight. Thank You all so much.

I set off home and within a couple of miles of leaving a dank and dismal Anglesey it was wall to wall sunshine. Where did that come from ????

Tuesday 4th April. Clitheroe & DMC Clubnight with Neil Roskell as Guest Speaker.

In a relatively short timeframe Neil has propelled himself to the forefront of tarmac rallying in the UK, and listening to him provided the audience with a great insight into just how he has done it. Competitive in nature by his own admission, and clearly surrounded by a strong family unit he simply dived in at the deep end and started to swim towards the shallow end!

Recognising straight away that moving to R5/Rally2 machinery from his initial and only previous car (a Subaru Impreza) meant that a professional team was required to run the car and tuition from the likes of Matt Edwards was essential in order to get the best out of it.

The other component in the equation that he clearly feels has made a huge contribution to his rapid progression is the co-driver of some repute - Andrew Roughhead....a huge help in strict pacenoting processing and as Neil said "If Andrew tells me its flat I take it flat!" A sense of great teamwork in the car is clearly apparent.....A recent trip to Ireland was a somewhat rude awakening and possibly has given him some goals to aim for in the future, and all at CDMC can only wish Neil and his family all the best for the future. A top guest all round. (Words pinched from Tony Vart)

Sunday 9th of April Lookout Stages Rally at Melbourne

I leave home at noon and get to Melbourne sometime about 2:30pm

Most of the Set-Up has been completed so nothing for me to do except have a natter with a couple of crews that I knew and buy a Firestick from Rob Brookes. I also bumped into Phil Smith and arranged for us to go out for a meal together that evening.

Rob Brookes suggested a nearby Pub / Restaurant which was spot on.

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>



Continued on Page 56

Grumpy Continued From Page 55

Next morning I hand my Signing On sheet in and then make my way my marshalling post - a grass triangle not far from the start line (or finish line when the stages are reversed). Out of 57 entries there are only 51 starters which during the day is reduced to 34 as the cars, or their drivers, find various ways to reduce that number to 34 finishers. Kaeman Walsh (a Clitheroe & DMC member but entered as a Stockport061MC member because of an Association-championship the crew were contesting) rolled his car (Red MG ZR - photo right) after attempting a short cut - pity there was a tyre in the way. Marshals helped the crew get the car back on its wheels and they managed, not only to finish the stage but to go on (minus windscreen and boot) to finish the rally in 26th position. They also picked up the Spirit of the Rally Award. At the halfway halt I wondered across to the Service Area and was inundated with people who I didn't know but somehow knew me with good wishes and support re the Spotlight situation. Not sure that I like this Fame bit. It could go to my head. I might start asking you all to bow when addressing me in future!!!

Thursday 13th of April, L'Enclume House, Cartmel My Christmas Present from my son. Quite a culinary experience. Seven courses for mega bucks.

Saturday 15th April : Stockport 061MC

Altratech SMC Stages at Trac Mon, Anglesey

I am doing Start Radio. I was supposed to have Phil Smith (Gemini 71) as my second man but the organisers had a radio crew pull out so Phil was re-located to post 4

As normal everybody tries to win the rally on the first stage and consequently there are lots of offs . With 87 starters Stockport061MC were slick in the turnarounds and despite the many recoveries that were necessary did very well to run all of the 8 planned stages. (*No body mentioned the MSUK - you can now all forget the need to bow*)

Monday 17th April : Knutsford & DMC A very entertaining and interesting talk by Ian Harwood at Toft Cricket Club in Knutsford. An evening of the grey haired who's who of the Rallying world (and then there was me)

22/23 April : Regardless MC

The Steve Gornall Memorial Rally

I am marshalling with Tony Vart. Before going to our control (NTC 18) we have time to watch all competitors just east of Newbiggin. At NTC 18 there is obviously no excitement but lots of queuing whilst competitors wait for their due time. At our due closing time we are short of a few crews who have cut and run. We then go to watch the 1st 10 cars go through Crag Hall. Dominic McTear in his bright Yellow MG wrong slots and tries to kill us (and fails - must do better next time). Time to head to the finish for a very nice breakfast

Search for a Boat. - I have parted with a portion of my children's inheritance and purchased a share in a syndicate of 5 in a 30 foot yacht moored on Windermere and spent a couple of days on the water (Wed & Thurs 20th & 21st) rediscovering my sea legs and trying to remember how to sail.



 **Altratech**
Converting Solutions
SMC Stages Rally



**The Steve Gornall
Memorial Rally**
22/23 April



Letters to the Editor

April 1st 2023

Mr Ellison

We are formally complaining to you about jokes posted in Spotlight magazine.

We have noted that Spotlight magazine is under the watchful eyes of the thought police.

We as a group have the best interest of chickens at heart and long to go back to ancient times when chickens were kept as exotic pets for their bright coloured plumaged and the ability to wake us at dawn, instead of today's factory farms keeping them in cages with barely enough room to move, as their only function in the farmer's eyes is to lay eggs, they do not even go into well earned retirement at the end of their days, a broiler cooking pot is the most likely ending for them.

So it is with dismay that we see a joke in Spotlight magazine making fun of the demise of an egg, each egg is a baby chicken and we all know how cute they can be,

If this were a human embryo on the plate I doubt you would want to eat it, or find the sight amusing.

So please at Spotlight stop belittling the plight of chickens, give the little cluckers the respect and love they deserve to grant them a better life, wear your "chickens lives matter" Tee shirts with pride

Thank you

Fowl Feathered Friends

Dear Fowl Feathered Friends,

We at Spotlight take all complaints seriously and I assure you that we will follow MSUK guidelines in investigating your complaint.

We will sit on it for six months and then send the President a letter telling him not to do it again!

PJ & Duncan

Ps. If I may ask a couple of questions that have been concerning me for some time.

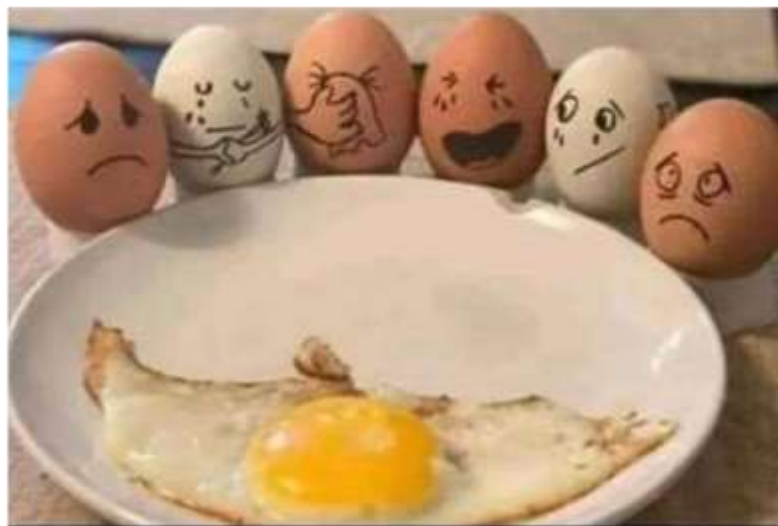
1. Why did the chicken cross the road

And

2. Which came first ?

The Chicken or

The egg



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.

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.

Dear Sir

I have been following the saga of the "inappropriate content" in Spotlight as deemed by a person within Motorsport UK.

I don't know if that person is still in the position but nonetheless in the last issue of Spotlight there is a joke about Moses, that as a devout Christian, I find very offensive.

I would like contact details for that person so that I can question him/her as to why they have not asked for that particular joke to be removed, as I am fairly sure that if it had been referred to a prophet of Islam then him/her would have been on to it like a rash.

Ian G.

Dear Ian G.

Please see the answer to Fowl Feathered Friends

But Ignore the Chicken bits

Are you the same Ian G who used to be a choirboy at Blackburn Cathedral in the early 70's?

