













Robert Tout / Terry Martin 4th O/A 1st in Class **EPYNT**

Photo Courtesy of Geoff Bengough

Volume 14 : Issue 6 : June 2023 : (1) Maurice Ellison



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Oulton Park Diaries

Oulton Park Diaries

Oulton Park Diaries

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Forthcoming Events & Classified

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Clitheroe & District Motor Club www.clitheroedmc.co.uk



Ecurie Royal Oak Motor Club www.eromc.co.uk



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High Moor Motor Club

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Stockport 061 Motor Club

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Warrington & District Motor Club

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Chairman's Chat June 2023



Well another bumper issue of spotlight. I just cannot keep up with how many events Maurice attended this month!...., Please have a read at 'Grumpy' on page 59 the sport needs volunteers like this!

Also see **page 63** for an update letter from Brian Wragg, I was asked by several drivers and club members what has become of the Lymm AutoSOLO 'gate guard' for the last 3 years!; we all wish Brian well in his new life.

July brings me to the only rally that treats me as an equal customer to the rest of the entry! **The Greystoke Stages by West Cumbria Motor Sports Club.** Whilst I will not be out driving my car, the entry will be Mark Johnson/ Steven Butler, as it was in 2022. This great event has a service area, with all cars allocated a service space and it is the same for all the entry! I for one, certainly value this organisation; as during the last 20 years of Stage Rallying.... on some events, I would have been better not to enter them, as I have struggled to get the very small service area that I require! I do feel that some events could look after all the entries with fairness; they all pay the same entry fee!

Whist having a 'scan' read through this issue of spotlight, I thought 'I'm Tired on page 69 will resonate with many a reader.....

May has been a busy month for meetings with the SD34 MSG meeting face to face with a report of notes from the meeting after this Chairman's Chat. On the 9th May, we had the ANWCC meeting with two MSUK representatives at the meeting. A full and frank discussion was had across most motorsport disciplines....and again, one of the main topics was Stage Rally equipment going out of date, what is MSUK doing for the customers, Seats, Belts and other safety kit all being unable to used, as their cars stood idle for 2 years due to Covid.... This question has been asked many times, but no answer as yet!

When we look at the sustainability of motorsport events.... the age of the organisers needs to be looked at! The team that run most events including the Lymm/ Blackburn AutoSOLO events!... have all aged 20 years in the last 20 years!...... Thankfully all the drivers at the autosolo events also marshal, this has helped the Lymm/Blackburn events to training 40-50% of the entry as timekeepers and all, as on site marshals! At the end of the event, all driver that are fit enough help clear the event away. Without this help, we could lose up to half of the events!

One a final note, when did you last undergo any motorsport training? Practical sessions are available, 17/18th June at Lymm and 15th July at Blackburn for Fire training see **page 83** to book at place if you want to attend. All free to attend but booking is require, minimum seven days before the sessions to allow for planning.

Drive safely

Steve Johnson: SD34MSG Chairman









SD34MSG Delegates Meeting Wednesday 17th May 2023



Apologies: Alan Shaw, Russ Henstock, Katy Mashiter, Tracey Smith, Mark Wilkinson, Steve Broadbent,

Paul Kelly, James Swallow, Jack Mather.

AOB Notice: SD34 MSG Championships were discussed. Thanks was given to Tracey Smith for her discussions with Motorsport UK on this subject in obtaining the relevant Permits. Dave V Thomas has drawn up proposals for the 2024 ANWCC Championships, incorporating SD34 MSG Challenge. These were emailed out to SD34 MSG Officials and club Delegates prior to this meeting. All present appeared to be happy and accept the need for such action.

Matters Arising: There was a brief discussion regarding the 32 member clubs mentioned in the above ANWCC proposed Challenge documentation for the 2024 season. It was mentioned whether the 16 clubs forming Division C should be divided into 2 separate divisions in the future. It was agreed to leave it in the present format for now.

Treasurers Report: The Treasurer reported the latest SD34 MSG bank balance was healthy. The award night did cost over £3,500 for the last 3 years awards. SD34MSG has an income per year from the championships of around £500 per year.

The Treasurer advised that he would draw up future Annual Budget figures in late 2023 for consideration.

Dates: The postponed CDMC Weeton event has been rearranged to 26 August 2023

The Stockport 061 MC event has also been rearranged for late September 2023.

Championships - Latest tables sent out by email, and are shown on the SD34 MSG website.

Steve Price remarked that the existing SD34 MSG Championship stickers still showed "Gazzard Accounts Ltd" It was agreed by those present to use up the remaining stock of Championship stickers to save money at present.

It was discussed for the publicising of future SD34 MSG Registrations, that there was a need for the various Championship Compilers to be present at the first 2/3 Rounds of the new year's Championship for each discipline.

A discussion was had about the possibility of member clubs may wish to sponsor a trophy for the Championship and League which may help with the overall costs.- this was to be taken back to member clubs.

PR: Nothing to report at present, relating to events organised by SD34 MSG member clubs.

Association Reports - **ANCC** : No update

ANWCC: There was a full and frank discussion with Claire Kirkpatrick (MSUK) on several subjects.

Katy Mashiter had written to Motorsport UK on the subject of Training. No reply has yet been received.

It was pointed out that there is no post on the Marshalling Qualification table for that of "Stage Safety Officer".

Wigan & DMC were quoted a National B Stage Rally Permit capita price of £59 for the recent Compbrake Stages.

They contacted MSUK to question this price to be told that it was correct. **This was later increased correctly!** Stockport Motor Club received recognition of 120 years in existence.

TRAINING: Fire training @ Blackburn in July (See Spotlight); Safety training @ Lymm Services – 18 June 2023.

MSUK: Nothing further to add, than reported above in both *AOB Notice* and *Championships*.

DATE OF NEXT MEETING: 19 July 2023 @ 7.30pm (NOTE: NEW TIME - By ZOOM)

(Next "Face to Face" Meeting @ The Poachers 8pm 20th September 2023 (from 6.30pm, if you wish to eat before)

AOB: Pendle & DMC are running a Hillclimb @ Scammonden Dam on 18 June 2023.

Steve Lewis has set up a system relating to the latest email addresses.

Meeting closed at 9:44pm Minutes/Notes recorded by Gary Heslop



Last month I said that I have been running the ANWCC Championships for 40 years, but how did I get into all this? Back in the 1970's and into the 1980's I competed quite a lot, mainly on road rallies but also some stage events, also competing on the grass roots trials and autotest events that were common-place in north Wales.

For a few years I did compete on the ANWCC Road Rally Championship with some success, and often saw John and Marjorie McGivern, who not only did noise testing at most events but Marjorie also ran the ANWCC Road Rally Championship. In the early 80's the championship started to include stage rallies which were becoming popular in the area.

I was clerk-of-the-course for the Cambrian Rally from 1975 until 1982, taking it from being a Motoring News Championship road rally to the forest rally that is still going strong to this day. The early 80's also saw additions to my family, both kids to become well involved in motor sport a few years later!

At that time, having more or less stopped competing, I was seriously considering taking on the Welsh Road Rally Championship as their co-ordinator was retiring from the job. My taking on that role never got further than considering and making it known that I was interested.

Then I found that Marjorie was thinking of retiring from the post, and I had already thought about running a north-western Trials and Autotest championship. So, in 1982 I got ANWCC to allow me to run those championships. The following year the McGiverns retired and I immediately volunteered to take on Rallies. I was already comp sec for North Wales CC so familiar with working out championships!

Initially, it was just the Road Rally Championship, swiftly followed by a Stage series which combined both asphalt and gravel events. As the number grew the championships were split. I continued with the Autotest and Trials series, and soon added Sprints and Hillclimbs, as well as the Club Championship and later the Allrounders and Marshals.

There had also been, at one time, an Autocross Championship but that discipline had lost favour with just one or two events and is now non-existent in the north-west although still runs down south.

When I first started I don't think I, or anyone else in the ANWCC, ever dreamed things would get as big as they have done. The number of member clubs has more than doubled (currently 131) and the number of competitors has remained high (currently 279) although has been as high as 462 (in 2004) when we took in the Formula 1000 competitors.

Not many now realise this, but Formula 1000 started in ANWCC and I suggested forming the Formula 1000 Rally Club with Tristan Dodd, who later gained the necessary permission to run a Junior series, which has proven highly successful and copied in other regions.

Back in 1983 I never thought I would still be running the championships 40 years later but here I am, and still loving what I do! Although I don't currently intend to retire there will come a time when someone has to take over, so if anyone is interested in working alongside then I would welcome a call from you!

We are now almost half way through this year's championships and things are generally going well – most of the events are well supported by our contenders and there is some fierce competition.

The past couple of years have proved quite difficult in many ways – Covid had a serious effect not just on us, but everyone, and recovery is progressing. We are also seeing various challenges due to regulations often being introduced without being thought all the way through.

Meantime, I, and ANWCC, will continue!

Dave V Thomas
e-mail anwcc@talktalk.net
www.anwcc.co.uk

Visit the ANWCC Website and Register for the 2023 Champion-



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

Callum Young: Clitheroe & DMC

This would be the second visit to the Corbeau Seats Clacton Rally for Lewis and myself, where last year we took our first ever class win, so we were hoping for the same again this year. But we had more competition in the class this year so it would have been tough! Plus this year the stages were to be ran in the opposite direction to previous years, so would be a new challenge to everyone.

Recce went well on Saturday morning, after an early start, where lots of changes were made to the notes. The actual rally started on Saturday night, with two short seafront stages, which were shortened, because a landowner had removed permission to use the road at the last minute! These two stages went well, but weren't suited to our car, as they had long straights in them, mixed with heavy breaking for chicanes, meaning we ended this leg in 47th overall, and 2nd in class.

We woke up Sunday morning to the sight of rain, which we were expecting, just not this early on in the day, a quick 25 minute service in the morning meant a quick change to wet tyres. We went out to the first stage not really knowing what to expect on the stages, but we were ready to have a good push on them, to see where we would end up. But in the queue to start the first stage of the morning, the car suddenly cut out, and wouldn't restart! Having pushed the car to the side, we eventually got the car restarted, but ended up checking in late, and getting a big penalty to go with it.

We then started the first stage of the day a bit cautious, not knowing if the car would cut out again, and not wanting to turn on the heated screen, in case the car cut out again. We set a reasonable time to start with, then we just kept getting quicker and quicker on the first loop of the day, until the final stage of the first loop. As we pulled up to the start line, the heavens opened, and the rain just got heavier and heavier, but we had a really good push in this stage, and manged to set the 8th fastest stage time, which was a massive surprise to us both!











The second loop went well again, setting multiple top 30 times, with a 19th overall fastest time in there too. We were just gaining confidence in the conditions, as even though we had wets on, there was lots of shiny tar, so not a lot of grip anywhere.

The third loop went very well, with all of the stage times in the top 20, and winning every stage in our class. Along with a few moments, as the weather for the last loop was the worst, meaning a few aquaplaning moments along the way. It was an event of what could have been, but the pace was definitely there, for a top 20 overall result.

Forresters Car Club

R.J.Mathews Haulage

Dixies Challenge

Epynt 30th April

Terry Martin: Clitheroe & DMC

Back out with Rob (Tout) for this one, not a WAMC Tarmac championship round, but the first round of the King of Epynt championship, which were also contesting in the Fiesta R5. Ten stages, forty five stage miles, with nothing East of Four Ways Bridge. A full eighty car entry, with a winner from anyone in the top ten.

A new rule for Epynt, no overnight camping, which upset quite a few people, and no one allowed on the Ranges before 06.00. This meant quite a bit of chaos the morning of the rally, but its an Army rule, so no argument!

Two stages, then service, we were seeded car 5 but running third on the road, after two cars were re-seeded, first stage 4.11 but 12s behind the fastest car, the Darrian GTR+ of car 6, right behind us. SS2 we do it in 3.45 and the Darrian has taken 16 out of us, an unbelievable pace, especially in the damp, we had chosen full wets, and they had gone out on slicks.

Stage3. Same as one, down Bamfords, to the T-junction, turn right, passed the Tank, left up to the Quarry, down the runway and left back over the steps. Were still running third on the road, down the hill, HPR round the bail, FL2/L 200 FL/C 200 FL/C 200 and we come across lots of debris and muck covering the road, and an Escort Parked up, a Skoda R5 rolled into a ball and nowhere to go besides the grass, all at 115mph, somehow we miss both cars, and a marshal running up the road to warn us, (most people will of seen Damien and Charley Coles accident)







Photos above Courtesy of Geoff Bengough



first car on the scene has stopped, so we carry on to the next radio point, we get out of the car and were both shaking, that was a close one. (Our in-car is interesting, to say the least).

The rest of the rally were both a bit subdued, as news of their injury's gets back to the service area, they were so lucky to get out of the wreck.

We end up forth, and first in class, and second in the KoE championship. Well done to the organisers, for keeping the event running, and only losing one stage.

Knutsford & DMC

Plains Rally

20th June

lan Harden

It's a couple of day after the Plains, a rally I was really looking forward to. Unfortunately, my return to forest rallying came to an abrupt halt about two miles into SS1. We slid wide on a tight right-hander, got onto loose gravel and rolled into a ditch.

The marshals and spectators - led by Matt Edwards, who was with his family for the day - worked really hard to get us back onto the track but the car was too badly damaged and we were OTL anyway.

The main cause was that the intercom failed completely at Stage One Arrival, so John couldn't hear the route notes. Even if we had got through unscathed, we would have had to do the remaining stages with me trying to guide John via hand signals.





Photo Courtesy of Ben Lawrence Photography

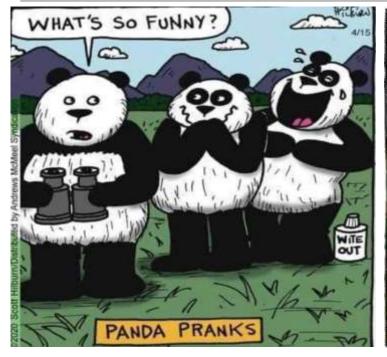
I would like to say a huge thank you to all the marshals, spectators and officials for helping us, to Spark Developments for building such a strong car - it took the brunt of a heavy impact and all the safety equipment did its job to keep injuries to a minimum; John is uninjured and I have a strained left shoulder, sore neck and ribs.

On a personal note, I would like to thank the scrutineer at SA1 who spotted I had not attached my HANS device to my helmet, being distracted by trying to get the intercom to work. His actions in reaching in and attaching the clips, thus saving me a job, almost certainly saved me from suffering a more serious neck injury.

The car is badly damaged, body-wise. Sam Bennett our mechanic says it will probably need to be re-shelled, but John and I are simply grateful for the high quality of build.

Congratulations to all the Mini Challenge crews who came through a very testing day and thank you to John Day, my driver, for trusting me to co-drive with him.

lan Harden





Sheffield & Hallamshire MC

Rainsworth Group Stages Rally



Leconfield 30th April

Jack Birch: Clitheroe & DMC

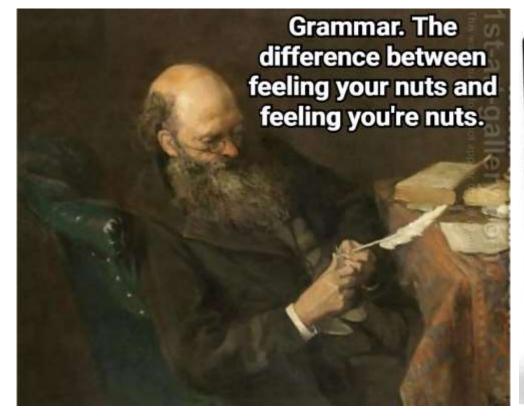
Round 3 at Lechonfield saw us at a familiar venue, meaning we had an idea of what to expect. So we could push from the off, so we did but when we came over a blind crest we discovered an issue with the brakes but that didn't stop us just proved a bit of a challenge to drive back to service.

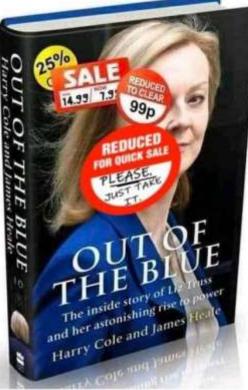
The team soon found the issue and got it sorted so after an good brew we set off again trying to make up the time to the leading car pushing as hard as we can. At the end of the day we had to settle for 2nd. Once again a amazing job by Mike Jode on the notes. also a great job by all of the J.B Rallying team that work hard on and off the rally's to keep us fighting at the top

Jack Birch: Clitheroe & DMC









Sheffield & Hallamshire MC Rainsworth Group Stages Rally



Leconfield 30th April



Callum Young and I visit DST Leconfield for Round 3 of

the 2023 Junior 1000 Championship. I went into the weekend with lots of confidence as it would be my 3rd time at the venue.

An early start on Rally Day ready for a full days competition and 6 stages totalling 50 miles awaited us. Starting 2nd Car on the road the plan from SS1 was to have a clean run through aiming to be on the podium spots early on in the event.