Inside the Industry

May 2023

with Paul Gilligan

March Sales Figures

March brings the first new registration plate of the year and is now normally the peak month. So performance in March and for the first three months cumulatively gives a very good indication of how things are going for the market and different manufacturers. Good news, much applauded by the media, was that the trend established in January and February continued with March registrations being 18.2% up on March last year with the year to date position being an almost identical 18.4% increase. However within those figures so far this year retail sales are only 0.4% up with Business sales +26.5% and Large Fleet +40.7%. So the whole increase is explained by manufacturers releasing some supply of new cars to these less profitable sectors of the market now there is a bit more supply available.

Diesel has dropped to an almost insignificant 4.0% of the market, whilst pure electric cars took a 15.4% share, exactly the same as first quarter last year so despite all the hype and Tesla price cuts progress here has stalled.

Remembering that the market is 18.4% up so far this year those who beat the average were most notably Citroen +27%, Land rover (not allowed to say that now, see below) +49%, MG +49%, Nissan + 62%, Porsche +41%, SEAT + 43%, Skoda +61% and VW +55%. Of course these figures are partly a reflection of how well or badly that manufacturer performed early last year and partly a function of their available supply. Certainly VW Group have done very well.

BMW were -7% Jaguar -1% so you can see where JLR put their microchips, and Mercedes completed their first three months of using Agency Sales at -5% in a market +18%? So not encouraging for this experiment.

The van market remains very strong boosted by the increased 130% capital allowances ending on 31st March. So much business was done in the last few days of March that the delivery systems can't cope. A significant number of vans invoiced on March 31st to take advantage haven't been delivered yet! The Ford Transit Custom is once again the top selling motor vehicle in the UK.

And it's encouraging that despite the cost of living pressures we all know about customers remain keen to buy a new car. A survey by a major finance company showed over half of motorists having postponed a new car replacement over the last few months now intend to buy this year. Of course that covers demand, supply is the other part of the equation. Whilst supply is improving there are still shortages and long waiting lists.

Worst is Land Rover (said it again!). Some Range Rovers and Discovery models are quoted as a 24 month lead time. However LR have improved supply of microchips and Range Rover production is now double what it was a little while ago. Many Audis are 9-12 months. Jaguar are saying up to 12 months but my experience suggests if you want one they'll build you one pretty quickly. Even Nissan quote up to 10 months and Mercedes and Porsche pretty well the same, although I think many Porsches are well over a year away. As ever there are pockets of vehicle available through cancellations or dealers having ordered speculatively. Things are pretty similar in the commercial vehicle market with some vans being offered at over retail price for quick delivery!

Used Vehicle Supply & Pricing

Used car and van dealers remain short of stock (except for electric cars). Values are still stable, again apart from electrics so in fact ICE cars are still rising in value whilst electrics are still falling. Because the manufacturers are again supplying them with new vehicles the rental and leasing companies are releasing more used units into the market, but it seems consumer demand is easily able to soak up this increased supply. Most used dealers I talk to are pleasantly surprised by how their year is going so far.

Continued on Page 59

Land Rover Is Dead, Long Live JLR!

So let's get the language right for a start. This week JLR (now the approved title) announced from now on they will be known as JLR NOT as Jaguar Land Rover. Reason being that after 75 years they are dropping the Land Rover name. From now on they wish to be known as a "House Of Brands", said brands being Ranger Rover, Defender, Discovery, and Jaguar. This is apparently all part of their desire to move even further upmarket. Land Rover badging will still appear for a while at least on some models, sounds like Discovery only.

Marketing specialists talk long and hard of "brand value". To me Land Rover must be one of the most valuable brands in the motor industry, yet it is to be consigned to the dustbin. Brand value takes years, decades, to build, but can be quickly destroyed (ask Gerald Ratner). If customers perceive high value in a brand in simple terms they will pay more for something with the "badge" of that brand attached. Why do people pay a lot more for an Audi than a basically similar Skoda? Why pay thousands for a Rolex when a cheap watch does the same job. Apparently JLR no longer wanted their £150,000 + Range Rovers confused in customers' minds with memories of farmers in dirty overalls and wellies boarding their old Defender in a muddy farmyard. Old fashioned Land Rover enthusiasts are planning civil war.

Meanwhile some more hints are beginning to emerge on the future direction of the Jaguar part of the 4 brand structure. We now know that the first new model Jaguar of what is projected to be a new three model range will be launched next year with sales starting in 2025. It will be pure electric, prices will start at around £100,000. JLR design director Gerry McGovern promises it will be "jaw dropping in the way the E Type was in 1961". He quotes Sir William Lyons as saying "A Jaguar is a copy of nothing". The weight on Mr. McGovern's shoulder is massive. If he doesn't get it right with the first new model I don't think we'll ever see the second or the third. Tata will simply abandon Jaguar and concentrate on their other three brands, which are now very profitable.

Electric News

As I've mentioned before Tesla made significant reductions in their new car prices both late last year and early this. Result is their share of the UK market in the first three months is marginally down. But their actions have resulted in massive drops in the value of used electric cars, including of used Teslas of course. In the third quarter of 2021 Tesla delivered just over 240,000 cars with a gross margin of 27%. In the first quarter of 2023 they delivered 423,000 cars but to achieve this the gross margin dropped to 19%. This not surprisingly scared investors and the share price dropped by over a third from about \$320 to \$190.

What founder and boss Elon Musk is betting on is selling lots of cars now at lower and lower profits so when Tesla's self-driving technology becomes proved and legal at some point in the future he will make billions from charging customers to activated that self driving technology already embedded in their cars. And you thought Jaguar were taking a gamble.

It's well known that because of battery weight electric cars weigh a lot more than those with ICE engines. Fears have now been raised that this increase could cause older multi storey car parks which were designed when cars were lighter to collapse. In 1976 Britain's best selling car was the Ford Cortina weighing around 980 kgs. A Tesla Model 3, about the same size weighs 1800 kgs.

And as we move ever closer to the 2030 deadline when in the UK the sale of new petrol and diesel cars will be banned we face the nightmare of providing the required recharging network. Now you may or may not be proud to be British, but however proud you are you have to admit we're not good at delivering major infrastructure projects. Take HS2, Crossrail, the third runway at Heathrow, new aircraft carriers. If they happen at all they happen years late and massively over budget.

To cope with the projected growth in the electric car population we will need by 2030 around 20 million more charging points with 88% of those installed in private homes. And by the way we'll need a good few more power stations to provide the necessary juice.

Do you think we can achieve this? Me neither.

Continued on Page 60

What About Hydrogen?

I've spoken before about the work JCB are doing on the development of hydrogen powered internal combustion engines. They already have them running successfully in diggers and trucks. A friend of mine is working with them as a consultant on these projects. He's not allowed to tell me anything of course but he did make two comments being "You wouldn't believe what these guys have got" and "You ain't seen nothing yet".

Toyota of course have long been sceptical about electric cars and have advocated hybrids and now hydrogen. Take a look at this and thanks Jim Robinson for the link:

<https://www.youtube.com/watch?v=rTawvzH0MQ4>

Cazoo Releases Financial Results

Reading a company's annual report is rarely exciting or even less often amusing. Unless you are a shareholder or have a special interest in that company there is really no reason to bother.

I have never laughed out loud when reading such a report until I read the one Cazoo released about 10 days. Let's look at the key facts:

Cazoo announced a loss of £704M for 2022. 2021 loss had been £544M. OK in 2022 they took losses on exceptional items being their withdrawal from European markets and closing UK sales outlets but even allowing for that losses before interest and depreciation charges (which would both be significant) increased for £168M in 2021 to £254M in 2022.

So why couldn't I stop laughing, this is serious stuff? Well founder and Chief Executive Alex Chestermann said when announcing the results "I am incredibly proud of everything the team at Cazoo has achieved" That's when I choked on my corn flakes. One of those achievements was increasing gross profit per unit to £596 in the last quarter of last year which was it must be said a 156% improvement on the last quarter of 2021. The "conventional" dealers who Cazoo mock as entirely outmoded make at least 3 times that margin.

So good luck Mr. Chestermann with your future achievements. I think you'll need it.

Different Ways to Discourage Speeding Drivers

I read that Devon & Cornwall Police have invested in drones to monitor speeding vehicles and clamp down on poor and illegal driving. Over the recent Easter Bank Holiday the devices concentrated on motor bikes. 16 bikers died on the roads of Devon and Cornwall last year and a further 187 were seriously injured. Whilst bikers represented about 1% of road journeys they accounted for around a third of fatal and serious accidents, shocking figures so something clearly had to be done. I applaud the use of this technology which hopefully will save lives in a cost effective way. However I am concerned about the increase in Big Brother watching us?

I was even more impressed and had no real reservations about what some towns in France and Spain are doing to reward drivers who keep to in town speed limits rather than punishing those who don't. Traffic lights turn green when traffic approaching is arriving at speeds below the limit for that particular road. These lights are seen as cheaper than things like chicanes and speed bumps and more effective.

Vive La France!

Caterham Expands

Nice to see some good news from one of the tiddlers of the UK car manufacturers. 50 years ago Caterham bought the rights to make the Lotus 7 but badged as a Caterham not a Lotus. In 1987 they moved to a new factory in Dartford where they have been ever since. Now they are moving again to a brand new facility nearby. This will enable them to increase production by at least 50% which they are convinced they have demand for.

Charity Challenge

The 2023 Challenge is on schedule, my virtual journey has now taken me to within 100 miles of Paris. Palermo is still another 1684 miles away but Spring makes the task a little easier.

Paul Gilligan



Gilligan Vehicle Consulting Ltd

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CONTACT US
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01768 484 185

Gilligan Vehicle Consulting Ltd

Our business splits into two parts. Firstly we offer Fleet Management Services to small and medium businesses who run a number of vehicles but not enough to justify a full time properly qualified Fleet Manager. Our role here is to minimise costs for the client whilst addressing legal and health & safety issues. More details on the web site at <https://www.gilliganvc.co.uk/fleet-management>

Secondly we offer a vehicles sourcing service for independent motor dealers not big enough to employ a full time used vehicle buyer. We work with many suppliers to locate the right car or commercial vehicle for our trade and broker customers to enable them to secure the deal whilst being able to concentrate on sales rather than sourcing. Again more details on the relevant page of our website.

If we can help you at all we'd love to hear from you.

Call 01768 484 185

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THE NORTHERN DALES
INTER CLUB TARGA,
THE NORTHERN DALES
CLUBMANS TARGA**

&

**THE NORTHERN DALES
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**Kirkby Lonsdale MC
MIKES MYSTERY MEANDER
THURSDAY MAY 18th**

**Start and Finish, Punch Bowl,
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ENTRY FEE £20 per car,

includes hot supper at the finish

Cryptic and 'observational' clues

50 Mile scenic route

Prizes for classic and/or 'topless' cars

N.B. To book an entry phone or text,

mike kirk 07795204533

before Monday 15th. May

e.mail – *mikekirk rallying@aol.com*

Hall Trophy Rally & Stockport 061 Targa

Joint Statement by the organisers

We have received notice that due to unforeseen circumstances the venue where these events were supposed to take place namely Weeton Barracks have presently been withdrawn from use until further notice so due to the MOD not allowing events there in the forthcoming weeks both events have had to be postponed.

We apologise for this, it is a decision which is out of our control, **Clitheroe and District Motor Club** have managed to secure a date later in the year on the **26th August for the Hall Trophy Rally** and all entries will automatically transfer across.

If you wish to withdraw your entry please contact the entries secretary and be patient whilst we process it.

Stockport 061 are actively looking for a different date and please contact them direct for further advice

On behalf of the following

Chris Woodcock Clitheroe & DMC

Rob Yates Stockport 061 Motor Club

Canada use pothole stickers to slow traffic



In Britain we prefer to use 3D techniques.



Motorsport UK Girls Mentoring Scheme



Motorsport UK, via its Girls on Track UK programme, collaborated with [Alpine F1 Team](#) to launch its new Girls Mentoring Scheme.

The scheme, which aims to provide a support network for young girls looking to pursue a career in motorsport, invited 30 girls to the team's factory in Enstone, where they met their chosen mentors and enjoyed various motorsport-related activities.

Some people won't admit their faults. I would, if I had any.

Mini Moke For Sale On EBAY For £26,995



Back in 1968 I sold mine for **£350**. With this money I bought my Fiance her Engagement ring. With the left over cash I then turned her mini into my 1st Rally Car.

In the latest issue of the StreetCar newsletter, we share how you can choose your first StreetCar Navigational Rally, we visit Autosport International, and we speak to Neil Jones about his top tips for AutoSOLO competitions.

StreetCar at Autosport International

In January Motorsport UK travelled to Autosport International at the Birmingham NEC to attend one of the biggest Automotive and motorsport events in Europe.

Some of the most notable organisations in motorsport attended the event, displaying the latest technology, vehicles and showcasing the quality and innovations throughout the Motorsport and Automotive Sectors.

Saturday was about StreetCar. If you came to the show you may have seen our discussion forum talking about the latest in StreetCar and looking ahead to the future of grassroots motorsport. Claire Kirkpatrick, Head of club and community development at Motorsport UK was joined by Charlie Lower and Liona Theobald. Two individuals who have come through grassroots motorsport inspiring the next generation of the UK motorsport community to take their first steps.

Joining them on the Motorsport UK stand, current British Rally Champion who came to collect his trophy and speak about coming through grassroots Road Rallies.

Choosing your first StreetCar Navigational Rally

Road Rallying is an exciting entry into motorsport, but with so many different disciplines, it can be overwhelming for newcomers to choose their first event. In this article, we will break down the various disciplines of Road Rallying and help you understand what makes each of them unique. Please note that we will not be including Targa Rallies, as they primarily take place across multi-venues and focus on the special test element of rallying.

StreetCar Navigational Rallies are held on public highways and typically focus on the navigational challenge of rallying. A driver and navigator work together to complete the objective, which usually involves reading and plotting points on a map to reach a series of destinations or controls at a specific time while maintaining an average speed or time schedule.

12 Car Rally

One of the most popular types of rallies, 12 Car Rallies, take place in the evening and require competitors to navigate the correct route while maintaining a time schedule or a 30mph average speed. The winner is determined by the car with the correct control boards, which stays closest to the average speed. While it may seem straightforward, there are numerous obstacles along the route that can slow you down, such as stopping for a control point, plotting your route, and getting lost. After the rally, competitors usually finish at a local pub for refreshments.



Many clubs provide marked maps or “pre-plots” for novice teams to help them understand the basics of navigation and time maintenance.

Navigational Scatter

Unlike 12 Car Rallies, Navigational Scatters require competitors to plot points and decide their own route. These rallies usually take place mid-week in the evening, and competitors are provided with documentation from the organising club at the start of the evening to plot their points. These points usually have different values and contribute to the overall score. Competitors visit up to 75% of the points and note the correct code board or solve the queue at each point. It is up to competitors to calculate the most efficient route and manage their time schedule to reach the finish by a specific time

Touring Assembly

Not all motorsport is competitive, and a Touring Assembly is all about the experience of driving and socialising. StreetCar clubs in the UK organise routes that showcase the country’s beautiful scenery, twisting roads, and inspiring landscapes. There is still some simple navigation to take you on the best route possible.#

Treasure Hunt

For those who love a challenge, a Treasure Hunt is the perfect option. This discipline requires teamwork and problem-solving; all while paying close attention to clues. Competitors follow a predetermined route, solving clues and questions along the way, and require some navigating skills, a keen eye, and a cool head. Treasure Hunts usually finish at a pub, BBQ, or picnic for prize-giving and refreshments, making it an excellent option for couples and families. Some Navigational Rallies restrict the number of competitors to 20 vehicles, and these are known as 20/20 rallies.