5 mins late starting, the 1st car goes in. I do my start routine, the clocks ticking down -5,4,3,2,1 GO! and we're off. The car felt mega up until 3 miles in and we were flat round a 45 Left and the car cuts out. Callum tells me to park it up off the stage as he gets out to inspect the engine. Upon inspection he discovers that one of the engine mount

bolts has snapped. At this point we presumed our rally was over and we settled down for the next 2hrs 30 mins to wait to be recovered in stage.

Finally after our long wait we were back in service with the lads. As they got onto fixing the engine mount they discovered the car wasn't starting due to a fuse being blown by a wire in the ECU. After replacing the fuses it was a quick rush to jump back in the car to arrive at SS4 Start 10 mins after the last junior had gone in!! Massive thanks to the senior competitors for shifting there cars to allow us to re-join the rally.

A big push was on now to not only enjoy the rest of the day but try and take some stage wins. Unfortunately as we reached the exact same 45 left we'd broken down at before the car cut out and when we parked up we discovered another blown fuse.

This showed it really wasn't our day. So we waited another 3hrs to be towed back in. I must say a massive thanks to one of the event organisers for coming all the way from HQ with food and water for Callum and me along with Lewis and Ellie Arnold who'd crashed out prior to us reaching the point.

So we reached service with a poorly car and decided to call it a day. A massive thanks to everyone who came over to help sort out the car throughout the day. Onwards and upwards from here, we now have a 2 month layoff until Round 4.

With thanks to sponsors













Sheffield & Hallamshire MC Rainsworth Group Stages Rally

Leconfield 30th April

Callum Young: Clitheroe & DMC

The next round of the F1000 Junior Rally Championship was at Leconfield, for the Rainworth Skoda Stages, sitting back in with young Oliver Waggett, where we currently sit 2nd in the Championship after two rounds.

Once we had passed scrutineering and noise, we went back to the hotel, and went through the maps the night before, as usual, with Oliver having been here twice before, it's a venue he knew fairly well, and was fast at too.

We were very optimistic about a good result here, and went to the venue on the Sunday morning confident that we could get a good result. But 3 miles into the first stage, one of the engine mount bolts had snapped, and then the car cut off about 5 seconds later, and wouldn't restart! After trying to get the car restarted while out on the stage, we couldn't get it started, meaning we were stranded out on stage for three hours waiting to get recovered! The only good thing about this was having the seniors to watch, while we were waiting

Once we got back to service, the service crew got to work on the car, and quickly repaired the engine mount, only to find the reason for the car to not start was because a fuse had blown. They then hurried to get the fuse replaced, we managed to get out for stage 4, just about, once we had navigated our way through all of the senior competitors cars, for some valuable seat time together. But it just wasn't to be, with the car cutting out at exactly the same corner again, 3 miles into stage 4!

After waiting another 2 and a half hours to be recovered again, we decided to call it a day, as it just clearly wasn't meant to be. When we got the car back to service, the service crew found a wiring fault, which could not be fixed, and was causing the fuse to blow, just unusual that it happened at the same exact spot again.

Massive thanks have to go to our service crew for managing to get us back out again, and to all the organisers and marshals on the event.







We will be back out in 2 months time for the next round, at Melbourne, for the John Overend Stages, near York.

Callum Young: Clitheroe & DMC



Stuart Bankier: Berwick & DMC

I spent a week at the end of April marshalling on the Classic Malts Rally in Scotland with Ed Barber and John Harris. This event, run by HERO, is a tour of distilleries as the name suggests with a number of timed tests on private land and a series of regularities sections on the public road.

The event started from Gleneagles Hotel on Monday 24th April with crews completing scrutineering and documentation on the Sunday afternoon. Two Australians had arranged to hire the HERO TR4 which promptly broke down at scrutineering so the HERO arrive and drive boys had to go back to Bicester and bring up the Golf Gti instead. Our first marshalling point was to the west of Stirling on a very quiet gated yellow where we saw no cars other that the 43 entrants in the rally. One slightly over enthusiastic competitor managed to put a wheel on the grass as they pulled in to stop at our timing point and the resulting skid all but pinned John to the back of our car. It was as they say those "one in a thousand close shaves". From Stirling we moved on to the top end of the Mull of Kintyre with an overnight stop in Oban. Tuesday saw us near Oban at one of the first controls of the day before heading to Fort William and up the south side of Loch Ness to a control on another very quiet unclassified road. On Wednesday crews looped north as far as Brora which is about 70 miles south of John O'Groats and we marshalled first at the Black Isle showground, then Dornoch and finally south west of Tain.

This was a very competitive event and by Wednesday night Dick Baines and his son Harry in a lovely old Mini Cooper S had opened up a narrow lead over Stephen and Thomas Owens in a Porsche 365B with Joel Wykeham

Continued on Page 15



Winners Dick Baines and Harry Baines in a Mini Cooper S



Peter and Debbie Fitzcharles
Mercedes 220SEB



French crew Ludovic Bois and Tristan de Viaris Volvo Amazon



German crew Oliver and Elke Treutlein 1931 Bentley Open Le Mans Tourer 8 litres at the Dornoch lunch halt

Scottish Malts Classic Continued from page 14

and David Brown third in an Alfa Romeo GTV6. Thursday took us to Speyside and Deeside and on what was a very wet day we had the good luck to run the passage control in the board room at the Tomintoul Distillery where it was not only very cosy but the head distiller told us a bit about the different types of whisky they manufactured. After an overnight halt in Pitlochry crews tackled the final days' regularities around Strath Tummel and then headed southwards towards Perth and the finish back at Gleneagles.

Team Baines in their Cooper S managed to hold that top spot all the way to the finish as the challenge from the Owens family faded when they lost time in traffic on a regularity and third spot went to the Austin Healey 100M of Graham Platts and Neil Ripley. We were very lucky with the weather as the first three days showcased Scotland's scenery at its best and it wasn't too damp on Thursday and Friday. If you fancy an event where crews are well looked after and the accommodation is definitely



Tim and Ruth Birkin Triumph TR4A



Ford Falcon Coupe of Marco and Claudia Halter with its rumbling 5.4 litre engine.

in the "posh" category try this. Despite the Bentleys, Jags and Porsches the car of the event for us was definitely the Ford Falcon Coupe of Marco and Claudia Halter with its rumbling 5.4 litre engine.

Stuart Bankier: Berwick & DMC

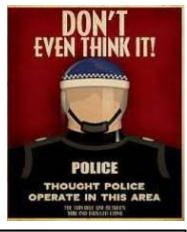
Paddy's in the bathroom and Murphy shouts to him. "Did you find the shampoo?" Paddy says, "Yes but it's for dry hair and I've just wet mine."

I have just deleted all the German names off my phone. Now it's Hans free.

Why shouldn't you write with a broken pencil? Because it's pointless.

What's the difference between the bird flu and the swine flu? One requires tweetment and the other an oinkment.

What's the difference between a hippo and a zippo? One is really heavy and the other's a little lighter.





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Aberystwyth & DMC Tomos Lewis Body Repairs Night Owl Rally

29/30th April

Andrew Lowe: Bath M.C.

Must Do Better

2 minutes, 1.5 minutes, 3 minutes. It's nice to be able to identify where those minutes are going, but I'd really like them back. I think that is why I respect people like Dafyddsion Lloyd so much: they're in control of things that seem to be eluding me. So far.

Some people have been trying to tell me that road rallying is becoming formulaic. Aberystwyth have just proved everyone wrong.

Some people have been trying to suggest that the sport has gone too far. That we've been provided with enough rope to hang ourselves. I like it the way that it is. I think the sport hasn't been healthier in many many years.

Some people have been trying to tell me that road rallying is dead. I hope that those of us in the sport can work together to make sure that it has a future.

Road rallying is the only sport I can think of, where you can start at car 90 (as I did), car from a scrap yard, 6 mismatched standard road pattern tyres. 10+ years later (less if you're more talented than I), if you're dedicated, you can be a top crew, top the championship, and earn that top price tag. It's still more accessible than any equivalent top ranking motor sport.

Road rallying is the only sport I can think of where it all goes on on the same night, in the same lanes, same route, same chance. You can go out for the fun of it, but if you want to win, you can see the path you need to tread. For those of us doing it, it isn't necessarily a lesser or lower form of the sport compared to stage rallying. It can be a springboard to other things, but for some of us this is the world rally championship. Why? It's just better.



Photo Courtesy of Adrian Convery



Photo Courtesy of Rally Power Pics



Photo Courtesy of Afron Jones

Every time I come to the Night Owl it is like the organisers have deliberately designed the rally to expose all my weaknesses and flaws. So thank you for that.

I can honestly say, hand on heart, that I hated almost every minute. But that is no reflection on the rally, which was superb. I'm proud of battling through and coming away with something.

I come away knowing that I just need to be better.

That was a hard rally. Plotting was ludicrously tight. OTL was absurd. The route was an absolute peach. The workload was insane. However, it kept everyone on their toes, it prevented the usual suspects from playing too many games, it tested everyone to the limit. It was a fair fight. Well done to everyone who finished. Well done to Aberystwyth, and thank you.

Andrew Lowe: Bath M.C.

Aberystwyth & DMC Tomos Lewis Body Repairs Night Owl Rally 29/30th April

Greg Harrand: Lampeter & DMC

leuan Evans and Dafydd Sion LLoyd took a hard-fought victory on the Tomos Lewis Body Repairs Night Owl road rally in atrocious weather conditions in their Mk2 Ford escort, claiming a victory by 21 seconds over the Mk2 Ford escort of Richard Jerman and Alan James. Starting and finishing in Aberystwyth the rally would make up the third round of the Welsh road rally championship. A 100 miles event over OS map 135 gave the 89 competitors a tough but enjoyable event that used some of the most demanding lanes of West Wales.

Current Welsh championship leaders Arwel Hughes
Jones and Dylan John Williams were seeded at number
1 in their familiar Mk2 Ford escort, they would be followed by Andy Davies and Michael Gilbey in Andy's
Subaru impreza. Iwan Jones and Andrew Lowe were
next in another Mk2 ford escort and they had leuan Evans and Dafydd Sion Lloyd behind them in another escort. Number 5 was given to John "tyres" Davies and
Eurig Davies and 6 went to the escort of George Willams
and Cadog Davies.

The opening section of the night began just outside of Aberystwyth and finished at Tal-y-Bont. This section included four time controls, two of which would see competitors gather penalties. Richard Jerman and Alan James would manage to pass through the first without gaining any penalties, and would be the only crew to do so, second best here would be leuan and Dafydd with one second gained. Section finish 1 was the next and here it was again Richard Jerman and Alan James that set the standard with only 25 seconds gained, again they were followed by leuan and Dafydd with 33 seconds. Both Arwel Hughes Jones and Dylan John Williams and Owain Rowlands and Jamie Mills in their Mazda MX5 both tied on 39 seconds.

A short second loop followed, starting in Tre'r-ddol and finishing in Tal-y-Bont. Here leuan and Dafydd took the lead after picking up only a minute of penalties, they were matched by Arwel and Dylan who also had a minute. Andy and Michael would sadly retire in this section by Passage control 16 as they put their Subaru off the road, causing some minor body damage in the process.











Night Owl: Continued from Page 17

From here it was over the famous Nant-y-Moch dam road, which saw the majority of competitors pass through the first time control without gaining any penalties, but all gained penalties at the following control, which saw the use of several not as map 3-meter controls. Ieuan and Dafydd extended their lead here and they were followed by Arwel and Dylan who now held second place. Ystumteum was next, on this short loop, and here Iwan and Andrew booked into the Time control 40 seconds early, dropping them down to fifth overall.

The petrol halt at Ponterwyd was next, and here it was leuan and Dafydd that led with a penalty count of 3 minutes and 17 seconds. Arwel and Dylan were second on 3 minutes and 26, and Richard and Alan were third on 3 minutes and 43 seconds. Gethin Dafis and Dion Lewis were leading the expert class with 5 minutes and 54 seconds in tenth place. Joshua Weston and Gethin Jones led the semi expert class in twentieth overall with 8 minutes and 11 seconds, and novice class was led by Gareth "penuwch" Richards and Maurice Leach in thirty-third with 12 minutes and 33 seconds.

The second half was made tricky with rain that fell by the bucket load, making conditions incredibly slippery. The second half would begin with the route leaving Ponterwyd and head towards Capel Bangor. A number of time controls would feature on this section. This section would see the escort of Arwel and Dylan pick up a puncture, costing them three minutes and dropping down the leaderboard. Two more sections followed, both of them taking place on the roads between Aberystwyth and Devil's bridge. Again, it was leuan and Dafydd that set the pace, but RIchard and Alan were right behind them here at Section finish 6, with only two seconds separating them.

The rally now went back towards Aberystwyth, via Llanfihangel-y-Creuddyn. Sadly, Arwel and Dylan gained yet another puncture, this time sending them OTL (over time limit) which meant they did not classify as finishers. At the final section finish (SF7S) it was Richard and Alan that did best, passing through the section without gaining any further penalties.

At the finish venue it was declared that leuan Evans and Dafydd Sion Lloyd were the event winners with 8 minutes and 16 seconds of penalties. Richard Jerman and Alan James were the runners up with 8 minutes and 11 seconds. No other competitor managed under 11 minutes. Expert class honours went to Gethin Dafis and Dion Lewis finishing in ninth overall with 14 minutes and 46 seconds. Gethin Jones and Lewis Griffiths won expert class on 18 minutes exactly in fourteenth overall. Novice class went to Gareth "Penuwch" Richards and Maurice Leach in thirtieth overall with 39 minutes and 57 second

Greg Harrand: Lampeter & DMC



A message from the family of John Dickson.



Tragically, on Friday night of the event, a spectator took unwell and passed away. The family would like us to post this message to you all.

I would like to give my sincere appreciation to all the doctors paramedics marshals who were involved in trying to bring my father in law back last night at the spectator area. It was Johns first time at a rally and was excited to be coming along to spectate and take photos. Unfortunately he didn't even get a chance to have his bacon roll. We lost his wife, Mum and Gran in December and as you can imagine this has been quite traumatic for myself and my wife, brother in law and grandchildren. Also my friends who were there with him.

Everyone involved including all the medical staff and staff working the coffee stall, Marshals emergency services were fantastic and all the spectators who stood in calm whilst he was worked on. From me and my family I have cannot describe the appreciation of the efforts taken by all, Including a very great friend who worked on him relentlessly.

I have been involved with rallying for a number of years whether navigating, driving, spectating or marshalling and can say John would not have wanted the rally to be stopped or cancelled on his behalf.

RIP Johnny, you will be missed greatly.

Mark Stewart.



Longton & DMC Spring Sprints

Blyton Park May 13th and 14th

The second event weekend of LDMC's season took place at Blyton Park Driving Centre over the weekend of May



Daniel Taylor in his Citroen C1 became LDMC's first junior sprint entry. Daniel performed superbly on both days

13th and 14th. The events were dual permiit and attracted an excellent entry for the Interclub event and the usual competitors who are competing in the British Sprint Championship. Along with our own championship regulars the event entries included competitors from a large number of visiting clubs and championships. It was very pleasing to see we had an entry into the junior driver class for drivers aged between 14 and 16 years. Daniel Taylor in his Citroen C1 became the first entry into the junior class at an LDMC event. There are certain requirments which have to be fulfilled when running junior drivers in sprint events including three observed laps of the circuit and having to run singularly in the competitive runs. Daniel soon acclimatised to driving in a speed event and on both days he managed to improve as the day wore on.

Saturday National Event:

The Saturday event on the Eastern circuit started promptly at 09:30 and it was the competitors from the British Sprint Championship who got the practice run under way. It soon became apparent the chilly weather was not helping the BSC drivers and although the temperature rose slightly during the day it was still on the chilly side for most of the event. Once practice and timed 1 had been completed the BSC drivers took to the track for their first Top 12 run off and it was Graham Blackwell who took the honours, narrowly beating Peter Goulding into second place with Stephen Miles taking the third podium place. In the second of the run offs which took place during timed 4 the top three had a familiar look with Peter Goulding heading the list, followed by Stephen Miles and Graham Blackwell.

Saturday Interclub Event:

There were plenty of tight battles in the Interclub event with a number of class records broken during the course of the day and some sterling preformances from LDMC members. Dominic Wilson returned to competition and performed well in his Renault Clio in class 1B to take a deserved second in class behind Ian Butcher. Looking at class 2B, Nigel Fox recorded some super times and was only beaten by the narrowest of margins into second place behind Adrian Clinton-Watkins.



Peter Goulding driving his Mygale FF200 Evo took a run off win



Dominic Wilson in his clio finished second in class 1B behind lan Butcher on boys days

Longton & DMC Spring Sprints Continued from Page 19

In class 3H, club member Robert Marwood secured first in class as did Geoff Ward in the Formula Ford class. Overall honours and fastest time of the day went to David Spencer in class 5A, driving his Reynard.

Sunday National Event:

The second day of the meeting dawned chilly but dry and once again the fun began at 09:30 with the BSC drivers opening proceedings now on the slighly longer sprint circut layout at Blyton Park. A number of the BSC drivers had made changes and tweaks to their cars overnight and Honours in the first of the run off's went to Matt Hillam followed



Geoff Ward dominated the Formula Ford class on both days.

by Peter Goulding and Graham Blackwell. Come the second run off the times were extremely close with the best time set by Matt Hillam. Second place went to Stephen Miles ahead of Graham Blackwell in third place. A full report of the National event for each day can be found on the HSA web site:

https://www.hillclimbandsprint.co.uk/reportsbsc.asp

Sunday Interclub Event:

Conditions were cool but dry for the interclub drivers and as on Saturday, competition in many of the classes was extremely close. Matt Bramhall took the honours in class 2A and in doing so set a new class record. Class 2B was well supported

with Alex Gaskin taking top sport in the class, setting a new class record in the process. Robert Marwood repeated his Saturday form to take the honours in class 3H.

The battle in the racing car class, 5A was nip and tuck all day with Mike Hull taking the win by the narrowest of margins from David Spencer. In class 5B for Formula Ford Racing Cars, Geoff Ward repeated his Saturday success and took the class award.

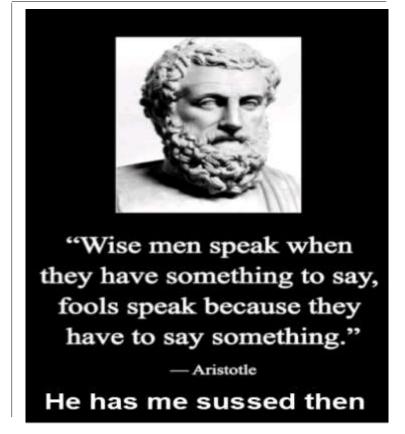
Although there were a number of incidents and red flags the event was well on target to provide six timed runs, that was until at the start of timed 5 when the heavens opened and the conditions quickly became unsuitable. The correct decision was made to call proceedings to a halt. Overall it was a super successful weekend, due in no small part to the efforts of the senior officials and of course the top team of marshals who performed magnificently over two days.

Upcoming Event:

LDMC's next event is on Sunday, June 11th at Three Sisters. Put the date in your diary and come along and enjoy a day out in Wigan. The event will be held using the two lap layout.



Matt Bramhall in the Caterham he shares with Chris.



Landysul MC Classic Tracks Targa 28th May

Greg Harrand: Lampeter & DMC

On the Sunday of the 28th of May the Llandysul Motor Club organised Classic tracks targa rally made a welcome return to the rallying calendar. It attracted some 120 entries by keen competitors to fill the 75 spaces the event had allocated, meaning sadly there would be a long list of reserves, showing the event's popularity. For this year there would be twenty-two tests for the competitors, all made up of farm tracks and private land around the LLandysul area.

Seeded at 1 were winners of the last event, Cadog Davies and Michael Jones, who for this occasion had hired a Toyota corolla with Cadog's proton currently out of action. Sadly, Cadog and Michael would not repeat their 2019 event performance as whilst lying in joint third overall at the petrol halt, they would have issues with a damaged exhaust and a leaking fuel tank, forcing their retirement on the thirteenth test. Behind them in car 2 were Andy Davies and Owen Rowcliffe in a Mazda MX5 that Andy had purchased for the event, with four wheel drive cars not eligible for overall honours Andy had decided to leave his regular Subaru at home and contest in a two wheel drive vehicle instead. A handful of Fords followed next on the entry, with the Puma being among the most popular vehicles, with four examples featuring in the top ten, John Davies and Euring Davies at car 3 being the first among them.

The first test of the rally was at Pentrellwyn, where sadly Chris Hand and Alan James rally would end as the gearbox in their Ford puma broke here. Owain Rowlands and Hefin Jones got their rally off to an excellent start as they managed to pass through the first test without gathering any penalties at all. The second test was cleaned by many, but the third test was more challenging, which saw everyone gain penalties, the puma of Ethan Davies and Daniel Jones doing best with 8 seconds gained. Test 4 also claimed vic-







tims with the escort of Damian Cole and Barry Allman retiring with a broken clutch pipe. Ethan and Daniel did best here in the puma with 22 seconds of penalties gained.

It was the escort of Mike Roberts and Justin Davies that did best on the 1.7 miles of Test 5 with 2 seconds of penalties gained, Owain Rowlands and Hefin Jones were next with 13. Test 6 was cleaned by many, which included Ethan Davies and Daniel Jones who would in fact clean the next 5 tests, bumping them up the leaderboard.

At the halfway halt it was Ethan Davies and Daniel Jones that held a 19 second lead over the escort of Jamie Jones and Craig Baker who had been setting some very consistent times. Third was tied between the puma of Dan Morris and Elin Adams-Lewis and the corolla of Cadog Davies and Michael Jones.

Classic Tracks Targa Continued from Page 21

Semi expert class was being led by William Mains and Clare Hookham in seventeenth place, and the novice class lead was currently being occupied by Gethin Johnson and Kirsty Rose that were in twenty-ninth place.

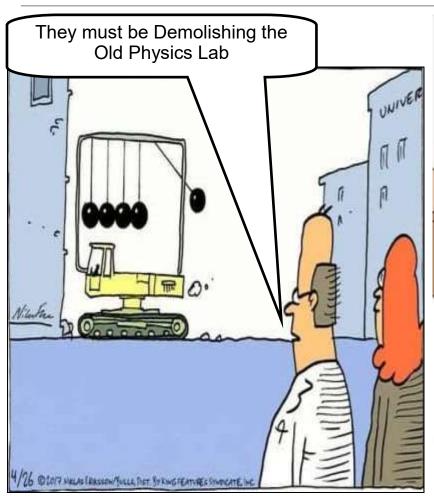
Tests 12 and 13 were cleaned by many, but test 14 was a different matter, with everyone gaining penalties. The perfect sunny weather had the disadvantage of making the tests very dusty and hard going on the cars. Even so, competitors battled on in the heat. The close battle between the puma Ethan Davies and Daniel Jones and the escort of Jamie Jones and Craig Baker came to a premature end as the puma would break one of its shafts early in



the second half. This would promote them to the lead, a lead they held for the duration of the event, giving both their first victory, one they were well deserving of.

The proton of Dafydd Sion Lloyd and Dion Lewis would have a great second half, as they set some excellent times on the remaining tests of the day, this saw them climb up the leaderboard to finish in an excellent second overall, they were followed by another proton, belonging to Steve Knibbs and Gerwyn Barry who rounded off the podium places. Semi expert class was won by Jonathan Davies and Ioan Lloyd who finished in a very respectable ninth overall. Novice class went to Gethin Johnson and Kirsty Rose in their Vauxhall corsa who finished in nineteenth place. It had been a tough event that claimed many competitors, including the puma of John Davies and Euring Davies that went out early on with a broken shaft, Huw Morris and Natasha Morris who had the exhaust manifold split on their Ford focus, plus Rob Stephens and Tomos Evans' Mazda MX5 retiring with a broken clutch. Even so it was a very enjoyable event and had been much missed by competitors.

Greg Harrand: Lampeter & DMC







Manx A.S Manx National Rally 12th & 13th May

Corey Powell-Jones

This was my first adventure onto the island (hopefully not the last!), arriving by ferry on Wednesday evening ready for spending Thursday recceing the route, in the run up I'd studied video footage of the stages and had written my own pace notes in preparation, Thursday morning we were up bright and early arriving at the Douglas TT Grandstand to meet up with my driver Steve Higgins, so we could scrutineer and collect documentation which we would need for the recce. Off we went on, my first taste of the Isle Of Man lanes, updating my pace notes as we went along – as usual you can't see everything in the videos and we came across pot holes and "don't cuts" (also gave me a taste of some of the hairier moments we'd be facing at speed over the next couple of days!)

Friday morning I arrived at service to prepare for the event as we were the first of the H1 Cooper S's, teams had travelled from all over the UK and beyond for the event, including one of our Cooper S competitors who had come over from Japan, we all seemed to be servicing together and the atmosphere was very relaxed and supportive (that obviously changed when we got in the car and on the road!!!). Once the time came I squeezed into the 'Tardis' that was our Mini Cooper S (being around 6ft makes it challenging!) and we set off for SS1 and SS2, Pooil Vaash, which would be on 30 second intervals and on the first run through we would start with a Twincam Chevette behind us who would only be able to take 15 seconds out of us, we would then head off to SS3 Barregarroo which would be one of my favourite stages as it included some famous spots and some very hairy jumps on corners throughout the first half! SS4 Injebreck came next and this proved to be the hairiest of the stages due to it's downhill blind-crested corners, this concluded the first leg and brought us back to service.









In Service we then prepared for the second leg which began with SS5 Keristall, just as the sun was setting over the coastal road making it difficult to see and drivers really having to put their trust in their co-drivers! We then went on to SS6 and SS7 Balladoole which was the same as the first stage but with a change of the last ½ mile or so. Comfortably through SS7 we proceeded onto SS8 Barregarroo by now the sun had set and the spotlamps came on, having started out navigating on Welsh road rallies the dark felt just like home for me and I was confident we could make gains within the class and thankfully Steve put his trust in me and we ended the day with an overnight lead of 1 minute and 30 seconds after an incredible run through SS9, Little London in pitch black and thick fog over the top of Injebreck.

After a good nights sleep, another early start and we were off again for the final leg, starting at SS10 Newtown, which was delayed due to an accident but which turned out to be the fastest due to a lot of long straights (albeit with a lot of hay bales creating chicanes), then it was into SS11, The Curraghs, this would be my second favourite stage as it was very tight and technical but perfect for the Mini Coopers as they glide from corner to corner without slowing. Next was SS12, Dog Mills, this stage would turn out to be very enjoyable for us as we would overtake 2 cars in both runnings of this stage, from here we pro-





ceeded to SS13, The Baldwins, which turned out to be my favourite of all the stages as the first section was narrow and technical, then the second section was slow and tight and the final section of the stage, under the trees, would almost completely be taken in fourth gear, this created a feeling of speed combined with smooth transitioning through the corners as we dived between the trees and even took flight over the bridge into the 5 left (1-9 notes) corner!

We then had a short 20 minute service before heading back to continue to hold our class lead, the second half of the leg would consist of the same loop of stages we'd run in the morning, however there were many delays this time which unfortunately led to the loss of SS17, The Baldwins 2, however, this meant I got to see the beautiful Isle of Man mountain road that's used for the TT – an experience in itself.

We then returned back to the Douglas TT Grandstand where we learned we'd maintained our lead and finished 4 minutes and 4 seconds ahead of second in class and finishing 53rd overall.

Picture shows the top 3 H1 winners

1st Steve Higgins and myself (Steve couldn't make it to the presentation)

2nd Andrew O'Hanlon and Kevin Hogan

3rd Shinobu Kitani and Hiroko Kitani

I caught up with Steve the next day and gave him his award

Overall it was one of the best events I have competed in and I'd like to thank Steve Higgins for taking a chance and putting his trust in a 17 year old, I'd also like to thank Jason for sharing his vast knowledge with me and servicing for us all weekend, also my grandparents for getting me there and marshalling for us both days over 4 stages. Hopefully, this is just the first of many visits to the Isle of Man in the future.



Manx A.S Manx National Rally 12th & 13th May

Callum Black said that he was going to win the Manx National Rally – and despite it being his first asphalt rally for 10 years, the Brackley driver was true to his word as he and co-driver Jack Morton won the event in their 586 Sports -prepared and Pirelli-shod Pallas Connections Ford Fiesta Rally2.

The 3min 17.9sec winning margin doesn't reflect the incredibly close and fierce flat-out battle he had for victory with David Wright/Paula Swinscoe – and whilst Black scored maximum Round 3 Protyre Motorsport UK Asphalt Rally Championship points for coming out on top on the final day two, it was Wright who took maximum Round 2 points for leading after day one.

Having only driven the Fiesta Rally2 on asphalt for the first time on the Manx shakedown stage, Black led the event after the opening two stages.

Wright took the lead on SS3 and when Black landed a little off line on SS4 and filled two wheels up with mud, causing a vibration, Wright's advantage at the top shot up from 3.8 to 13.6secs.

Despite a brake issue on SS9, Wright led at the overnight halt – and continued to lead after the first two stages of day two. But he couldn't hold back Black, who drove brilliantly to speed into a 2.6 second lead after SS12. With the pace at the front even hotter than the dry and sunny Isle of Man weather, a mistake by Wright on SS14 saw his Michelinshod Grove Hill Garage Ford Fiesta R5 break the rear right suspension, forcing him to park up.

"I really enjoyed the Manx National, and that's half the battle sometimes, isn't it?" said Black.

"We just got a better feeling as the rally progressed and learned what we could and couldn't do with the car, and the Fiesta Rally2 was a real privilege to drive to be honest.

"When I came passed David [Wright] and saw that he had an

issue it just fried my head for the next two miles, and I didn't really know how to drive. But I got my head down, regained by concentration and it proved to be enough."







2023 Protyre Motorsport UK Asphalt Rally Championship



in association with Motorsport News







Pace, patience, and a largely problem-free run were the keys to success for Neil Roskell. The former Manx Rally winner had been fifth at the end of day one, and when others ahead of him hit problems he and co-driver Andrew Roughead were in prime position to benefit in their Michelin-shod ND Civils/Burdens/Witham Motorsport Ford Fiesta Rally2. They had to survive an alternator belt problem and almost put the car off the road on day two, but their impressive run of never finishing lower than second on the Isle of Man continues as they take the lead at the top of the overall drivers' and co-drivers' standings.

And the others hitting problems in front of Roskell were Welsh drivers Kevin Davies and Hugh Hunter, who had been in a monumental battle for a podium result. Davies blinked first when he and fellow Carmarthen man Owain Davies crashed their Melvyn Evans Motorsport-prepared Cobra Hydraulics-backed Volkswagen Polo GTI R5 on day two's opening stage, which forced SS10 to be stopped.

This left Hunter in command of third in his RSH Tarmacbacked Ford Fiesta Rally2, until the Ruthin driver dropped to 10th after losing four minutes on SS11. He and co-driver Rob Fagg fought back to sixth, before crashing heavily on the final stage.

Steve Wood came through all the drama unscathed – the reigning Protyre Asphalt champion finally getting his title defence off the ground with third in his Trailhead Get Jerky -backed Ford Fiesta WRC. Co-driven by Kenny Hull, the Aberystwyth driver admitted to a sluggish start, but once in the groove he never made a mistake and, like Roskell, made the most of the points offered on this, the double header round of the UK's premier sealed-surface series. Wayne Sisson made a successful Protyre Asphalt return. Co-driven by Peredur Davies, the 2018 class B14 champion won his class (both Rounds 2 and 3) and took home a big haul of 48 overall driver points in his AMS Arnside Motorsport-prepared Mitsubishi Evo 10.

One of the stand-out drives of the weekend came from Will Hill/Richard Crozier in their Hills Ford Fiesta Rally3. Having finished days one and two 13th and sixth overall respectively, they scored a combined total of 45 points to leave the Isle of Man second in the overall drivers' and codrivers' points table and leading class B14.

The reigning Northern Ireland Junior rally champion Sam Adams enjoyed his first visit to the Isle of Man. Partnered by Michael Johnston, the youngster's Pinto-engined Escort









Mk2 was the top placed two-wheel drive registered car at the end of the event, and he comes away leading the Fuchs Lubricants and OnThePaceNote supported Protyre Asphalt Junior category, the class index of performance-based Ford Escort Challenge and class B12.

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Another stunning performance came from Will Rowlands/ Emyr Hall in their Ford Escort RS1800. They finished seventh Protyre Asphalt crew after all 17 stages had been completed, and with it leads the BTRDA Historic Asphalt Cup

With a smart new livery, the last thing Darren Atkinson/Mark Twiname wanted to do was land their Haldane Fisher-backed Ford Escort Mk2 in a thick prickly gorse bush, but that's exactly what they did on SS3. They restarted on day two and enjoyed a much better run, their pride and paintwork scratched but otherwise intact.

Northallerton duo Mark and Andrew Constantine have extended their class B9 lead with two more maximum scores in



Photos Courtesy of Jim Gibson Ellan Valnnin Images ellanvanninimages@gmail.com

their CBS Vauxhall Corsa. Simon Hunter/Howard Pridmore had just taken 15 seconds out of Constantine on the opening stage of day two, but their impressive performance was halted when their Kwiktrak-backed Vauxhall Corsa S1400 got stuck in third gear on The Curraghs.

Defending class B10 champion Lewis Gatt took home two maximum scores after he and co-driver Tony Edwards enjoyed a successful weekend in their Gatt Speed Escort Mk2.

Olly Hunter/Matt Daniels have taken the class B11 lead after a double maximum points score in their HES Electrical Contractors Ford Escort Mk2. Just two points behind are the dethroned leaders Michael Harbour/Ian MacDougall (Escort Mk2), while Malcolm Boyd/Brian Stubbs (Escort Mk2) are third. John Devlin/John McCarthy (Escort Mk2) scored maximum class points on day one but failed to finish day two. Geoff Glover/Keith Barker had a good run on day two, having lost time with a puncture on day one's final test in their Vauxhall Astra RWD.