Road & Historic Rallies

Road Rallies are the most advanced format, with the greatest number of competitors and covering the largest distance, similar to a 12 Car Rally but with more cars and specific technical regulations. Some Road Rallies start with off-road special tests, with the rally taking place late in the evening and finishing in the small hours.

Historic Rallies are the same, but each club specifies which makes and models of historic vehicle may participate in the chosen Rally. Competitors should have progressed from one or multiple types of the above Road Rallies, and both the driver and co-driver should be confident in navigating and driving.

More Information by emailing - streetcar@motorsportuk.org



Motorsport Month East - April 2023



Introducing Motorsport UK TV

Motorsport UK TV is a dedicated internet video portal providing a single destination for the UK motorsport community. Visit www.motorsportuk.tv today.



The event formerly known as Motorsport Month Anglia has now been renamed Motorsport Month East. The initiative is run by the Association of Eastern Motor Clubs in collaboration with Anglia Motor Sports Club to celebrate the breadth and quality of motorsport in the East.

The Month started with a 'Get into Motorsport' Evening held by Motorsport UK Club of the Year, Anglia Motor Sports Club. In true 'Club Of The Year' fashion, members from the club came together to support people getting into motorsport in the East, delivering a presentation breaking down the motorsport disciplines, including their costs and requirements. Sam Walker and Ben Lancaster from Motorsport UK joined the evening and spoke about opportunities within StreetCar and Marshalling. Around 70 people came to learn about Motorsport in the East – covering competing, marshalling, officiating, and spectating.

The month continues on the launch momentum with events happening all throughout the East of England including Karting, Circuit Racing, AutoSOLOs, Sprints, Rallies and Trials. A quiz planned for members of the clubs in the region, and there are learning opportunities too, with a series of webinars focusing on Marshalling, Volunteering, AutoSOLOs, plus Road and Targa Rallies.

If you live in the East of England and are curious about getting more involved in motorsport, there are ample opportunities throughout the month. Each event is run by friendly and dedicated volunteers who can help you find your pathway no matter what your budget, background, or interests. There is always a place for you in motorsport.

See the full calendar of events and activities [HERE](#)



MIKE COSTIN

KEITH DUCKWORTH

Had they used different parts of their surnames you might have seen the odd 'DuckTin' or 'Tin Duck' winning events



Former Protyre Asphalt vice-champion Wayne Sisson returns for a crack at the 2023 series



One time leader of the Protyre Motorsport UK Asphalt Rally Championship and former class B14 champion Wayne Sisson is returning to the series this year – beginning with the double header Manx National Rally (12/13 May).

The Carnforth driver led the overall drivers' standings in 2018 for three rounds and was 14 points ahead with one round remaining.

After a season of consistently high scores the points to drop rule was to work against him however, and with little chance of improving on his overall points tally Wayne didn't contest the final Ford Parts Cheviot Stages Rally. He eventually finished second overall to Jason Pritchard and won the class title.

Wayne will contest this year's BTRDA-run Protyre Asphalt Championship in an AMS Arnside Motorsport-built and run Mitsubishi Evo 10 – just as he did in 2018.

He'll be co-driven by Peredur Davies, who guided Wayne to seventh overall on last year's Tourf Mull Rally – and who will navigate for him on this weekend's Circuit of Ireland.

Frank Bird And HRT Continue Racing In The GT World Challenge Europe



The Haupt Racing Team will be once again on the grid in the upcoming season of the Fanatec GT World Challenge Europe Powered by AWS as Hubert Haupt's team will field a pair of Mercedes-AMG GT3s in the races throughout the season, one of which will be driven by Cumbrian driver Frank Bird.

The #79 Mercedes-AMG GT3 will see German team owner Hubert Haupt and Frenchman Sébastien Baud in action whereas Penrith-born Frank Bird and Australian teammate Jordan Love will race in the sister car #77. The Anglo-Aussie pair will contest selected rounds of the Endurance Sprint Cup season in the Silver Cup category and after the pair competed for HRT last season, they will now battle for championship points in the main Fanatec GT World Challenge Europe also.

The opening round of this year's Fanatec GT World Challenge Europe season will take place in Monza, Italy on April 22/23 with the first round of the Sprint Cup at Brands Hatch, UK on May 13/14. The final event is over the weekend of October 14/15 on the dune circuit at Zandvoort in the Netherlands.

Frank Bird, #77 Haupt Racing Team: "I think we have been able to assemble a good combination. We want to compete as far up front as possible in both the Silver Cup and the overall standings. The Sprint Cup is a short championship where you can't afford to lose any points so I'm really looking forward to the first race in that series which is also my home race at Brands Hatch."



**Angry people who
can't take a joke
have no idea
how hilarious
they are to those
of us who can.**



motorsport UK

April 2023 Scrutineering Bulletin

Questions to Technical

Amongst the feedback and questions submitted during the 2023 Seminars, was a request to share responses to questions received from competitors to the Technical Team.

Whilst it's not necessarily practical to share them all, we will endeavour to share any extraordinary requests through this bulletin for awareness.

A request for clarification was recently received regarding the Garmin Catalyst Performance system ([link here](#)) and its compliance (or not) with Q.11.3.1, regarding the carrying mobile phone and tablet devices in a competing vehicle in Circuit Racing.



The response in this case was as follows:

This system is compliant with Q.11.3.1 as it is not a tablet. It does not have any function other than the datalogging/performance review, it has no app functions, messaging, online access etc. it is an advanced datalogger so should be considered in the same way as a v-box or any similar device.

Q.11.3 will be reviewed with Technical and Race Committees over the coming months to ensure that the regulations reflect the development in technology and the availability of systems in the market.

Any observations or feedback you may have that could inform / support this review, please email technical@motorsportuk.org.

EV Guidance Webinar Recording

A couple of weeks ago, Motorsport UK sat down to talk to Clubs and Event Organisers about Electrified Vehicles. In the webinar, the team at Motorsport UK covered the basics, answering questions about how EVs can be included in events and the safety aspects they may have to think about.

You can watch the webinar by [clicking this link](#).

Additionally, we have created a Q&A document which answers the questions received during the webinar which can be viewed by [clicking this link](#).

You can also find the slides and information from the webinar by [clicking here](#).

If you have any questions you want to ask about Electrified Vehicles and their inclusion in your events, contact the Safety and Technical teams at safety@motorsportuk.org and technical@motorsportuk.org

What does it take to run a Motorsport Event? - Lymm Truck Stop

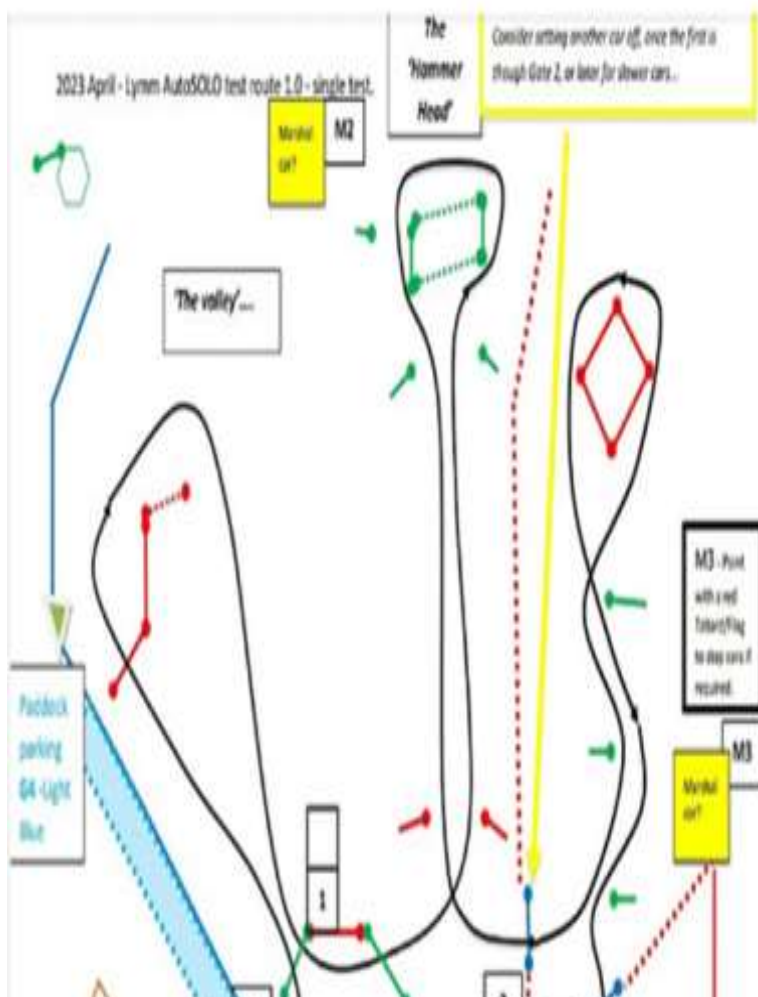
**Steve Johnson : Boundless by CSMA,
U17MC(NW), Accrington MSC, SD34MSG**