Gerry Fitzelle/Mark Mason (Escort Mk2) lead class B13 after scoring maximum points on Round 3, while second placed Oliver Davies/Jack Bowen (Adam Hewitt Agri Plant & Salvage Sales Ford Escort Mk2) took top class points on day one. Andy Scott/Ian Robertson had two good scores, despite early intercom issues in their Millington-engined Ford Escort Mk2, while David Cluckie/Ealish Baxter had a good day one in their BMW 325 but retired early on day two.

Archie Swinscoe's Protyre Asphalt Championship debut didn't go as planned, as he and co-driver Jane Nicol found themselves minus the front left wheel after the studs sheered on their Rallytech Composites/Asset Alliance Group Opel Adam. They got the car repaired in time for day two and are rewarded with the class R2 lead.

Graham Muter/Steve Hallmark lead the Historic class H8 in their Escort Mk2 and are third in the BTRDA Historic Asphalt Cup behind Geoff Roberts/Ian Jones (Escort RS1800 Mk2).

Other performances of note include Joe McKeand (co-driven by Charlotte McDowall) who lies 11th in the overall drivers' standings and second in class B14 after a great run in his Subaru Impreza.

The event didn't start well for Anthony Eaton/lan Jackson, who hit a rock and broke the suspension on their bright yellow Autotest Ford Fiesta R5 on SS2. They restarted and had a good run on day two.

Adrian Spencer/Ashley Trimble finished both days in their RED Industries Subaru Impreza WRX.

John Stone looked on course for a bounty of Protyre Asphalt points, despite co-driver Laura Connell feeling unwell since arriving on the island and losing her voice. On such narrow, fast and bumpy roads a small mistake can have big consequences, and with the finish in sight Stone clipped a bank and ripped a wheel off his Legend Fires Volkswagen Polo GTI R5.

Stephen Simpson/Patrick Walsh overcooked a jump and damaged their Tudor Glass Ford Fiesta Rally2 on day one. They reappeared on day two, but what was meant to be a dress rehearsal test for the Jim Clark Rally ended with head gasket failure.

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Steven Ormond-Smith/Dafydd Evans started the event with the wrong suspension setting on their ORMCO Accounts/Manx Rally Sport-supported Mitsubishi Evo 9, which gave them no confidence in the bumpy sections. New suspension was fitted for Leg 2 and the local driver was determined to move up from 18th overall, but a double puncture on the final stage of the night cost more time, and when a cracked gearbox casing was discovered in service, it was game over for Ormond-Smith.



Mike English/Andy Robinson were having a good run in their gorgeous turquoise Alan Causey-prepared Proact-backed Fiesta Rally2 – until they clipped something on SS9, which broke a rear hub and forced them off the road on the following fast left hander.

Richard Clews/Carl Williamson made a cracking start, despite power steering problems in their Chevron Motorsport-prepared ITG Subaru Impreza STi. They started day two an impressive 14th overall – but their concerns about a clutch problem came true as they retired early on Saturday.

Stephen Harvey/Andy Falconer were making their Manx debut and enjoying a great run in only their third closed road event. Unfortunately, they hit a grass bank head on in The Curraghs, standing their Telematic Solutions/Swedish Truck Parts Subaru Impreza on its nose and breaking the steering.

Brad Cole/Neil Colman had been the top placed two-wheel drive crew at the end of day one, but were to retire their Trick Motorsport-prepared Hydroline Solutions 2.5-litre Escort Mk2 with differential problems.

Double class B11 champions Paul and Julian Doroszczuk won the Dynamic Fluids Best Presented Car Award (as chosen and presented by Protyre Asphalt Championship scrutineer Geoff Doe) for their immaculate Drockspeed Motorsport Escort Mk2. Unfortunately, a cracked radiator near the end of day one put them out of the event, as they didn't want to continue and risk damaging the car's normally aspirated Cosworth engine.

Antony Allery/Richard Bonner split the radiator in their Escort Mk2 on day one and retired with clutch problems on day two.

John and Rachael McCullough started well but retired their Hoosier-shod KPR Mechanical Escort Mk2 on the first run through The Curraghs.

Mark Holmes/Mark Perryman were debuting their new Mark Holmes Auto Engineering-backed Ford Escort Mk1 but retired with gearbox issues, while a broken wheel forced Will Onions (co-driven by Dave Williams) out in his Historic spec Motorcraft Ford Escort RS1800.

Jonathan Stepney/Aled Davies couldn't wait to debut their fantastic looking and sounding Griffiths Group/ Motorhome Services Scotland-backed Renault Clio Sport 2.0 16v, but it turned into an event they'd rather forget. Day one ended early with brake problems, while day two started with suspension issues and ended on SS15 with broken driveshafts.

Round 4 of the 2023 Protyre Motorsport UK Asphalt Rally Championship is the Beatson's Building Supplies Jim Clark Rally on 26/27 May.

Asphalt Rallying



The fact that jelly fish have survived for many years despite not having brains gives hope to many people ...



Manx A.S Manx National Rally 12th & 13th May

Archie Swinscoe drives the wheels off his Opel Adam on impressive Protyre Asphalt debut

Teenage rising star Archie Swinscoe made an impressive debut in the Protyre Motorsport UK Asphalt Rally Champi-





onship on the Manx National Rally, and while sheered wheel studs on day one and a puncture on day two denied him the top result he deserved, there was no mistaking his pace in his Rallytech Composites/Asset Alliance Group Opel Adam R2.

The 19-year-old Clitheroe & DMC member started rallying five years ago and was the F1000 Junior English and Scottish champion in 2021.

Archie – the son of co-driver Paula Swinscoe, who led the Manx National Rally for much of day one with David Wright (Ford Fiesta R5) – was looking forward to his first rally on the Isle of Man but was forced to stop on SS3 when the front left wheel came off.

The Rallytech team repaired the ex-James Williams car and he and co-driver Jane Nicol flew after that – setting increasingly impressive stage times, interrupted only by a puncture on SS13. Despite the two issues, Archie left the Isle of Man leading the Protyre R2 class and second in the Fuchs Lubricants / OnThePaceNote supported Asphalt Junior category.

"I've come into the Protyre Asphalt Championship this year looking to learn as much as possible and to see what results I can achieve," says Archie. "I'd like to win the Junior title, but we're up against Sam Adams. He's driving very well and he's in a two-litre Escort, while I'm in a 1600cc R2 car, but we'll see what we can do! "I was looking forward

to the Manx, but when the wheel studs sheered and the front left wheel came off it knocked my confidence a bit. "The Rallytech team did a great job to repair the car and we also took the opportunity to make a lot of set up changes. "After that, things got a lot better.

"We'd started off setting stage times in the top thirties and forties, but on day two we were setting top fifteen and top twenty stage times, so I was quite pleased with the progress that we were making. "I have to say that Jane did a brilliant job on the notes, and that too gave me the confidence to push on quite hard. "It's a shame we picked up a puncture mid-way through SS13, because that cost us a lot of time and knocked us down the results – but all in all it wasn't a bad Protyre debut."

Archie's next event is the Beatson's Building Supplies Jim Clark Rally (26/27 May).





He did the rally last year and finished 22nd overall. The event is also his co-driver's home round of the Protyre Asphalt Rally Championship, as Jane is from the host town of Duns.

Asphalt Rallying



Manx A.S Manx National Rally 12th & 13th May

Kevin Jeffray

Having been forced to miss last years Chris Kelly Memorial Rally due to illness, it was great to be heading across the water for this year's Manx National Rally. With the R5 still not been delivered, it was the ever trusty T Sport that was loaded into the trailer for the 6 hour drive south to Heysham. We were booked on the Wednesday afternoon boat but decided to set off on Tuesday night and stay at Carlisle overnight.

With a nice smooth crossing, we are up at the Grandstand in good time to meet the other members of this weekend's possie (Mel and Bonnie) before unloading the car ready for scrutineering the following day.

Recce on Thursday went well, apart from the very rough

parts of the Newton stage, which was no fun in a 4 x 4 never mind for people that were using road cars. Weather was very mixed, with bright sunshine in Douglas and torrential rain in Kirk Michael. We only did one pass of each stage as I've driven most of the stages in the last 19 years since I first came over to compete.

With scrutineering passed without a hitch, it was time to chill before the Friday lunchtime start.

A glorious sunny morning greeted us as we made our way up to the Grandstand ready for the 4 planned afternoon stages. With a further 5 for early evening, and 4 stages, each done twice on Saturday, totally nearly 135 miles of competitive motoring.

First loop passed without a hitch. Playing to the crowds outside 'The Shore' at Gansey on the handbrake. Before bunny hopping round Sartfield Hairpin, and finally flat over the jumps at Brandywell. We arrive back in Douglas 83rdo/a, not bad from a start of 119.

Leg 2 comprised of 5 stages in total. 4 of which we'd already done plus and blast along the Marine Drive for Keristal. Another clean run apart from a wee moment in front of the Special Stage film crew on the short Balladoole stage. The rear went a bit light over a crest and all I could see was a film crew and the drop into the sea. Managed to recover without too much time lost, but Bon marked it as caution for the next time round.

The next 2 stages (Barregarrow and Injebreck) were both run in darkness. With a wee bit of fog over the top to make it more interesting. Back into service at a reasonable time for once in 72nd o/a and 17th in the ultra competitive up to 2.0 ltr class

Saturday morning was still dry, and only servicing needed before we went out was to swap tyres front to rear and refuel. Two loops of 4 stages would make up today's mileage.

Newton was first, which includes a run over the rough section down the back of the shooting range, before some very quick sections to finish just outside Crosby. The stage was delayed due to an accident, so it looked like we were going to be running at 30 seconds.

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Photos Courtesy of Jim Gibson Ellan Valnnin Images ellanvanninimages@gmail.com

I'm not really a fan of this on closed road events. If you have a moment and you were blocking the stage, it doesn't give you long to get out and warn the next car, but needs must I suppose to try and get the event back on time. I kept looking in the mirror on the straights as a GP4 escort started behind us, but he never caught us.

The Curraghs and Dog Mills were next. Both very similar stages in nature, which passed without a problem for us apart from a dodgy hand-brake around the hairpin at Glascoe Chapel. All that remained was the awesome Baldwins stage which would take us back to service at the Grandstand. Starting at the very bottom of Druidale, this stage takes you up the best piece of road on the island to Brandywell Cottage, before turning back up over to top of Injebreck, and down through West and East Baldwin to finish just outside Douglas. Bonnie was spot on with the notes down Baldwins, and we arrived back in service 55th o/a.

All that remained was another run of the same stages. but due to the delays, the remaining stages would be run at 30 second intervals, with the organisers hoping to get the event back on time. Only problem we encountered on Newton was losing the handbrake (really need a hydraulic) on the hairpin just before the finish. With The Curraghs and Dog Mills completed, all that remained was the final stage down The Baldwins. Unfortunately due to a serious accident the stage was cancelled and we were rerouted back to the finish in Douglas.

We arrive back in Douglas to find us 45th o/a and 15th in class

Another great event and yet another finish for the trusty Tara

Big thanks to organisers and everyone who made it possible for us to come and play

Bonnie for a great job in the lefthand seat

Mel and Mandy for tea, cakes and looking after us

That's it for Manx events this year for me as I can't make the Chris Kelly Memorial Rally

Kevin Jeffray

1938 Phantom Corsair



In pure art deco anger, the Corsair was both svelte and ferocious. The Phantom Corsair was designed by Rust Heinz of the H.J. Heinz fortune.



As futuristic as things got back then, the Phantom Corsair really looks like a film noir armoured car with its shrouded wheels and smooth but menacing grille. The doors operated with electric pushbuttons instead of door handles, making it even more streamlined in appearance



As long as the car was, the more shocking dimension was the 6" + width that could accommodate four people in the front row, one to the left of the driver. Too bad this car never saw production since Rust Heinz died prematurely in a car accident in 1939.

We live in a time where intelligent people are being silenced so that stupid people won't be offended.

Alwoodley MC

Nick Ayre Memorial Autotest

14th May

Neil Raven: Ilkley & DMC

After enjoying the York club day autotests last year I thought I'd put my new found skills to the test on a National autotest where purpose built autotest cars dance their way through complicated tests in non stop movements from manoeuvre to manoeuvre

After missing the May York club day the Alwoodley Nic Ayre memorial autotest looked an ideal opportunity to pop my Mensa autotesting cherry! I put my entry in and it was only a couple of days before the event that I realised it was a round of the British autotest championship I should read the regs properly borjng entering these events But I'd entered in the road going car class and had one other driver in the class, Luke Powell in his trusty Westfield which he'd also driven to the event.

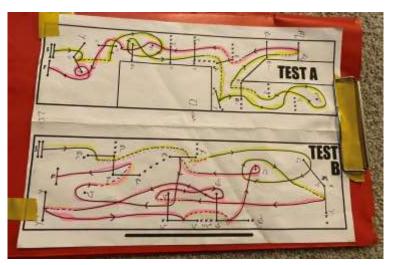
My main aim of the day was to get the tests right and keep away from the cones/ posts which mark the route out. Hitting these give you a 5 second penalty and making up your own tests, which I'm good at, gives you and even bigger penalty. The tests had been sent out a few days before the event and although I'd printed them out I'd found lots of other things to do other than learn them

And this 'putting off mode' followed through to getting everything ready for the car! I found myself topping the oil up at 8am this morning and putting the tyres and Jack in the car before I set off! Very poor organisation but it kept my mind busy The other challenge was getting to the event with a lot of road closures for the wonderful Rob Burrows marathon. Fortunately I was 15 minutes ahead of the closures and got a taste of what lay ahead for the 12,000 runners!

To say I was nervous as I walked the tests with the rest of the competitors was an understatement! At one point I even considered doing one test then calling it a day! And after watching the top boys going through the first test I did doubt my decision to take on this next level of autotesting I watched the majority of the girls go through test A and was happy I had it in my head. Luke asked me if I wanted to run through it so we took it in turns to read and point our route out before lining up in the start line.











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Nick Ayre Memorial Autotest Continued from Page 32

As soon as I left the start line all my doubts cleared and I got in to the rhythm of throwing the MX5 from one gate to another. It just fitted through some of the posts but there was plenty of room on the big turns to hurl the Mazda sideways and find reverse. I was having a ball! And I got it all right with no penalties! Woo hooo! The sun had come out and everything was great! I'd only fine one test

Test B was being looked after by Sioned and Henry Kitching who were trying to usher me on to the start line to keep everything moving but I hadn't watched anyone go through and hadn't really learnt the test properly. I hid for a bit and managed to watch a couple of runs before lining up for my go. I did ok but did a spinny flip too soon and ended up with a wrong test. Bugger. Test B would be my poor test all day until the last run when I got it right with no penalties.

Three runs of the two tests were completed in the morning with another three runs of each tests in the afternoon. The sun was beating down on us in the morning and through lunch then, fortunately, the clouds came over and cooled us down. The morning had been full on, getting to know how the car would cope on the tight tests and see first hand, just how quick the top boys could get round the tests. To give you some idea of the difference I was com-





pleting test B in 77 seconds, the best time on that test was 50 seconds! I was nearly half a minute slower than the leaders

Being in the road going car class and new to this I was getting plenty of encouragement and tips from the seasoned pros. Everyone was happy to help me out, even mid test with hand signals and shouts when I wasn't sure where to go! At lunch one of the fast guys said he'd been watching how the car was moving and suggested I increased the tyre pressure in the rear tyres to help the car slide bettter. I borrowed a pump from another helpful chap and duly increased the pressure. And he was right! The MX5 was transformed and came round much better on the handbrake and was gliding through the turns

If only there was a fix for driving over cones Luke and I took it in turns to hit the cones but managed to get the tests right in the afternoon and have a good laugh. The encouragement from comfort and marshals kept on coming and really made the day. The York crew also came out to have a look and I tried to show off with a one handed 360 spinny turn to keep them entertained

I completed my final run of the day and headed off down to my parking spot to put my road tyres on. I'd worn out a perfectly good set of rear tyres and didn't think they'd be much use in the A1 The results were all sorted in good time and the awards handed out. Luke had won our class and very generously offered me one of the two bottles he'd won! I gracefully accepted a nice bottle of red to enjoy with my Sunday tea

I was way out of my comfort zone and mental capacity today but with the help of everyone I met I had a superb day! A huge thank you to all the marshals who had to endure the Yorkshire sun whilst keeping a keen eye on the lines and stop watches. To the Alwoodley organising team who kept everything running smoothly and the results updated after each run. And the competitors who gave so much encouragement and advice to a newbie in a massive MX5 A brilliant day which ended with me finishing 2nd in class and last overall

Neil Raven: Ilkley & DMC



Lancashire A.C. **St Georges**

Day Run

23rd April

Chris Lee: Lancashire AC

Lancashire is a fascinating and beautiful county. In previous runs Lancashire Automobile Club have been north -east of Blackburn and into Yorkshire, north-east as far as Malham, west into the Fylde, south-west to Heskin Hall and north to Lancaster Castle.

This year though, the LAC changed things once again following a request to take in the Fylde. Starting from Café Lazio in Samlesbury, the run went go through Broughton and out to Treales before going north to Knott End for a rest halt, then up to Lancaster to return south through the Trough of Bowland and Pendle Hill to our traditional finish at Blackburn Northern Sports Club for light refreshments.

The event was part of the Federation of British Historic Vehicle Clubs (FBHVC) annual national event. This year the LAC will be adopting the FBHVC 'Tree-V' environmental initiative that captures carbon dioxide generated by the entrants by contributing to the planting of trees in the UK. This will help to demonstrate the Club's environmental commitment to potential sponsors and local authorities.

As you can see from the pictures the event is open to all types and ages of cars. We have a motto in Lancashire Automobile Club (1902) Ltd "If you cherish your car, we cherish you!"















Berwick & DMC Berwick Classic Rally 29th & 30th April

Neil Raven: Ilkley & DMC

After our encouraging result on the North Yorks HRCR event we thought we'd have a go at the much talked about Berwick Classic. Originally an event based purely on tests, it now has four regularities over two days with over 20 tests to fit in as well. Everyone we had spoken to said it was a cracking event so we put an entry in and got Sticky the Peugeot ready.

Usually our car rally prep is quite good but this time it consisted of cleaning the mud off from the North Yorks event and putting some petrol in her The next day we were heading up the A19 to Wooler where our friends Richard and Karen Wilson were looking after us for the weekend. We stopped off in Sunderland on the way up to look at a Corsa B, a possible club car, but the lack of power steering put us off. A quick coffee at Maccy D's was an experience and an hour and a half later we arrived at our digs for the weekend, chez Wilson.

On the way up one of the front sidelights decided to pack up due to some 25 year old Peugeot connectors failing, which was rectified by fitting a couple of connectors from Richards garage. While under the bonnet I noticed the distributor cap was loose, the clips had come undone. We'd driven the best part of three hours like this and it kept going! I clipped it back up and went inside to enjoy a cold beer and early night.

Saturday morning was a leisurely start with a full English breakfast followed by a drive to Berwick for scruitineering. All checked and passed we completed the measured distance which was a very scenic drive beside a river, so good we did it 3 times! It was worth the second check as an accurate trip would be vital in the regularities. We got some petrol and proudly presented ourselves to the signing on team, thinking we'd done really well to get all that done and be ready to go. It turned out we were the last crew to pick up our paperwork We might need to work on that bit

Mrs Rave had done all the pre plotting and was raring to go. There was a hand out as we left the first control but she was confident she'd be ok with it. She was carrying a bit of an impairment this weekend, in the form of stitches









to the left of her right eye after having a skin growth removed. She was struggling to see out of it but she was determined to play out this weekend.

Berwick Classic Continued from page 35

She's a real trooper and wasn't whining too much so all was good After our encouraging finish on the North Yorks we were hoping for a similar result, somewhere south of our seeding of 29th out of 37 classic car crews would be nice and if it all went well, perhaps a mid teens slot.

We were eased in to the start of the event with some open tests on the loose which got my arms flapping and the instructions flowing from Claire Nevar. We were having great fun but the black cloud on the horizon was the first regularity which was a self start straight after test 1. We put on our big boys and girls pants and set off at our selected minute and aimed to average 26mph on the tight and twisting Northumbrian roads. And we were going well with plenty of conversation in the car and agreement on the instructions given to take us on the correct route. Sticky was enjoying trundling along the tarmac roads, instead of being bounced down rough tracks, and I was managing to keep us somewhere near the stipulated speeds. We turned left at a rusty sign, as per the route instructions, completely unaware of the significance of that particular turn. We then managed to find a well hidden control in a farm yard and carried on to the end. Chuffed to bits, and rightly so, Mrs Rave celebrated getting the route right and wiped a bit of grotty puss from her hurty eye It had a been a really tough regularity but we'd got the right route and all the controls

A few more brilliant tests on a mixture of surfaces and through farm buildings kept us entertained. One test finished on a downward grassy slope in a field and I have some history with such slopes. I crashed an MX5 into a ditch on a grass autotest, and after pressing the loud pedal for far too long we glided past cone G, I never could find that one, the approaching feed trough and fence became the focus. All locked up and the engine stalled, we stopped short of rearranging the front end of the Peugeot and headed back up the field to the finish line. I felt a right Charlie and skulked off out of the field and on to the next test which was followed by the second regularity, the last of the day. Mrs Rave was back in the hot seat and reading from the route instructions. We were changing speed, slotting left and right, SRSOn'ing and TJTR'ing. We found all the controls and happy marshals who looked surprised when presented with a clip board and a weepy manky eye held together with steristrips









Photos Courtesy of Frank Love

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The day was taking its toll on the healing wound but with four tests left to do Claire gave it a dab with a tissue and got back to reading the route directions. On the way down to the last tests of the day we had the opportunity to get some fuel, as we'd been up in Scotland most of the day, so had a fair journey back. Sticky was half full but our tummy's were on reserve so we pulled in to a MacDonalds for a bag of chips, coffee and nuclear heated apple pie. To give you an indication of the distance we traveled the apple pie had cooled enough to hold by the time we got to the tests why do they make them so hot? Minor burns to the lips forgotten, we set off in to the penultimate test of the day which was a fairly straightforward looking affair and proved to be fast and furious around slaloms in a farm yard then out into an open area for a whizz down a loose hard standing area then a tight right up towards some farm buildings. 'Right through H' came the call from One-Eye Kenobi, and she could feel the car hesitate. I could see two options, straight on into a large concrete lip or up through a very tight entrance into a farm building! 'Right through H' came the call again, 'it's there!' I took a breath and pointed Sticky at the gap and plunged us in to darkness and a wonderful echo of engine revs and exhaust sounds, followed by a flash of daylight as we popped out the other side and handbraked our way to the finish. A brilliant test which had Mrs Rave laughing over my hesitation to take us through the shed; I was just glad we had both wing mirrors intact

We headed off to the finish where John Harris was waiting to collect our final time card, we were knackered! A celebratory pint was in order and a catch up with a few other competitors to discuss the days wins and fails. James Greenhough had explained some of the route instructions to us and gave us a few nav tips for the Sunday run, which we're greatly received. As novices and very new to the game of deciphering the complex route instruction, we find the wonderful friendliness and willingness of other competitors to help us get the routes right makes the weekend so much more enjoyable. It's a great atmosphere and everyone is there, or at the end of a text, to help us get through, thank you Lyndsey Lynsey Procter

All genned up for the Sunday run we headed back to Wooler for a lovely veg curry made by Richard and then completely ignored them and got back on the maps to plot Sundays route

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Photos Courtesy of Frank Love

. While Claire was colouring in the maps I had a look on the results page and we had gone from our 29th place and were lingering in 4th! We had to look twice but the Apple wasn't lying, we were up in the lofty heights of the experienced crews and surprised to say the least. After studying the numbers it turned out that the majority of crews had missed the rusty sign we turned left at and failed the regularity. Wowsers! We struggled to get to sleep Saturday night and would have both been happy if the event stopped right now But the tests for Sunday looked superb, although each one had the opportunity to break your car or send you the wrong way. Add to that, the two regularities we had to work through as well and the chances of us staying in 4th were very slim. Being very cocky we looked at what it would take to go up the order even further but we were soon brought back to reality! We would have to make up over two minutes to get anywhere near 1st and 2nd which were being guarded by Darrell and Nicky Staniforth and Andrew Andy Pullan and Nick respectively. Just a couple of the best crews currently in the UK We reserved our energy to try and maintain our 4th position and forget any thoughts of moving up!

Sunday was an early start, well early for us! We left Wooler at 8am and set a course to the guay side car park in Berwick. It was a drizzly dull morning but that suited the one eyed nav as the sun aggravated her hurty eye and made it even more of a hindrance. The quayside offered a good photo opportunity of the French beauty by the sea and Mrs Rave found herself entertaining two gentlemen around the back of the Peugeot! They were asking for help on the Sunday route after getting confused transferring the written plot information to the map. She had gone from the student to the tutor! Claire helped them out while I took pictures of the car and generally farted about Mr Harris was on hand to set us off and as we did a large camper van approached the small archway through the town's impressive 14th century walls, resulting in a lot of arm waving and gesturing to get in to the car park entrance we were blocking. A bit of shuffling and we were off and heading out to the first tests west of Berwick, you would need a boat for any tests east of the start point

The first test was back on my nemesis surface, grass!! It was super slippery and we slithered our way down the field to exit on to a lovely hard packed track.









Photos Courtesy of Frank Love

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A quick blast around the fields took us in to a tight farmyard complex, between some buildings, finishing at the lip of a weigh bridge. And the tests got better and better through the day! Some were very tight short blasts, others were great runs through forests, around fields, over rivers and through farm buildings. A great variety to test all aspects of your driving skills. And of course, there were the remaining two regularities which were very well thought out and required an accurate trip meter to succeed. We started off timed at 26mph and I was doing my best to maintain that and Mrs Rave was doing her best to relate the OS map to what she could see out of her restricted vision. It was working as we found the first control at the end of a tricky white road section. We carried on and got all the controls listed which was our main goal, getting the timing right is a secondary thought at the moment

A quick blast around a farmyard split up the two regularities and no sooner had we stopped astride test 6, than we were on our way to the start of regularity 2, the last one of the weekend. We set off in good spirits based on our previous efforts and were going well. Then out of a side road came another competitor, which I saw, but Claire had her head in the maps concentrating on the route. The MG followed us for a bit then turned off. Were we going the right way? I kept quiet then all of a sudden the call came to turn round and go back to the previous junction, where the MG had emerged from. But instead of carrying on from there Mrs Rave instructed me to go down the road it had come up from, essentially going (what I thought) was the wrong way. A mile later we came across a very satisfying and confidence boosting sight, a control, and we were approaching it in the right direction!! Mrs Rave was the toast of the car! What a superstar. We carried on, locating the next control and after a lovely drive through the grounds of Fallodon Hall, found the welcome sight of Sioned and Henry Kitching at the final control!! We had done it, four tricky regularities all completed on the correct route, with a couple of diversions to take in more of the spectacular Northumbrian scenery. Saturday we were running on some of the Jim Clark rally route, we had a go in one of the portaloo's as well, and on the Sunday we were south of Berwick, criss crossing the A1 and east coast railway line, all very picturesque and very little traffic on the back roads.

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Photos Courtesy of Frank Love

All that lay between us and the roast dinner meal was five tests, the final one being three laps of the speedway circuit, the icing on the cake. Two of the tests followed tracks beside fields and through a small wooded area, these were superb fun and had us both grinning. The penultimate test took us back to the first morning venue but with a different route, including a drivers side 360 degree turn which I was sailing towards but on the wrong side. The shouty voice from the passenger seat increased in volume and started to repeat the 'drivers side!' call. I got the message and flicked the Peugeot to the correct side and completed the spinny turn and waited for the next call, which I followed correctly, first time

All that stood between us and a pint now was the speedway test and what a way to finish! We hurtled around the cinder track as fast as I dare, which was much slower than the car was capable of A single lap, then a lap through two chicanes and a final lap with a chicane be-





Photos Courtesy of Frank Love

fore the finish, where Henry and Sioned appeared again to give us our final test time, joint second quickest. A great end to a superb event. Last night we were sitting in a mind boggling 4th position, and now we hardly dare look at the results But when we did, we found we were still in 4th place, so we pressed the refresh button on the phone and still 4th. We enjoyed our afternoon dinner and discussed the weekend with previous competitor, Ron Kendall and his trailer saleswoman wife, Hillary, who was giving us her best pitch to purchase Ron's dormant car trailer It is something we've considered and after adding close on 800 miles to the flying 205 this weekend we are considering giving her joints a rest after these full on weekends, also giving us a bit of peace of mind if something drops off during the event.

The results were still provisional so Hillary used all of her mind control and summoned the organisers to announce them final, which they did seconds after she said they should be done by now And sure enough we had finished 4th overall and 2nd in class behind the Pullans in their Peugeot 205 GT. The winners were Darrel and Nicky, Pullan's second, Michael Reid and John Lindsay 3rd and us 4th! Had I mentioned we'd come 4th? It had been a wonderful weekend in so many ways and this was the icing on the cake. All the help and encouragement we'd receive from competitors and marshal's alike was a real help and our little Peugeot kept on giving both on the event and the drive there and back. As we were driving round the route and getting ready to do the tests we discussed just how much work must go into organising this type of event. The hours and miles put in to PR all the regularities and time taken to design and layout the tests. The event looked to be well supported with a happy band of marshals, all of whom gave up their valuable time to let us play. The scruitineering team got us all through slickly and made sure we were safe and the coffee stop on Sunday had the most amazing Malteser cake These events are superb value for money, for two full on days of motorsport over 175 miles and 21 tests it was £195, not even the cost of a set of tyres! Incredible

We'd both like to say a huge thank you to all the organising team and band of backroom volunteers who make it all work. This was our first but won't be our last Berwick Classic, it's certainly lived up to everyone's recommendation and given us both a huge boost in confidence. It may also have buggered up our Novice status, don't tell anyone And of course our weekend by the sea wouldn't be complete without a quick dip in the Berwick ocean to ease our aching muscles. Mrs Rave and Karen decided to give it a miss due to it being frikin freezing I had a play in the waves and came out a brighter shade of pink but it was great Thank you to Karen and Richard for looking after us and to my most amazing Mrs Rave, you have been superb

Neil Raven: Ilkley & DMC



Regardless Motor Club

The Steve Gornall Memorial Rally

22/23rd April

Neil Raven: Ilkley & DMC

I've been a busy teddy since Ian Mitchell and I took on the Steve Gornall rally put on by the Regardless Motor Club. I met Ian at the start venue and we headed off to scruitineering topless! Fortunately we were in the MX5 and not our vests and made the most of the remaining sunshine to do the round trip to the Lancaster park and ride and back to the start venue.

Normally Mrs Rave occupies the heated leather nav seat in the MX5 but she was on a girls weekend in Hawkshead and Ian had kindly stepped in to guide me round the route. In return for his bravery I supplied a shiny MX5 with spotlights and for some reason, 30mm lowered rear suspension! I have no idea what I was thinking when fitting the shiny blue Eibach springs but regretted it about 10 miles in to the first regularity

The MX5 was dragging its back end along the Lancastrian tarmac like a dog with worms making it's way across the living room carpet At first the shower of sparks in the rear view mirror looked cool but when it got to the point of the impact vibrating through the sumptuous padded seats, the fun stopped and the grimacing started.

The rally itself was superb! From the first regularity it was full on! Claire likens me to a dog on a extendable lead and I think Ian was feeling that affect as he wrestled to write down the code boards as I shot off from every location! Once back on the maps he guided me through the tight twisting lanes and across the open moors. We had to back off on the bumpy stuff but the tight stuff was great fun and kept us both busy.

We had been seeded an excellent 11th out of 37 entries but knew we would be passed and we were! The first car to pass was Stephen Holmes and Phil Savage in their Proton along a bumpy white, which I was tip toeing the Mazda through. I pulled up on to a bank and they sped through. The next white presented an even bigger challenge, large rocks that the low slung MX5 couldn't get over I had to move the rocks out of the way which moved us along the summer time card another 5 minutes!

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Steve Gornall Memorial Rally Continued from page 41

We arrived at petrol with enough time to top the car up and have a quick chat with our marshals for the night, David Chapman and Matthew Chapman, who had given up their evening to support us and the event. They were allocated a passage control right at the end of the event so had a chance to do some spectating but it was a long night for them. Thank you both for coming out

Fuelled up we headed off towards Ingleton and on to the last time card of the night and by far the most entertaining! We set off from the start control for a section that would take us on a small twisting road over Lithe Fell. I've ridden this road on my push bike in the daylight before and there are some pretty impressive drops to the side of the road. We were making our way up this great road when a pair of spotlights filled our rear view mirror. We were only a few miles in and they were getting closer. Again, I knew we would be caught but this guy was travelling! I found a suitable place to let him part and when we saw a green Rover 100 fly past we were both flabbergasted! Ben Mitton and Levi Nicholson were shifting and the plucky Rover was clinging on to the road as if it knew what the consequences of leaving the tarmac would be Definitely the highlight of the night!

Before we got to Dave and Matt and the last control, we had two laps of a local farm to do which gave the MX5's undercarriage a final tickle! Dave ad Matt filled out our card and we sped off to the last control. The marshal had to be directed down the time card by lan to find the minute we arrived on! We had finished the event and managed to not go OTL on any of it, an achievement in itself All this fun redulted us finishing 18th overall which is a superb achievement

It was non stop all night and the superb full English breakfast at the finish didn't touch the sides The morning sun ensured a wonderful topless drive home and I struggled to get a few hours kip after the great night in the lanes.