Planning for a motorsport event either fixed venue or temporary venue, at any level needs an organising team. Often those volunteers are built up over years of running the events. They mostly come from all different backgrounds, but come together bringing a great range of skills to the running of grass root events. The Lymm Truck Stop events run by the Together in Motorsport Team <https://linktr.ee/TogetherInMotorsport> are no different. Accrington Motor Sport Club, Boundless by CSMA North West Motorsport Group & Under 17 Motor Club North West, run 6 events at the M65 Blackburn with Darwen services, and 4 events at the Lymm Truck Stop at the junction of the M6/M56 in Cheshire. These events have now been running for some 15 years and with the 3 clubs working together; the clubs have purchased/amassed some great event equipment that help make the events run smoothly.

The start of any season of the events takes place around July the previous year (Often 18 months before the first event!) when the proposed dates are arranged and staffed by the club volunteers, if the clubs cannot get the volunteers to organise them, then the events will not run! Also at this time the venues are also booked for the provisional dates for the following year. The advantage of the 3 clubs working together is that each club has 2 or 3 persons that can help cover for illness and holidays and the unforeseen issue that life always has a habit of throwing at you, when you do not need it. **Flexibility is the key!** The events dates October/November, are given to all the championships that may wish to attend, so that by around December time the event regulations are put together and reviewed by the team, permits then applied for and by January/ February the regulations can be published.

2020 and Covid changed the way the 3 clubs worked. A new way was required to allow a paperless event and management system. Fortunately, I had met John Clavey also, a CSMA member, at the NEC, at a Go Motorsport display several years earlier I was impressed by his event management system that take event entries for clubs and has an autotest results service as well, all is done in the 'cloud'. Several system do exist and I am sure that they may be similar. The 3 clubs have now been using 'Sapphire' since 2020. John (Mr Sapphire) is a competitor, with support from his local club autotest/AutoSOLO members, as well as being available for support by phone at the events, this helped to make the decision for our 3 clubs.

Continued on Page 69



CIMA Lynn Aardien PCA & AY								
27th April 2021 - CIMA Lynn								
Entry List and Groupings		2023 April entry list	Red	Blue	Green	Blue		
		Group						Marshal
entry	entryname	Car	1	2	3	4	Site	Vehicle Reg
A01	Ashley Brownlee	Toyota Yaris	●				M4	MB33 CGX
A02	Paul Tennil	Nissan micra x11		●			TK	T187ken
A03	Jeremy Fonseca	Citroen C1	●				TK	PK08EZH
A04	Matty Fonseca	Citroen C1	●				TK	PK08EZH
A05	Hazel Johnson	Nissan Miora	●				TK	Y485YCK
A06	Aidan O'Rourke	Nissan Miora	●				M3	PE02VFN
A07	Mark Johnson	Nissan Miora	●				M3	PE02VFN
A08	Stephen Johnson	Nissan	●				Results	Y485YCK
A09	Scott MacMahon	Nissan Miora			●		TK	Y562NBN
A10	Christopher MacMahon	Nissan Miora	●				TK	Y562NBN
A11	Chris Livesey	Citroen c1					TK	DA56GYK
A12	Ray Simpson	Nissan Miora	●				M1	SP52MKJ
A13	Andrew Williams	Nissan Miora	●				TL/TK	YV510OT
A14	Kayvan Hutson	Nissan Miora		●			M3	MD02UJ
B01	Chris Kettle	Ford Fiesta				●	M4	WU17VPU
B02	Anthony Parker	Smart ForFour				●	M1	TSTNO
B03	GARY SHERRIFF	TOYOTA YARIS		●			TL/TK	MK08 TKD
B04	Nike Lanyon	Renault Clio RS				●	M3	SK12AVW
B05	Melanie Morgan	Toyota Yaris				●	TL/TK	MA08 Sld
B06	David Durlip	Pontiac Saturn GT1		●			M1	BL 93 JZG
B07	Eric Thornley	VW logo		●			M2	NAD5AUX
B08	Andrew Gillett	Suzuki Swift Sport				●	M3	FP07CCE
B09	Victoria Sewell	Suzuki Swift Sport		●			M3	FP07CCE
B10	Chris Milward-Jackson	Suzuki Swift Sport		●			M4	SG61ACJ
B11	Martin Self	Vesta s1150				●	M2	R555 KEM
C01	Lauren Crook	Saab 9-3				●	TL/TK	S142MFK
C01	Nial Jones	Mazda mx5			●		TK	FL09 NDD
C02	Steve Dobby	Mazda MX-5			●		TK	KW04XBP
C03	Oliver Michaels	Mazda MX-5			●		M1	KB14ABV
C04	Craig Ripley	Mazda MX-5			●		M2	DA64 YOD
C05	Chris Mundy	Mazda MX5			●		M3	ML52 XTH
C06	Brian Mundy	Mazda MX5			●		M3	ML52 XTH
C07	Howard Morris	mazda mx5			●		TK	en57edd
C08	Ian arden	Mazda mx5 mk3			●		M4	Rv06 lva
C09	Chris Ladkin	Toyota MR2 Roadster			●		M2	BN29 LK2
C10	John Jones	MG TF 155				●	TK	GU03YBB
C11	colin moreton	mazda mx5			●		TK - TK	L606QAO
C12	James Robinson	Mazda MX-5	●				M2	LG53BRV
C13	Andrew Robinson	Mazda MX-5	●				M2	LG53BRV
C14	Phil Hunter	Mazda MX5			●		M4	FP03AMK
C15	Michael Dobby	Mazda MX-5			●		TK	KW04XBP
E01	Stephen Price	nissan micra S				●	M2	WF02UVS
E02	Philip Vande	Blue				●	TK	QV54MZF
E03	Alec Turkeldepe	Canatham 7			●		TK - TK	FJ88OYV
E04	Philip Clegg	Smart car				●	M1	Mv33kgj
E05	James Williams	Haynes Roadster				●	TK	Q351PBN
PCA A1	Ben Tynell	Nissan micra x11		●			TK	T187ken
PCA A2	Ben Briggs	Nissan Micra					TK	W002AFY
PCA A3	Arman Hussain	Nissan Miora		●			M3	MD02UJ
PCA A4	Milo Urwin	Nissan Miora		●			TK	MA02 XYR
PCA B1	Daniel Milward-Jackson	Suzuki SwiftSport Sport	●				TK	SG61ACJ

Running an Event Continued from Page 68

From April until September each year since 2020, the 3 clubs have run an AutoSOLO/PCA & Autotest event every 4 weeks! This is a massive commitment by a very small team of volunteers but it does have advantages for those that join our team. **YOU LEARN QUICKLY!** Entries

for each event open 4 weeks before the event date at 8pm on Sapphire. -A full listing of current Sapphire au-

totest events can be found here <https://autotest.sapphire-solutions.co.uk/eventlist.php>

Entries close at midnight the Sunday before each event. The April event had 51 received entries! All the Together in Motorsport Team events run the; Drive - Rest - Marshal - Rest system with all the drivers, marshalling as well. This does need planning the groups and we often as organisers the groups may have errors; again, **flexibility is the key!** On the day.