A huge thank you to the organisers for a brilliant route and well planned out event, it was clear a lot of work had gone in to putting in the rally. There seemed to be a small army of marshals appearing on all points along the route and made the event run smoothly. Thank you all for giving up your night for us. And to lan for trusting me to get him to his breakfast in one piece.









Photos Courtesy of Duncan Littler

I've got a few mods to make to the MX5 to get her up a bit but she was great fun to drive and kept on going even though I did my best to rearranged the underside. Can't wait for the next night event

Regardless Motor Club

The Steve Gornall Memorial Rally 22/23rd April

Barry Allman: Clitheroe & DMC

This weekend it was a change of driver and car, back with Steve Flynn and his yellow 1390cc MG ZR always a tidy car. Steve was hoping to get his gearbox/diff upgrade ready in time which we where both looking forward to having but time beat us again. Next time Steve, which should be The Clitheronian in September.

The start was the usual Redwell Inn at Arkholme a great venue. Numbers where up slightly at 36 entries with a maximum of 50 possible, Deffo one to do next year folks.

Noise and Scrutineering was at the Park and Ride area just off the M6 at Junction 34 also used as the trailer park. Steve and the car was coming from



Photo Courtesy of Duncan Littler

the Burnley area with me a pop up the M6 from Warrington. As I got close to J34 I could see Steve in the distance, just as he drove passed the junction. An OMEN !! Time to mingle and catch up on any rally gossip, after a few minutes Steve and the car turned up. All sorted again as the discussion of which bits of trim/carpets should be retained in a Road Rally car? This year we were car 22 and route pick up time was 22.15 with 90 minutes to plot. MTC 1 was at the exit of the car park, all nice and straight forward.

The last time Steve and I did a rally we had an issue with the fan and radiator but all seemed ok now. The route plotted straight forward and Steve and I discussed the bits we knew and pondered over the bits we didn't he he.

MTC2 the start of the first competitive section was just North of Burton-In-Kendal 18 minutes away (not the usual mile or so). Nice and relaxed time to quickly check over the route and get use to the Time Cards used "Up North" (sorry Geoff Bateman I mean the North Midlands, If you Know you Know). Summer time cards are used with all car's getting their own due times already printed, SIMPLES as they say !! Starting with a short section heading towards Kirkby Lonsdale Cleaning that section was a great start to the rally that got us to STC3. It was non competitive then up to TTC4 (Transport Time Control) YEAH four in and still clean. Lots of Code Boards which we got, some nice NAM diagrams from Motorsport Diagrams too.

TTC4, STCs5, STC6 included 5 codeboards, two passage controls and the first NAM lead us to NTC7 (Neutral Time Control) we had dropped 2.16 quite a reasonable time in the 1390cc ZR. We where head up North on the eastern side of OS 97 an area I know reasonably well. Then our trouble started that lasted all night as the temperature guage went into the RED! We had to stop to check what was happening with steam coming out of the bonnet! Which meant we lost 11.04 in this section that got us STCs8

Still heading North at least we got to NTC10 with no more time lost and waited at the control letting the engine cool down a bit. It was looking like the fan wasn't working, Drat. The night we wanted it cool or even raining was warm and dry. We where in the Otter Bank area now and using the two whites a bit little rough but great fun. Steve is another of my drivers who excels on the loose ground. That had us both grinning dropping 6.10 as we still had to keep one eye on the Temp Guage.

We kept going stopping and topping up with water at every control. Now getting close to our time limit and went as far as we dare collecting as many code boards/ passage controls as we could. In fact we where Over Time Limit by STCs16 still getting most of the boards. We cut to Petrol as we had run out of water including all of our orange drink too. Between STC20 just before the Halt and MTC 21 (a Main Time Control) we had to visit within our due time. Bonnet up at the halt and 4 litres of Evian's finest water bought. It was a long run down the A 65 heading East onto OS map 98 to the other side of Ingleton and MTC 21. The temp guage was OK as we just cruised getting there within our time limit but using up 16 minutes of the 30 minutes we had to play with! Couldn't be helped but left us just 14 minutes to use. This navigating job on my recent events was meaning I had to do something to do.We where now heading South off map OS 98 onto OS 103. STCs22 arrived we had just dropped 5.14 which where OK with, still with one eye on the temp guage, until another crew said they did it in 1.33 he did use the roads every day which might have helped. We where now going down Gisburn Fell and up Lythe Fell some quick fell roads those.

If you know the map the roads are quite close together over one bump my Don Barrow cordless potti developed a life of its own (my excuse) and jumped from one road to the other. It even read right, well as much as any moorland road can. Arriving at Rob Cottons passage control he put me back on the right road he he. Thanks Rob for that. Jumping back onto OS 98 slotting left at the top of Lythe and back onto OS 97.

Pushing on to STCs25 and we had dropped another 2.26 not bad as we had reduced the revs/speed to limp the car home. The route went South of Lower Bentham into some lanes we both knew well but couldn't use or knowledge. We where clean again to TTC30 at this point running out of time and water at least we had got enough of the route completed to get a finish.

We cut to the finish control at MTC33 The finish was back at the Redwell Inn as we rolled down the hill with enough steam coming out of the bonnet to make a brew.

Second rally in a row where I have had to cut some route to get a finish but at least I us a finish. Just missing out on beating our seeding 23rd o/a and 10th in class. More valuable ANWCC points too.

As per last year a great breakfast too, Steve's two lads Paul and Matt had been out marshalling for us and got the tow car and trailer for us. Thank goodness we had the trailer as we had to winch/push the car onto the trailer.

Hats off to The Regardless Motor Club for another super Rally.

Plus Thanks to everybody who helped and allowed us to have some fun ... Cheers

Barry Allman: Clitheroe & DMC

Wigan & DMC CompBrake Stages 14th May

Bruce 'Chonka' Lindsay : Clitheroe & DMC

So 2023 finally got underway with #fezbomb going to 3 Corners @ Wigan for the Compbrake Stages. The Clitheroe & District Motor Club pairing of Bruce Lindsay and Ella Tyson were finally back together after a lengthy rehabilitation period for Ella and a few upgrades for the Fiesta Super 1400

The weekend got off to a rather bad start when at 4am a phone call informed me that half the service crew broke down on route somewhere on the M4 meaning not only did they not get up North but neither did my helmet or HANS as I was snuggled up in the Team Chonka Camper somewhere in Wigan there wasn't really a lot I could do apart from ring my pal Geoff Simpson who had a helmet and hans at home then came the hard bit at 4.30am I had to ring the wife and ask her to nip round to Geoffs collect the PPE and drive from Pickhill (Thirsk) to 3 Sisters Wigan so I could do the rally, Once she actually realised I wasn't joking Jane agreed and promptly loaded not only the Helmet & HANS but our legendary #fezbomb and she promptly set of over the pennines So when she arrived another issue raised its ugly head she was greeted with.... " you have to leave with your dog or your husband will be excluded from the event as its no dogs on site...."(nowt in regs to this effect) rather harsh as she'd just driven over 2 hours to get here with the stuff.

So after my wife promptly finished her brew back over the pennines she went #hero. So into SS1 we went 5-4-3-2-1 Goooooo for about 200 yards and DEAD no throttle response so we pulled over and after battling the Simpson Hybrid with quick release tethers that I can wholey not endorse FFS what a chew on to get in and out of a car. The problem was found to be a small M5 nut had backed off on the throttle linkage and fallen off, we





bodged it back together struggled to get myself and the Simpson back into #fezbomb and promptly exited the stage (taking a MAX) straight into SS2. 5-4-3-2-1 Goooooo we about 1/4 and the ba**ard did it again ... 2 MAX stage times on 1st 2 stages but hey ho we are here to test so let's plod on .

Ss3 saw us set 2nd fastest class time and we the cocked up and turned straight into service rather than go into SS4 "Ohhh FFS" another penalty... we was the promptly told (by an official) to reverse up through the single gate back to the split and drive to SS4, for those who know thee venue I wasn't going to do that as with a hans, helmet and big wing seat reversing against the flow of traffic through a time control wasn't the safest thing to do and they wouldn't let us through a immovable traffic cone we then got another penalty LOL.... Anyway we're here to test. We then went out for a few stages setting 1st and 2nd in class times and the Fiesta was working rather well when on on SS7 we just pushed a tyre clean off the front drivers side rim we came in off the stage, turned the right way, stopped and changed our puncture B4 entering the next stage we then whilst getting back into the car are told "we can't do next stage as we have no spare in car exclusion would be applied if i went onto stage with no spare" so we had to get 1 from the service area... TBH my thought was FFS I GIVE UP ... BUT We didn't we were her to test. So after a lengthy period and a spare wet pattern tyre on board we set off into and completed ss8. Well the last pair of stages was upon us, with a matching set of sticky slick tyres on we drove up to the stage start and whilst sitting there is pissed down so ss9 ss10 was slippy lol and that really was the way our day went BUT The day was for testing and we can certainly say it was VERY TESTING ..

That's Rallying and onwards & upwards for our assault on the Scottish Single Venue Championship with our 1st round The Sunmer Stages @ Crail near St Andrews... Adios Amigoss

vscc Tour of Suffolk

14th May 2023

Clive Kennedy

My wife lived in Suffolk for many years and when she saw the Tour being advertised she suggested we do it in our 1926 Austin Clifton Tourer.

Not the quickest car on the road, we planned our journey to the start location in 100 mile days and stayed near Tadcaster, Horncastle (Lincolnshire) and Bardwell (near Bury St Edmunds).



On Sunday 14 May, a lovely summers day, 49 cars assembled at the start, the fully operational Watermill at Pakenham. In order of age, we set off following written instructions, Tulips are most certainly the better option. Fortunately we had downloaded Ron Palmer's suggested Rally Tripmeter app which gave us accurate distances, which were sometimes at odds with the roadbook.

The 71 mile route was a loop, centred on Bury St Edmunds, meandering through many sleepy chocolate box villages with thatched cottages and village greens with ponds. The Tour finished back at the Pakenham Watermill. Nearby is the Pakenham Windmill, both worth a visit if you are in the area.

The cars were all interesting and included, 1913 Roi, 1926 Bayliss Thomas Speedster, five Lagondas, four Talbots, nine Rileys, two Bentleys, 1928 Invicta, Lanchester and Lea Francis, RR etc etc, the youngest entrant being 1954 Triumph TR2.

The following Tuesday we chose to set off for home, as always keeping off motorways and busy trunk roads, in 100 mile hops, staying at Wragby, Thirsk then home.

Total distance 755 miles, Top speed achieved 35mph, should be 45-50, Cruising speed limited to 33/34 mph because of vibration from unbalanced propshaft, fuel consumption, about 25.

A great adventure, great fun and we met many lovely people along the way.

Clive Kennedy

Nurburgring 24 Hour Race Victory For Frank Bird

After a double class win in the ADAC 24h Nürburgring Qualifiers last month, Cumbrian racin driver Frank Bird ventured back to the German circuit to contest the ADAC TotalEnergies 24h Nürburgring and once again emerged victorious.

The Penrith-born driver was once again behind the wheel of the Haupt Racing Team's new Team HRT Mercedes-AMG GT2 in the SPX class alongside teammate Thomas



Jäger, who is the Mercedes-AMG test and development driver, and fellow German drivers Elia Erhardt and Jörg Viebahn who were contesting a 24-hour race with the new customer racing model for the first time as a four-man team.

Frank was again entrusted to take the first stint in the new car and gave the team another great start despite suffering damage caused when another competitor collided with him, which resulted in a lengthy pit stop.

Undeterred, and along with his teammates, they gradually climbed back up the leaderboard throughout Saturday night and into Sunday morning and as the race progressed to its conclusion, they consolidated their position in the pack to cross the line and take a memorable SPX class victory.

Oulton Park Diary

With Dave Williams

MAY AT OULTON

13th May – Bring me sunshine... and MGs!

Due to a 'bike meeting and then the Coronation, there was no car racing at Oulton Park until the middle of the month but it was worth the wait as the MG Car Club brought a quartet of their championships to Cheshire on 13th May plus the Magnificent Sevens series made a welcome guest appearance. Each category had 2 races.

The meeting was staged under a cloudless sky. When the sun is shining in all its glory, there's no place I'd rather be than watching a good club meeting whilst looking down on the natural amphitheatre where Cascades sweeps round to send cars past the lake before they reappear over Hill Top on the run down to Hislops.



Chris Greenbank took a narrow victory in the Cockshoot Cup

The Cockshoot Cup has been part of Oulton's season for

many decades but rarely has there been a closer finish than in the first of the opening 2 rounds of the 2023 campaign for this category.

Sadly reigning champion, David Morrison, had to withdraw from the meeting due to a leaking gearbox seal on his MG Midget after setting the third fastest time in qualifying.

When everyone set off for the first race of the day, Mark Wright was the early leader in his MGF however he was carrying a 10 second penalty for an out of position start. This notwithstanding, Ray Collier overtook him on the track on lap 4 and quickly opened up a 3.5 second gap to the rest of the field in his MG ZR 190. The story of the contest had a twist in the closing stages as Collier's brakes began to glaze over. This allowed Chris Greenbank to close in

with his MGF and snatch victory away by a tenth of a second. It was so close that neither driver knew who had won until they got back to the paddock.

A fantastic start by Keith Egar catapulted his MG Midget into the lead at the start of the second encounter but he was pushed down to third by Collier and Greenbank on the second circuit. This pair had a good battle with the deciding moment coming when Greenbank took a trip down the escape road at Hislops. This put Collier out in front. He then threw it all away by understeering wide at Old Hall. Although Greenbank powered past down The Avenue, Collier



Stephen Watkins leads Pippa Cow

was saved when the red flags came out and the results were declared using the running order at the end of the previous lap.

Stephen Watkins did the double in the Lackford Engineering MG Midget & Sprite Challenge although his heavily modified MG Midget appeared to be difficult to get off the line. In each of the two races Pippa Cow (Austin Healey Sprite) was the early leader before the speed of Watkins' car took him to the front.

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Oulton Park Diaries : Continued from Page 46

In the first thrash for these cars, Cow was running third behind Richard Bridge when her brake fluid over heated. Oulton Park is no place to drive round without any anchors so, instead of taking the chequered flag, she pulled into the pits handing the final spot on the podium to James Hughes' Austin Healey Frogeye Sprite.

Later in the day, Cow and Hughes duelled over the runner-up position until the latter tried to line up a pass down the inside into Hislops but when Cow turned into the first element of the complex Hughes hit her rear wing spinning her round. Hughes retired on the spot but Cow re-joined in third behind Bridge who she passed to move up to second at the finish.

The Classic Sports Car Championship organise the Gold Arts Magnificent Sevens category which runs as a series of stand-alone non-championship events. They are open to any car built in the spirit of the Lotus 7 – so the entry list featured many Caterhams and MKs with various engines. They had two races and provided some great action – particularly in the first one.

The front row was occupied by 2 drivers who were fielded by the Boss Racing Team, Colin Watson and Tim Davis, who were driving a couple of Caterham R400s albeit with different power units. Davis gifted Watson an early ad-



Colin Watson and Tim Davies had a thrilling dice

vantage when he selected the wrong gear on the initial charge down to Old Hall, finishing the first lap down in sixth. At least he had 30 minutes to recover the situation and in less than 10 he had caught up with Watson.

There was then a classic battle between 2 cars with different performance characteristics... Davis had more speed in the corners but Watson's engine had huge amounts of torque. Whenever Davis drew alongside or nosed ahead exiting corners, Watson was able to get on the gas and power back into the lead.

Watson's abundance of torque was a double-edged sword as his rear tyres often became overwhelmed when he put the power down. Exiting Cascades oversteer kept turning his car sharp left, he seemed destined to take a dip in the lake but he always managed to get pointing in the correct direction before the tarmac ran out and, handily, by the time he did so, he was on the defensive inside line for Island Bend!

Davis must have been tearing his hair out as Watson ran out the winner by half a second. Richard Carter was a further 6 seconds back in third with his Caterham R300.

Everyone relished a re-match later in the afternoon but the regulations stated that the winner of race 1 had to take a 10 place grid penalty. No doubt that spices things up when the fastest driver wins the opening encounter however, thanks to Davis' missed gearchange, that wasn't the case today and he was able to cruise away to victory by over half a minute as Watson battled his way up from his enforced eleventh on the grid to finish as runner-up as Carter

again completed the podium.

The tyres on Stuart Tranter's Rover Tomcat didn't enjoy the warm weather when he was leading the first outing for the MG Cup runners. As his pace slowed, he was caught and passed by Ian Boulton (MG ZR). Boulton had worries of his own as for the final 3 laps his dash' was warning that he was running out of fuel but he made to the chequered flag which meant he would start from pole next time.

However, Boulton's second getaway of the day was very poor and he dropped to fourth. Tranter had adjusted his tyre pressures and, although there was some deterioration in



Stuart Tranter had to manage his tyres

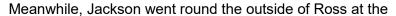
his car's handling, it was not as severe as earlier on. It took Boulton 6 laps to catch Tranter. He managed to draw alongside a couple of times but the Rover driver kept him at bay.

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Oulton Park Diaries : Continued from Page 47

Then, with a couple of minutes remaining, the red flags came out due to a couple of cars crashing at Old Hall.

The MG Trophy series caters for MG ZRs in various states of tune. At the start for their first race, Sam Meagher made an incredible getaway from fourth on the grid and looked to be about to rocket into the lead however the cars that had lined up on the front row, driven by Graham Ross and Adam Jackson, began to drift towards each other forcing Meagher to lift as the gap ahead of him closed. This allowed Mike Harris to get the run on Meagher to push him back down to fourth at Old Hall.





The MG Trophy caters for MG ZRs

first corner and motored away from him to win by an impressive 13 seconds as a delighted Harris completed the podium although, unfortunately, he had to withdraw from the rest of the meeting due to a gearbox problem.

Later in the day it was the turn of Fergus Campbell to make a mega start as he shot from seventh to arrive at Old Hall side by side with Tylor Ballard contesting third position. They rounded the corner wheel to wheel before Ballard ran wide and bounced down the grass down The Avenue. Ballard had earlier been first in Class B but wasn't going to repeat that success this time.

Up front, Jackson once again took the lead as soon as the red lights went out but didn't pull away from Ross quite as quickly this time. Around mid-distance his advantage was wiped out completely when the Safety Car briefly appeared. When the track went back to green, Jackson put his head down and pulled away to win by a couple of seconds. Indeed, such was his focus, his didn't see the chequered flag and charged around the circuit at full speed while everyone else was coasting back to the paddock.

On lap 3 at Hislops Meagher dived down the inside of Campbell to take third and record his first ever podium finish. Paul Savage was on Meagher's bumper when he passed Campbell to move up to fourth.

James Cole had retired from race 1 due to engine trouble but, with the help of Jackson's mechanic, he managed to get his motor up and running 10 minutes before everyone went to the Assembly Area. The hard work was rewarded when he passed Campbell to take fifth overall and win Class B.

19th & 20th May – Forza Ferrari

This meeting is unique to say the least!

It runs on a Friday and Saturday with just a single 30 minute race each day, the rest of the time the circuit is handed over to Ferrari customers for them to drive round – a Maranello track day with a couple of races thrown in.

However, they are quite a pair of races as they are rounds of the Ferrari Challenge UK, a one-make series for 488 Challenge Evos. They look gorgeous and were amazingly



Andrew Morrow mows the grass in his Ferrari

fast in a straight-line but they made the "wrong" noise. A Ferrari engine should be a high revving normally aspirated motor but these cars have a turbocharged V8 so they passed by with a whooshing sound.

One thing I enjoyed was seeing the brake discs glow bright orange on the approach to corners.

The championship is split into 2 classes – Trofeo Pirelli and Coppa Shell – but all the cars are identical, the fastest and/or most experienced drivers race for Trofeo Pirelli honours.

When not watching the Ferrari Challenge UK, spectators could wander round the paddock and get close to some fabulous examples of the road cars Maranello has built across the decades. These included an Enzo which I had never seen in the flesh before.

Continued on Page 49

Oulton Park Diaries Continued from Page 48

Although the meeting has its critics, Oulton Park in the sun surrounded by beautiful cars is not a bad place to be!

Andrew Morrow had won the opening 2 rounds of the 2023 Ferrari Challenge UK at Snetterton on the final weekend of April and it was he who set the fastest time in qualifying on Friday – a tenth faster than Han Sikkens.

From the rolling start of Friday's race it was Sikkens who took the lead after braving it out round the outside of Morrow at Old Hall. Paul Simmerson was the first of the Coppa



Han Sikkens won the second Ferrari race

Shell runners in fourth overall although Paul Hogan was moving about threateningly in his mirrors.

Hogan had too much pace for Simmerson to hold him back and eventually had to yield at Old Hall on lap 4. He was later passed by the Trofeo Pirelli car of Faisal Al-Faisal to finish fifth overall.

Up front it was a similar story with Morrow all over the back of Sikkens with Carl Cavers looking to take advantage of any shenanigans a few lengths behind. It took until lap 9 before Morrow got ahead. The three then charged round as one until Morrow opened up a gap of a couple of seconds to make it 3 victories in as many rounds.

Saturday's race had its own qualifying session in the morning during which Morrow was held up by traffic and only set third fastest time. Cavers was quickest in the session with Sikkens once again on the outside of the front row where he must have been very happy with as, just like the day before, he swept around the left hand side of the pole-sitter into the lead at the right-turn of Old Hall.

So coming down to Hislops for the first time, Sikkens led Cavers and Morrow. Then on the next lap, the latter had a slight lock up as he braked for Cascades. This meant he carried a fraction too much speed into the corner which caused him to run wide onto the grass and through the edge of the gravel trap. He managed to carry enough momentum to re-join the tarmac but he dropped a couple of places.

Without Morrow in his mirrors, Cavers was able to focus on finding away past Sikkens but as Oulton is such a narrow circuit, this was easier said than done.

Meanwhile, Morrow was out to make amends. He was the fastest car on the track and dived down the inside of Graham De Zille into Lodge on lap 5 to take fourth.

The next driver in Morrow's sights was Al-Faisal who he almost overtook at Old Hall but he couldn't quite make the move stick. The resulting loss of momentum down The Avenue nearly allowed De Zille to pass at Cascades but he decided that discretion was the better part of valour. Al-Faisal wouldn't hold on to third for much longer however as Morrow took him at Hislops with a demon piece of late braking.

Although Morrow had the final place on the podium in his hands, he wouldn't make any further progress as the leaders were 10 seconds down the road.

With the sun beating down, there were high loads on the tyres. Leader Sikkens drove as slowly as he could while remaining ahead of Cavers in the early stages of the contest which meant there was enough life in his rubber to enable him to ease away as the 30 minutes drew to a close and win by 2 and a half seconds.

In Coppa Shell, it was a similar story to the day before with Simmenson the early leader before he was demoted in the ninth minute by Hogan.

Oulton Park Diaries : Continued from Page 49

27th May – Enduring Man Flu

Man flu meant I missed this Britcar/British Endurance Championship meeting on the final Saturday of May. Word on the street (Facebook actually) says it featured some excellent cars but could have done with more entries. The original plan was to run the meeting on the Saturday and Bank Holiday Monday but there wasn't the interest from competitors.

Nonetheless, I was disappointed not to see the Aston Martin Vulcan which finished second in the Endurance race but fortunately Shirley from PS Images sent me a photo!



I was sorry to miss out on seeing this Aston Martin Vulcan

All photos Courtesy of PS Images

Dave Williams



After a crime, a detective noted that he thought it was foul play.

The other detective said, "Do you mean, he was playing with birds?"

I entered ten puns in a contest to see which would win. No pun in ten did.

They said 'A Banana a Day cleans your Colon'. Then I found out that you are meant to eat it!



Classic Sports Car Club THRUXTON

May 2023

Paul Commons

Whilst delighted to fit the Classic Sports Car Club's visit to Thruxton into my 2023 schedule, I was grinning like Cheshire Cat when the historic section of the entry list was released, thus setting in stone a second ever trip to the UK's fastest circuit!

With so many historic racing events these days, the luxury of reserves appearing on an entry list is something of a rarity. But that is exactly what was required for the combined Group 1 and 2 40 minute Adams & Page Swinging Sixties race where a monumental 42 cars took the start with machinery ranging from MG midget to Mustang Mach 1 and almost everything in between!

After what seemed like an inevitable early Safety car period, the race soon developed into a two car battle for victory with the more nimble Lotus Elan 26R of Anthony Hancock keeping the V8 Ford powered TVR of Jon Wolfe at bay before the mandatory pit stops.

It was roll reversal after the aforementioned stops however as Callum Lockie (taking over the TVR Tuscan hot seat) emerged in the lead. But just as we were gearing up for an almighty battle to the flag an uncharacteristic mistake from the experienced historic racer saw the TVR spinning out of contention at the complex leaving the way clear for the ultra rapid Ollie Hancock (taking over from father Anthony) to stroll to a commanding 19 second victory aboard the Swedish flag coloured Lotus.

Behind, Alex Thistlethwayte entertained onlookers by sliding his Mustang around (what appeared to be) every corner of the Hampshire circuit and looked set for a well deserved second, only to be disqualified for a safety car infringement. This left the podium positions to be filled by the Datsun 240z of Dave Cobb and remarkably the MG Midget of Connor Kay!

In fact it turned out to be an excellent coronation weekend for the Hancock father and son team as they later claimed an even more dominant victory in the 1 hour Mintex Classic K race. The highlight was however the incredible battle for second which seemed to go on for most of the race! Initially Thistlethwayte (Ford Mustang) was able to keep the chasing smaller engined cars at bay but eventually Paul Tooms (Lotus Elan) and Fabio Randaccio (TVR Griffith) were able to find a way past.











CSCC Thruxton Continued from Page 51

Tooms looked set to make it an Elan 1-2 but a spin at the chicane followed by a late drive through penalty condemned the Lotus pilot to the final step of the podium. Randaccio meanwhile will have been over the moon with second having fought back from last after a slow get away from the grid!

Matthew Ellis would put his stamp on the Advantage Motorsports Future Classics race by building an enormous lead aboard the family Talbot Sunbeam Lotus before handing over to father Martyn. A 1 minute penalty for speeding in pit lane would however land Alex Taylor in the rotary engined Mazda RX-7 the race victory; in itself an excellent achievement following a back row grid position courtesy of air duct issues in qualifying and then having to manage high temperatures in the final stages of the race!

Elsewhere Andy Southcott aboard the MG Lenham Midget set the fastest laps of the day on his way to double victory in the JMC Racing Special Saloons and Modsports races, whilst the guesting Morgan challenge victories would go the way of Shane Kelly and John Emberson.

Always a sucker for a sixties era endurance style event, the Mintex Classic K race in late afternoon glorious sunshine was an excellent way to end proceedings. The memory of Thystlethwayte's Mustang taking on Allard sideways in an attempt to keep Elan, Griffith and Marcos behind will long stay in the memory bank. The close proximity of viewing Thruxton's incredible corners (Allard in particular) is just not something that can be replicated at any other UK circuit! I'll be trying hard not to leave it another 9 years before my next visit!







Paul Commons

Paul Commons Motorsport Photography



Paul Commons is an accredited motorsport photographer covered by public liability insurance to the value of £5m. His weapon of choice is a Canon 5d MKiii, backed up by a Canon 7d, and combined with a range of 'L Series' lenses.

Product

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

For pricing and any other enquiries please get in touch via email paul.commons@yahoo.co.uk

Or visit the website http://paulcommonsmotorsport.com

Welsh Border Car Club

Border 100 Rally

15th/16th April

Barry Allman: Clitheroe & DMC

April was a busy month rallying wise with three Welsh events and an event around Lancashire / Yorkshire as well.

In last months reports I wrote about the Rali Bro Preseli my third Welsh trip and first FAIL free Rali in Wales this year. After being penalised with two fails on my first attempted and just one fail on my second, well at least learning all the time and improving!

The 15th/16th of April saw me heading down to Llanfyllin for The Welsh Border Car Club's Border 100 Rally. Meeting up again with Chris Way and his Dad Mike with his Honda 1400cc Civic all ready for another night of fun in the Welsh Lanes. This was our second time together after a good run on the Rali Llyn and so looking for more championship





points. This being my third WAMC (WRRC - Welsh Road Rally Championship) round and my fourth ANWCC round, after one DNF (Did Not Finish) "Points Mean Prizes".

The event had a full 75 car entry after yet again being very over subscribed with some very quick crews at the sharp end, my mentor Andrew Lowe running at car two, no pressure there Andrew!

Chris and I where car 40 not too bad a starting position with Clitheroe Club members Peter W / David A just in front of us and Martin O / Rod C just behind. As always Chris's car was well prepared and quite shiny, we had got on well together which as a Road Rally crew is Key.

All the usual noise / safety checks went ok (I am not allowed at the noise check as I am usually louder than the car). The start venue was in the village school car park with a Burger van doing a good trade, one of my Many Golden Rules is to not eat before an event, WOW the food did smell so nice, Ah well just coffee for me then. "The Basic Roamer Company" gazebo was there again as they are at all the Welsh rounds I had been TOLD to try one of there see through roamers, wow after 45 years of the classic Don Barrow! #Old Dog And New Tricks. The thought behind the changes was that all the Welsh routes are very compact using almost every road possible (plus a few not even on the map). Sometimes 5 plots in the same square (never happens on OS map 103), the BRC's see through roamer allowed me to not lift off the roamer inbetween plots. That really helped.

Time for a look at the cars and a chat as we only got our route at 23.11 the rally used OS maps 125 and 126 some cracking roads, Oh yes getting excited. With no quiet / black / caution spots given out before hand I went looking for any spectator information which I found and had 5 speccy points on, very useful to plot before hand.

23.11 came off to MC0 in the school, to collect our envelope with Time cards, Passage check cards, Not As Map diagrams (NAM's) and of course the route instructions. All look quite usual but with only a limited time to plot everything the pressure was on right from NOW! Actual plotting of the references is straight forward, not knowing the area and getting all the approaches and departures correct then find the best route takes the time. Before the start I heard lots of the crews calling out the places we might visit by name! I just knew we where on map 125 and 126, he he.

We got so close to finishing the plotting we decided to leave MC1, the school car park exit, a few minutes after our due time (With our OTL (Our time limit) being 30 minutes 59 seconds (don't forget the 59 seconds)) it shouldn't have been a major issue. The Route looked like a cracker mainly in the South East corner of 125 with a few short section onto 126 and then back onto 125. The mile or so to TC1 had me sorting out all the cards we would need and doing some Origami with my map.

Continued on Page 54

Border 100: Continued from Page 53

We slotted right onto another yellow road with TC1 just ahead but with a HUGE queue, Ummmm, quickly found out a competing car had blocked the route about 250 metres up the road. On Road Rallies (unlike other forms of rallying) the time limit is usually 30 minutes 59 seconds and we had already "Lost" a few minutes plotting and our clock was ticking!

Eventually the car was moved out of the way but we had lost 24 of our 30 minutes! Our only chance was to make up some time on the sections before the petrol halt. Either side of the petrol halt was a Main Time control (MTC 2 / MTC 3) where we had to be within our time limit.

Off we finally went pushing as hard as we could TC1 to SF1, heading East to pop off 125 onto 126 and then back onto 125. There where 5 passage checks some NAM's and a farm track plus 2 time controls and so quite busy in my seat. We got all the passage checks and DSO's stopping the clock though on 5.29 36th o/a and 27th in class !! This ment we where not goig to be able to make up anytime here! With another five sections to go before the halt things where not looking good, most annoying as it wasn't anything we had done. TC 2 to SF2 was another off and on the map but all went well getting the PC's again so NO fails so far, with some cracking whites/farm tracks (instructions just say "Follow Arrows"). Chris seems to like the loose surfaces and it's fun to be in the car.

Stopping the clock at SF 2 dropping another 47 seconds, even closer to our time limit.

We decided to push on and at least get all the route checks TC 3 to SF3 was South of Llanfyllin ending up just outside Meifod some more super lanes. We arrived at SF 3 now over our time, gutted but all the route checks. Pushing on TC 4 to SF 4 was next a short section heading East this time again couldn't pull back any time but at least got all the route checks.

Decision time now as the last two sections where to the East of MC3in / Petrol halt which we had to pass. As we did I worked out our MC3 arrival time and cut straight to MC3 there getting there with just a few minutes to spare. PHEW gutted we had to also gutted we missed out some great roads. I did check as we arrived at MC3in if OTL had been increased to 45 minutes, sometimes happens. We would have had enough time to complete the last few sections. Nobody knew for sure and so I took the cautious option and cut.

Fuel for the car, Mars Bar's and Cola for Chris just water for me. Straight to MC3out back on our due time, PHEW.

Another few miles down the road and into TC 7 right in the South Eastern corner of 125 back on it. Refuelled Chris got the engine back on the limiter stopping the clock at SF 7 on 1.55 a brilliant time in a 1380cc Civic. TC8 to SF8 had 6 passage control and 2 TC's with 6 cautions !! heading North Westerly now finishing outside Dolanog. After a minor detour we managed 4.39. TC9 to SF9 was a longer section 7 PC's and a TC lots of "Not on Map" farm tracks,

We all get heavier as we get older because there's lot more information in our heads.
So I'm not fat, I'm just really intelligent and my head couldn't hold any more so it started filling up the rest of me. That's my story and I'm sticking to it.

got Chris grinning again. Going North now ending up near Penygarnedd really great fun OH the poor engine!! Back in the mix timewise stopping the clock at 1.40 had us both grinning and chilling out alot.

TC10 to SF10 was another short section we dropped just 49 seconds a good time.

The last section was TC11 to SF11 7 PC's and 2 TC's a sting in the tail? All went ok and we where in the mix again timewise dropping 4.11 our usual handshake and then off to MC5 and the Green Inn for a well earned Breakfast.