Within 2½ hours on the Monday, the entry list had been put together, ***MOT and Car Tax for all the cars entered had been checked with DVLA, timekeeping, scrutineering, club-card, and MSUK Licence check sheets had been put together, along with the groups and marshalling points allocated to all drivers. - excel is a very powerful time saver!*** – three years ago all this action took about 2 days work, now as the clubs run an event every 4 weeks it saved one and a half days work for the volunteer; it also saves a great deal of time on the day! By Monday night the Final Instructions had been emailed to all drivers and Marshals registered for the event. By Tuesday the Final Instructions were also on the Under 17 Motor Club North West, - https://www.facebook.com/U17MCNW/?locale=en_GB this face book page, which promotes all the 3 clubs events! - *Have a look for full details.*

Everything was going so well for the event until, the team met at the Lymm Truck stop at 13:30 on Friday! This was to put out the first barrier cones and event warning signs! The first problem was two large trailers had parked up on the test site and were planned to leave the site at 13:00 on the Sunday! – Ok the plan would need adjustments but we can make it work... **Flexibility is the key!** Saturday would be a trying set-up! Back to Accrington that afternoon and load up the trailer with the rest of the cones and barriers all of which have been purchased new over the last 2 years for the events, cones of many colours so that it hopefully allows drivers to find the correct route on the day

A wet Saturday morning in Accrington, I just hoped it would be fine by 13:00 at Lymm - It was just!....



Setup took twice as long due to the course having 'extra' cones that would not move, until possibly 13:00 on Sunday! Space was also left to allow a safe distance so that they could be moved during the event and ensure than the route was still the same for all drivers once they had been removed. **Flexibility is the key!**

The Club would like to thank those 8 -10 helpers - all drivers on the event, that came and set up the course with the team from the club on Saturday at 14:00. This help is the only way we can run the events every 4 weeks! By 16:00 all was set up ready for the Sunday, 8am arrival of the drivers – First Car starting, 9:30 am on Sunday.

Continued on Page 70



Looking on Sapphire autotest app for Sunday 23rd April, 4 events were running.... And John Clavey was driving on the Oxford event! I myself was driving on the Lymm event and on the day we had 45 starters on the AutoSOLO, with 4 more under 21s starting the PCA, a very healthy 49 in total. Sadly no autotesters.

A few head scratching by the drivers, during the walking session and possibly a 3rd or 4th walk did help them to get the correct route when driving! All drivers seemed to enjoy the test and understood that any changes were outside the control of the organisers. Starting at 9:30 by 11:45 4 runs per driver - 196 tests of 65+ seconds had been run! All the drivers have access to instant results on the Sapphire time app, during the day any errors are noted and the organisers amend them as the day progresses.

The second driving session was started with an expected stop around 13:00 to allow the two trailers to be removed. As the test progressed, dark clouds began to build and the heavy rain/hail looked that it may well attend the venue! Two escort vans arrived on site for the trailers at 13:30 but the tractor units arrived at 13:55.... **Flexibility is the key!** A quick chat with the drivers, one unit in the paddock area was coupled up. As the event had only 10 minutes to run, the second tractor unit waited the 10 minutes until he could enter the test site and get coupled. The nationwide alert at 15:00 on the day was planned, hence the organisers finished at 14:05 it was just still dry! As the event was being disassembled the heavy rain looked more like it also wished to attend the Lymm truck stop!

Half way through the site clear-up the cloud burst!.... Heavy rain & hail started, the hardy team of 12-18 drivers still helped the organisers to clear the site! **MANY THANKS TO YOU, FOR THIS HELP!** The class awards did not get handed out!.... Rain stopped play! However all drivers and marshals did get a thank you mug from the organisers as they finished the last test Gail & Elijah did that job very well!. Since Covid we have not given awards out but invested those funds into new event equipment.

2023 sees the return of awards as we also celebrate CSMA 100th year, **if you did not get a mug due to the rain - please let the organisers know!**

As all on site, clearing the cones and barriers away, were totally wet through by the end of the event; the awards will be given out in 4 weeks at the May event. 90% of the drivers tend to return to our Lymm events.

The full results can be viewed here - [here](#);

Continued on Page 71



Running an Event Continued from Page 70

Autosolo					
E Solo - Other- Rally/Kit Car must be taxed,	E03	Alec Tunbridge	459.7	459.7	1
D Solo - Product Sports Car	D01	Neil Jones	473.3	473.3	2
D Solo - Product Sports Car	D02	Steve Dolby	484.2	484.2	3
D Solo - Product Sports Car	D03	Oliver Michaels	484.5	484.5	4
D Solo - Product Sports Car	D15	Michael Dolby	485.0	485.0	5
D Solo - Product Sports Car	D07	Howard Morris	508.5	508.5	6
D Solo - Product Sports Car	D09	Chris Ladkin	514.0	514.0	7
D Solo - Product Sports Car	D11	Colin Moreton	515.5	515.5	8
A Solo <4.15m <1400cc	A13	Andrew Williams	519.4	519.4	9
B Solo <4.15m >1400cc	B10	Chris Millward-Jackson	521.7	521.7	10
E Solo - Other- Rally/Kit Car must be taxed,	E04	Phillip Clegg	537.3	537.3	11
A Solo <4.15m <1400cc	A08	Stephen Johnson	537.6	537.6	12
A Solo <4.15m <1400cc	A05	Hazel Johnson	537.6	537.6	13
D Solo - Product Sports Car	D10	John Jones	541.0	541.0	14
B Solo <4.15m >1400cc	B04	Mike Lawson	541.6	541.6	15
A Solo <4.15m <1400cc	A10	Christopher MacMahon	543.2	543.2	16
A Solo <4.15m <1400cc	A09	Scott MacMahon	548.6	548.6	17
D Solo - Product Sports Car	D14	Phil Hunter	549.6	549.6	18

Steve Johnson - Car A08

PS....

The 18th June 2023 event at Lymm, we will be having a training session for any marshal to learn basic timekeeping and marshalling skills at a live motorsport event. Places are limited to 24 persons. - *We have a volunteer C of C for the day as well!*

John Clavey from Sapphire -Solutions will also be in attendance.

Please register [here](#) - As an Entrant as we need all your car details for the ANPR cameras.

Select the event type as – Training event – Practical - any fields that need detail you do not have put XXXX in them





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

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

Contacts;

Tracey Smith – tracey.amscl@hotmail.com or Steve Johnson – 07718051882 – steve.amscl@gmail.com

Sapphire Solutions Ltd

TimingAppLive Management And Results Solutions



Everything (Entry, Scoring and Results) can be done via a Mobile Phone App
This all adds up to making running an event easier and safer for Organisers, Marshals and Competitors.
Used for Autotests, Production Car Autotests (PCA), AutoSOLO and TARGA Rally events.
Calculates results automatically.

Facebook group TimingAppLive

www.sapphire-solutions.co.uk



CONTACT John
John@sapphire-solutions.co.uk

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



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



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.



NESCRO



Historic Motorsport In The North Of England & Scotland

• Sat/Sun	3/4 th June	Rally East Yorkshire	Yorkshire Wolds MC	Historic/Targa
• Sun`	16 th July	Northern Dales	Hexham & DMC	Historic/Targa
• Sun	13 th August	Blue Streak	Spadeadam MC	Historic/Targa
• Sun	3 rd September	Doonhamer	South of Scotland CC	Historic/Targa
• Sun	8 th October	Solway Coast Targa	Solway Car Club	Historic/Targa
• Sun	22 nd October	Solway	Wigton MC	Historic/Targa
• Sat	11 th November	Saltire	Saltire RC	Historic/Targa
• Sun	19th November	Wm. Patterson	South of Scotland CC	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

NESCRO 2023 Historic Driver's Challenge

Pos	Driver	pts
1	Alex Willan	190.0
2	Tom Hall	178.4
3	Chris Haygarth	103.3
4	Geoff Bateman	96.2
5	Michael Read	95.7
6	Ian Dixon	90.0
7	Tot Dixon	85.0
8	Mark Basham	83.3
9	Clive Escreet	81.6
10	Jamie Stewart	81.4

NESCRO 2023 TARGA Driver's Challenge

Pos	Driver	pts
1	Chris Dodds	198.6
2	Phillip Hodgson	187.9
3	Kevin Stones	155.7
4	Jack Morton	106.4
5	Fraser Hughes	105.0
6	Barry Lindsay	102.9
7	Alan Ross	100.0
8	Frank Pinder	97.9
9	Andy Rowe	95.7
10	Craig Wallace	95.0



NESCRO 2023 Historic Navigators Challenge

Pos	Driver	pts
1	Andrew Fish	178.4
2	Si Gleich	103.3
3	Glen Fothergill	96.7
4	Maggy Bateman	96.2
5	John Lidsay	95.7
6	Paul Taylor	93.3
7	Richard Welsh	90.0
8	Nick Townley	85.0
9	Richard Stones	83.3
10	Kevin Mollinson	81.4

NESCRO 2023 TARGA Navigators Challenge

Pos	Driver	pts
1	Lewis Hodgson	187.9
2	Chris Holden	155.7
3	Essi Salonen	106.4
4	Peter MacInnes	105.0
=5	Martyn Petry	102.9
=5	Lynsey Proctor	102.9
7	Gary Ross	100.0
8	Liz Pinder	97.9
=9	Peter Gibson	95.7
=9	Cat Lund	95.7



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

£14,500



My mum was tough on me



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



Of course I didn't
mean to offend you.



It WAS a huge bonus though.

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, 1¹/₄ 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**

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 TR4



Now is the time to get out on the road in a classic sports car.

Well known WMC members 1962 TR4 in powder blue.

Owned since 2016, covered 10k miles without any significant fault or breakdown. Done all WMC runs; 3 day Gallops, Rose and Thistles, etc without a hiccup.

Solid new chassis (2010), no plating or welds, no body-work rust, very minor paint and chrome defects.

Has removable 'surrey top' which fits in the boot and rare metal hardtop. Leather seats with headrests.

Has 2.2l engine with twin extractor exhaust, lumination ignition and OD on 2nd, 3rd and 4th gears; sub 10sec 0 to 60mph and 100plus mph (allegedly, mi' lod!)...disc brakes with Mintex pads. Regular oil and filter service with regular greasing, etc.

**Contact John Sloan
for more info/pics.**

0785 164 2255

Now located in Skelton.

Price is a firm £26.5k

WDMC
WARRINGTON & DISTRICT
MOTOR CLUB



2023 Gravel PCA Series Wern Ddu

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>

FOR SALE

1972 VW Camper Van

- I bought her in 2009.
- She has constantly been maintained
- In 2017 the bodywork was completely re-stored by Cumbria Classic Car Restoration in Penrith.
- She has been re-painted and she has been fitted with a 1641 re-conditioned engine and a new clutch.
- I have all the invoices for work done.

£18,500

- She is garaged over winter.
- Should you require any further information please do get in touch

Vickie Mackenzie

vickiemackenzie@hotmail.com



At the Ivory Towers of Spotlight we (that's just me really) react to a crisis with the utmost decorum. The shouting and screaming are only coincidental



I've just made a clock out of sandpaper.
Times are rough.

Pendle & DMC

Rod Brereton

2023 Hillclimb

SCAMMONDEN DAM

18th June 2023



It is a round of the following Championships:

- The 2023 Liverpool Motor Club Championship
- The 2023 Longton Motor Club Northern Speed Championship
- The 2023 ANWCC Speed/Hillclimb/Sprint Championship.
- ANWCC With SD34 Hillclimb Championship.
- The 2023 Cross Border Speed Championship
- The 2023 Sheffield & Hallamshire Championship

MARSHALS

Please contact Chief Marshal
Barry Wilkinson 07711 791631
Or email blu161@gmail.com

REGS & ENTRY

[PDMC June Hillclimb-2023 v3 Final](#)

The donkey said to the tiger: – “The grass is blue”.

The tiger replied: – “No, the grass is green.”

The discussion heated up, and they decided to submit the argument to arbitration, and for this they went before the lion, the King of the Jungle.

As they reached the forest clearing, where the lion was sitting on his throne, the donkey began to shout: – “Your Highness, is it true that the grass is blue?”.

The lion replied: – “True, the grass is blue.”

The donkey hurried and continued: – “The tiger disagrees with me and contradicts and annoys me, please punish him.”

The king then declared: – “The tiger will be punished with 5 years of silence.”

The donkey jumped cheerfully and went on his way, content and repeating: – “The Grass Is Blue”...

The tiger accepted his punishment, but asked the lion: – “Your Majesty, why have you punished me?, after all, the grass is obviously green.”

The lion replied: – “In fact, the grass is green.”

The tiger asked: – “So why are you punishing me?”.

The lion replied: – “That has nothing to do with the question of whether the grass is blue or green. The punishment is because it is not possible for a brave and intelligent creature like you to waste time arguing with a donkey, and on top of that to then come and bother me with that question.”

The worst waste of time is arguing with the fool and fanatic who does not care about truth or reality, but only the victory of his beliefs and illusions.

Never waste time on arguments that don't make sense...

There are people who, no matter how much evidence we present to them, are not in the capacity to understand, and others are blinded by ego, hatred and resentment, and all they want is to be right even if they are not.

When ignorance screams, intelligence is silent.
Your peace and quiet are worth more.



Pyotr Shilovsky's 2 wheeled car (1914)

The older I get the
less I care about what
people think of me.
Therefore the older
I get, the more
I enjoy life.

Manx Auto Sport **Manx National Rally**

12 May – 13 May



12th/13th 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

10th June & 15th 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 for the winning co-driver in each class. Full details can be found at ancc.co.uk

Register here:

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

DON'T EVEN THINK IT!



POLICE
THOUGHT POLICE
OPERATE IN THIS AREA

THE THREAT IS REAL
DON'T THINK IT!

An early 1900s Motor Coach




three sisters
CIRCUIT

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.



Wigton Motor Club

Forthcoming events

May 3rd

Coronation Meander

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.

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.

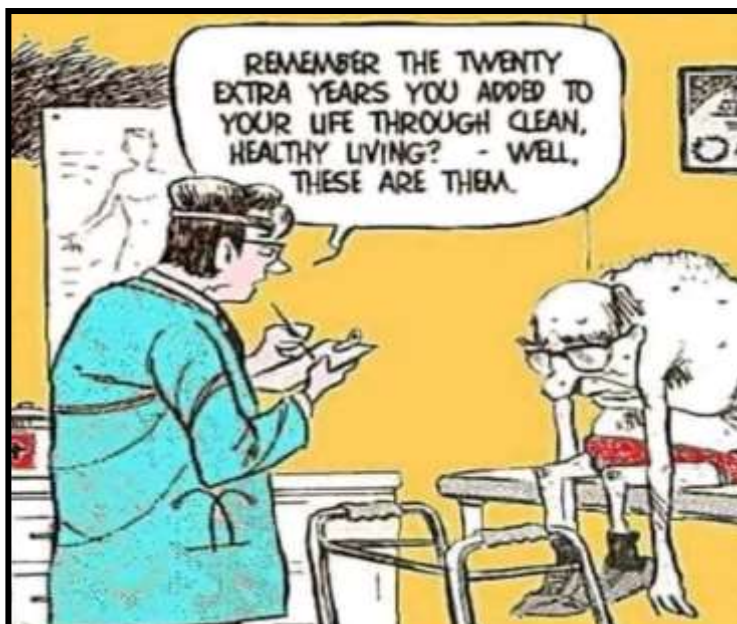
The Meander will be approximately 55 miles long and will be run at a very sedate pace with simple route instructions and no formal timing. It is simply an opportunity to exercise your cars on quiet, non challenging Cumbrian roads in the company of fellow enthusiasts. We will start at the Motor House 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>

Month	Date	Day	Event
May	13/14	SS	Getaway to Galloway
	14th	Sun	Cars & Coffee
	21st	Sun	Grass Autotest
June	7th	Wed	Pub Run
	11th	Sun	Car & Coffee
	TBA	Sun	Grass Autotest
July	5th	Wed	Pub Run
	9th	Sun	Car & Coffee @ Lingholm
	TBA	Sun	AutoSOLO
August	13th	Sun	Cars & Coffee
	19th	Sat	Rose & Thistle Tour
	20th	Sun	Cumbria Classic & MS Show
September	TBA	Sun	Grass Autotest
	10th	Sun	Cars & Coffee
	24th	Sun	Cumbrian Canter
October	8th	Sun	Cars & Coffee
	22nd	Sun	Solway Historic & Targa
November	12th	Sun	Cars & Coffee
	19th	Sun	AutoSOLO
December	27th	Wed	Autotest





<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 14th. May 2023.

Kirkby Lonsdale MC

The Car's the Star

**Holker Hall & Gardens
July 16th**



Manx Auto Sport

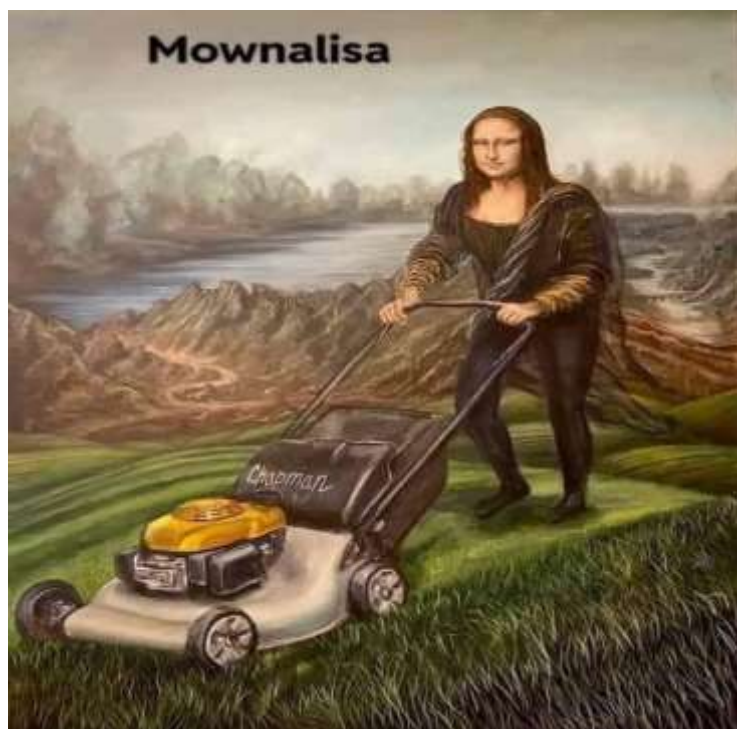
Chris Kelly

Memorial Stages

29 Sept – 30 Sep

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
- Or Contact Bill Gray
07738 892401
- **27th May** : Championship Sprint
- **24th June** : Championship Sprint
- **19th August** : Test/Track Day
- **2nd September** :
Championship Sprint
- **3rd September** :
Sporting Bears Charity Day
- **13th September** :
Greenpower Electric Car Races



Do you know...
how Three Sisters Circuit got its name?



Three huge spoil heaps, referred to as the Three Sisters, were a legacy of extensive coal mining between 1867 and 1958 at Garswood Hall Colliery, off Edge Green Lane in Ashton-in-Makerfield.

Decades of re-greening and reclamation efforts followed, slowly turning the vast eyesores and surrounding land into a glorious 44-hectare country park and woodland.

Today the Three Sisters Local Nature Reserve features a boating lake, picnic area, a thriving wildlife wetland, as well as footpaths for walkers, cyclists and even horse riders.

Oh yes, and it is also home to one of the UK's most exciting race circuits!

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 .



Car Track Days:
15th May
5th June
26th June

Pro-Rally.co.uk

1



Motorsports Photography and Journalism

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Stage Rally | Targa Rally | Vintage Car Rallies
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Phil James

Motorsports Photographer & Journalist

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www.pro-rally.co.uk

ANWCC

To Access all
of the following

2023 Championships Calendar

Championship Registration

2023 Championship Tables

Please Visit

www.anwcc.co.uk

SD34MSG

To Access the
Championships
Registration

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

rally

AT
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anglesey
circuit
traction

JUST £140
FOR THE DAY

PRICE PER TEAM OF DRIVER AND CO-DRIVER



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

UPCOMING EVENTS

FEB 17th

SUNDAY

MAR 15th

FRIDAY

APR 13th

SATURDAY

JUN 29th

SATURDAY

BOOK ONLINE AT RALLYTRACKDAYS.COM

OR CALL THE CIRCUIT OFFICE ON 01407 811400

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AS Performance North of England Tarmacadam Rally Championship

The Championship rounds for 2023

26 th /27 th May	Jim Clark Rally
28 th May	Jim Clark Reivers Rally
10 th June	Crail Stages
23 rd /24 th June	Argyll Rally
6 th Aug	Tyneside Stages
27 th Aug	Pendragon Stages
23 rd Sept	Arbroath Stages
22 nd 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>



*'I didn't get a phone alert.
Did you?'*

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,
Oloiver Mathison (BDMC)	John Rhodes (APMCC)
Amey Honchoz (IDMC)	Bruce Lindsay (PDMC)
Brian Wragg (L'pool MC)	Steve Butler (CDMC)
Greg Harrod (Lampeter)	Tony Vart (CDMC)
George Jennings (WaDMC)	Keith Thomas (Wigton)
Tony Lynch (WiDMC)	Barry Allman (CDMC)
Tommi Meadows (CDMC)	Neil Raven (IDMC)
Bob Hargreaves (KLMLC)	Gary Evans (MMC)
Barry Lindsay (SMC)	Ed Graham (HexDMC)
Colin Blunt (CDMC)	Dave Williams
Niall Frost (IDMC)	Bill Honeywell (CDMC)
John Harden (LiMC)	Amy Honchoz (IDMC)
Oliver Waggett (HMC)	Dave V. Thomas (ANWCC)
Ian Harwood (KMC)	Geoff Bateman (WCMSC)
Tom Wilkinson (BDMC)	Ian Clapham (116 MC)
Donald Tarbet (ANECCC)	Adrian Spencer (Wigan)
Stuart Bankier (BDMC)	Kris Coombes (PrestonMC)
Sion Matthews (C&AMC)	Callum Young (CDMC)
Ian Grindrod (2300MC)	Nick Townley (KLMLC)
Dan Willan (KLMLC)	Martyn Taylor (KLMLC)

The Gemini Team

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

Plus

Tony North & Chris Ellison,
Phil James of Pro-Rally,
Paul Commons Photography
Paul Gilligan 'Inside the Industry'

Garry Simpson Songasport
Duncan Littler Speed Sports Photography
Joe Gillbertson, Geoff Bengough

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

Steve Johnson

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

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

SD34MSG



Wednesday 17th 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 5th June 8pm
Via ZOOM
www.ancc.co.uk



ANWCC

Association of North Western Car Clubs

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

ANECCC



Thursday 27th July,
7:30pm
By Zoom

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 June Edition is
Monday the 29th of May
which is due out on
Thursday the 1st of June

PLEASE Email Reports etc. ASAP
to Maurice Ellison at :
sd34news@gmail.com

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