Our Total time loss was just 27.31 (although we did miss out two sections). but our issues during the night got us 18 fails (all not our fault but this is rallying).

75 started with 32 retirements, we ended up 41st o/a and 25th in class but at least with a finish and some valuable points with NO car damage.

Barry Allman : Clitheroe & DMC

Radio Mutterings June '23

Ian Davies Gemini 23

I leave Liverpool on the Friday late morning to rendezvous with Ian W Gemini 4 in Cerig village. After a quick stop for lunch we head out to the start of Alwen South to RV with Stuart and Tony. Once together we head along the very dusty and dry stage to Junction 2, here we turn off the rally route and climb the hill to a clearing on the tops. Parked up safely we survey the site and begin deciding where to locate the four masts needed to provide the 'Repeater One' rally base to monitor and back up the MSUK 81 channels and management frequency radios on the day, principally now driven by satellite technology, but more of that later.

The warm and dry weather is a bonus and we are all soon set about our various tasks as we layout the radio masts and aerials required, providing some physical separation between the masts and then deciding where to locate the satellite dish to be collected from Dom, Comms 1 later back in the village primary school in Cerig. Once the repeater base is broadly set up, leaving one 81 mast to erect in the morning, we head back down the other side of the hill with Dom and link up with the rest of the team at the primary school.

Once all the children are collected, the hall is handed over to the rally and we all set about setting up the Rally HQ. Dom and Phil unload a mountain of equipment including radios, tracking screens, radios and all of the necessary kit to connect to a Starlink dish to be set up on one of the school's flat roof buildings. We all assist in moving tables and chairs, assisting where we can with the tech set up. Once more or less set up, Dom provides Ian, Stuart and I with a lesson on the repeater base equipment and in particular the Starlink satellite dish and kit, needed to connect the radios into and out of rally HQ. The tech set up appears straight forward, as long as you follow the instructions, Plug A into socket A etc and place the dish with an uninterrupted 360 view of the sky. Fully trained we begin to head back to our rented farmhouse base, about 15 minutes from Cerig.







The converted and extended farmhouse provides accommodation and a base for eight of the comms team. Chris soon has the BBQ lit and as the well deserved beers flow and we settle in for the evening and a night of tales, short and long about rallies and personalities past and present. As the night draws on the stories get more and more, shall we say colourful and slowly people drift off to their rooms before the early morning start. For me it's an early start, not much after five or so, as I set out to head towards the first Stage Alwen South to meet up with Ian Gemini 4, who has spent the night and probably got a bit more sleep than I did in his caravan, only about 25 minutes or so away.

Radio Mutterings: Plains Rally: Continued from page 55

I meet up with lan atop the hill behind Junction 2 and we set about erecting the final 81 mast as backup and then connecting the other three mast aerials into the repeater and links to the satellite Starlink system. Needing mains power, Tony brings the oversized generator up to the stage and we soon have power and fire up the satellite, observing as the dish tracks and then locks onto one of the orbiting satelites high above us. The technology is at first glance impressive, although we have some problems connecting as the repeater needs to be reset and some of the equipment moved into my car to provide a physical separation between the kit. After help from Jon, Philip and eventually Dom all is resolved and what the Russians might think is NATOs new radio ground station is soon fully functioning and operational and can talk through the stages and into Rally HQ. I must say that we are very lucky with the hot and dry weather and my only observation with all of the kit and the mains power, is that I'm not sure how resilient it would be in the usual damp / wet Welsh rally weather and if I would want to be sitting in the middle of the ring of aerials, wires and power leads in the rain !.

Back to the rally and by not much after 08:00 we hear the various organisers and safety vehicles beginning to transit Alwen South and North the two stages which are run twice that Ian and I are here to back up as Repeater 1. Just over an hour later at 09:07 we have the first competing car, number 93 into SS1 Alwen South. Hardly has Rally HQ acknowledged the first car and we have Cambrian 17 calling in that Car 92 has rolled at their location, around Junction 3. The car is reported as well off the stage and the crew out and OK, so initially the Clerk orders a verbal warning at the start to crews.

By 09:30 we have Car 93 live into SS2 Alwen North and rather surprising as a suspended tow had been requested, Car 92 makes it to the end of the first stage under their own power. With both stages running we set about keeping a radio log, in case we are needed to step into taking Control from HQ, which we do briefly for a couple of very short periods as the inevitable tech gremlins occur, vindicating the expense, set up and staffing of the two repeaters with Controllers for each pair of stages. Maintaining safety and management radio coverage across the whole event, being an essential part of the safety plan.

As Ian and I settle down, we monitor Car 43 proceeding slowly in SS1 and then Car 8 stops around Junction 2b also in Alwen South. Meanwhile back in SS2 Jupiter 14 reports Car 24 stopped at Junction 7a, with a straight tow required. A trails motorbike briefly stops at the gate behind us and Ian has a word and the rider appreciates that the forest is closed for the rally and heads back down the hill to find a more peaceful path! By 11:10 the sweeper is into SS1, to be followed by our colleagues in Gemini Recovery and its 109 cars into the first stage and eventually 108 out.

The action continues over in SS2 and Car 409 stops to change a wheel at Junction 3 and then restarts. With this more or less the last drama, we hear 106 cars into the second stage and 105 out by 11:40, a very respectful position considering the challenging conditions with clouds of fine dust stirred up by the cars hanging between the trees and hardly clearing between cars.

By now temperatures in the 'repeater' car have hit the high twenty degrees C and HQ offer a water run up for the school, but Ian and I came prepared and take a short break and stretch the legs before the cars scheduled return for their second runs through the Alwen complex. Around 12:30 we start to hear the first of the safety vehicles into SS5 Alwen South and the Safety Delegate gives the all clear at 12:53. Meanwhile ahead in SS6 Alwen North there are concerns about the stage cutting up very badly around Junctions 2-4 and eventually the 00 and 0 cars give the all clear, with a verbal warning to all crews at the stage start.

With delays on previous stages the decision is made to start the cars at 2 minute intervals until otherwise instructed, a sensible step to spread the field out and also avoid potentially any long gaps. At 13:17 Car 82 is first into SS5 and goes on to enter SS6 at 13:41. By now temperatures in the repeater car have reached 33C, as hot as it really gets on a rally perhaps in the UK! Our first drama to overhear is Car 74 stopped with gearbox issue at Junction 2 on SS5. About an hour later the stage starts are instructed to go back to minute intervals to keep the rally moving back towards schedule, or not that far from it.

One of these worrying calls then comes into Rally HQ as out of SS5 Cambrian 17 reports a 'loud bang' out of sight and the stage goes quiet.

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Radio Mutterings: Plains Rally: Continued from page 56

Thankfully after only a few minutes, that seemed like hours they report Car 10 as having being pushed out of their ditch and on their way slowly towards the Stop Line. Car 2 is then reported as changing a wheel in SS6 and another car slips off the stage after the Flying Finish. By 15:31 we have a total of 83 cars into SS5 and a short while later 82 cars out and on their way to the next stage. After a brief issue with a stalling Car 410, all 8 cars into Alwen North SS6 make it more or less in one piece to the Stop Line.

After ensuring that our single recovery in SS5 is completed safely and that Rally HQ is content for us to stand down, about 16:15 we begin the lengthy task of derigging the four telescopic masts and the Starlink dish. A big thanks at this point to Cambrian 1 who come up the hill from Junction 2 in their Discovery and kindly agree to return the generator to the school in Cerig as both Ian and my vehicles are fully of masts, radios and boxes of kit to also take back down to the school. It's surprising just how much personal radio kit and Control equipment you need to provide this essential function and role and we didn't see a single rally car all day!.

Ian Davies: MSUK Radio Controller: Gemini 33

Tony Lynch flies Retro Rallycross flag in France

Wigan racer Tony Lynch helped to fly the flag for the Retro Rallycross Championship after heading to France for the inaugural Legend Festival event at Loheac.

Tony was one of a number of drivers from the Retro series to make the trip to Brittany for the event, which would feature almost 100 cars and pulled in a bumper crowd of enthusiastic fans.

A parade ahead of the event provided Tony with the chance to show off his Landsail Team Geriatric Toyota MR2 to the watching crowds, with a special gala dinner being held before track action got underway.

Although the focus was very much on putting on a show rather than outright results, Tony took victory in his first heat ahead of regular rival Terry Moore before the positions were reversed in heat two. Although an issue with a shock absorber then struck in heat three, the car was repaired ahead of heat four to allow Tony to qualify for the final in fourth spot.

Quickly making up places at the start, Tony settled into second behind fellow Brit Gary Simpson and successfully wrapped up the runner up spot.





"The whole weekend was absolutely fantastic, and better than we could have ever imagined it would be," he said. "From the moment we arrived at the circuit, there was a real festival atmosphere and the organisers really pushed the boat out to make everyone feel welcome.

"The track was really enjoyable to drive and it was all about putting on a show for a bumper crowd. The result wasn't important and it was a real honour to be asked to appear. Hopefully we'll have the opportunity to return in future and do it all again."

GEM Rally Radio: 2023 Events Calendar



C&A MC 11th June

Menai Stages

Ty Croes, Anglesey

West Cumbria MSC Sun. 2nd July

Legend Fires Greystoke Stages

Greystoke Forest

North Humberside MC Sun. 2nd July

John Overend

Melbourne

G&PMC & PDMC 6th August

Heroes Stages

Weeton

Bala MC Sun 20th August

Gareth Hall Memorial Stages

Trawsfynnyd Ranges

Clitheroe & DMC 26th August

Hall Trophy

Weeton

North Wales CC
Sat 28th October

Cambrian

BRC & BTRDA

Clocaenog etc

Bolton-le-Moors CC

Sat 4th November

Neil Howard

Oulton Park

Malton MC

5th November

Malton Forest Rally

Dalby

North Humberside MC

November 19th

Cadwell Stages

Cadwell Park

C&A MC

25/26th November

GlynMemorial Stages

Ty Croes, Anglesey

Golden Microphone Trophy

O/A	Call Sign		Operator	Score	
=1	G	23	Ian Davies	20	points
	G	4	Ian Winterburn	20	Point
	G	59	Maurice Ellison	20	points
4	G	33	John Ellis	16	points
=5	G	11	Mark Wilkinson	15	points
	G	12	Richard Jones	10	points
	G	13	Stuart Dickenson	10	points
	G	25	Chris Woodcock	10	points
	G	25A	Heidi Woodcock	10	points
	G	38	Sean Robertson	10	points
	G	50	David Peaker	10	points
	G	55	Steve Broadbent	10	points
	G	56	Tony Jones	10	points
	G	70	Davis Mainprize	10	points
	G	71	Phil Smith	10	points
16	G	51	Gerry Morris	8	points
=17	G	17	Robin Mortiboys	5	points
	G	41	Jerry Lucas	5	points
	G	58	Geoff Ingham	5	points
E EL 043114					

Everyone Else - Still to score

GEM Rally Radio

With agreement of Motorsport UK we have chosen carefully a callsign which will prevent Gemini from being re-licenced, and be easy for us all to move over to.

We also want to form **Gem Rally Radio** as a Motorsport UK recognised club to ensure all the team members can access all the membership benefits of Motorsport UK, including personal accident insurance, member discounts, promotional offers and training opportunities

A number of event organisers, old and new, have been in touch

See the Latest List here.

De Lacey MC. Taurus Rally 29/30th April

At the end of April I should have been at Weeton as Chief Marshal for Clitheroe & DMC's Hall Trophy Stages Rally but because of a Barn Owl possibly nesting in a building on the site the MOD revoked the permission to use the camp roads.

With very little else on, within reasonably driving distance, I volunteered to marshal on the Taurus Half Nighter Road Rally. It is good to see some clubs putting Road Rallies back on and whilst it wasn't a full entry it was enough to make it viable (I think). I dug out maps 100 & 105 (still with the route on them from a pre-covid Ryemoor Trophy Rally). It is a long time since De Lacey last ran a Road Rally and the expertise necessary seems to have faded. The team running the Taurus had one or two problems but the route was a good one and the organizing team will have learned a lot from running this event and next years will be all the better for it. Well Done

Hawick & Borders CC + Berwick & DMC : Brick & Steel, Border Counties Rally : Saturday May 6th

I am allocated to SS5, Gair, Post 9. A few days prior to the rally I am asked to move to the Stop Line. Stop Line must be the most boring job but someone has to do it so I say yes. It must be more than 5yrs since I was last on the Stop Line (that time it was in North Wales on WRCGB). I am staying in Denholme (to the North East or Hawick) and its about a 30 min drive to the End of SS5. Gair is only being run once so there is ample time to get breakfast (A rare occasion when marshalling stage rallies) and then have a leisurely saunter to my post - and I am still early. I set up the radios and tune my High Band set into Ch2 (for tracking) but my Ch 2 frequency is not the same as the Ch2 used by JJ Control but it is the frequency being used by Management. Ch3 is to be used for Radios on the 81 sets on Gair but I cant hear anything. I Put up my mast and try again. Now I do have comms but very scratchy. Other Radio Operators in Gair also have problems communicating with Control. Comms in Forests can be a right pain in the

Grumpy Old Git

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











dernier. On SS1 Seven crews manage to have problems and retire Everything on Gair seems to run Ok (except Comms - but we still manage) until we get Car 81 (a Ford Puma) with Sam Spencer Co-Driving. A broken drive shaft. They jack the car up and do the repair. Unfortunately the car falls off the jack before they get the wheel back on. When they get the wheel back on the O/S wheel is fouling the body work, something was damaged when it fell off the jack. Jack the car up again and do another repair and the off they go. However, in their haste to get back on the road they had forgotten to secure the bonnet pins and then had to retrieve the errant bonnet from the adjoining field. Still managed a finish (52nd O/A & 3rd in Class)

ANWCC. Quarterly Meeting. Tuesday 9th of May Claire Kirkpatrick from MSUK was our Guest for a very honest a forthright Meeting.



Grumpy Continued From Page 59

Nancy Russell from Stockport061MC (President)

was delighted to receive a Certificate celebrating the clubs **120 years in Motor Sport** from Motorsport UKs Claire Kirkpatrick at the ANWCC quarterly meeting.

Fri 10th & Sat 11th of May: Manx A.S. Manx National

Rally. The usual 'Last of the Summer Wine' crew made the trip over to the Isle of Man with an additional member (Steve Frost - that brings the team up to 4. Three Stephens and one Maurice. You cant say Steve or you get a trio of 'What's? So its Frosty, Broadie & Lewis). We had difficulties booking both the Ferries & the Hotels. The Ferries were nearly fully booked and we had to sail from Liverpool on the Thursday 10am Sea Cat and return on the Last boat to Heysham at 8pm on the Sunday. The hotel we managed to book was superb (especially the breakfast which was available from 6:45) however, the evening meal wasn't as good but we will try to book this one again.

Unusual for any event on the Isle of Man we almost had Wall to Wall sunshine (mid Sunday morning being a little overcast). Normally you get all 4 seasons in one day. On Friday David Wright was showing everyone the way to go and took several fastest Stage time but that all changed when he started to suffer with overheating brakes on SS9 and only just managed to keep a slender lead going into Saturday morning. He left the Grandstand on Saturday and on SS11 the overheating brakes returned with an additional problem of a broken top suspension mount which together put him out of the running. Callum Black went on to win from Neil Roskell who had recovered well from a disappointing start of the Manx.

The 'boys' from the 'Last of the Summer Wine' now had a full day to spend roaming the isle before catching the Ben Ma Chree back to Heysham. On previous touristy visits to the motor museum at Jurby, the railway up Scafell, the armed forces museum near to the airport and a trip to Laxey Wheel had all featured. This year was a first watching a Tug of War competition at Port St. Mary in aid of the RLNI. Oh the excitement! It was unbearable.

Plains Rally Sat 20th May: Rob Eltringham, Phil Smith and I are doing Radio at Post 5 on Alwen North (SS2 & SS5).

Steve Broadbent (Gemini 55) is on the same stage at post 9. Steve travels down early on the Saturday morning whilst the 3 Stooges stay overnight at a cracking little pub in the middle of nowhere with no phone signal about half an hour to the SSW of Alwen - The food & accommodation were fantastic.

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Photo Courtesy of Jim Gibson Ellan Valnnin Images ellanvanninimages@gmail.com



Grumpy: Continued From Page 60

If you are looking for some good accommodation within easy reach of Brenig, Alwen or Clocaenog then I really recommend the Hawk & Buckle Inn at Llannefydd (Tel. 01745 540249). The only problem being a miniscule car park and because I am telling everyone how good it was I might have problems booking it again for the Cambrian

We are up bright and early (Too early for breakfast) and off to Alwen. We arrive well before the Stage Commander but we are still in a queue to hand in our signing on sheets. We arrive at post 5 and start to set up the mast. These days I always take the mast into the forest because it is not always possible to have coms without it (& sometime even with the mast things are scratchy) Whilst erecting the mast some plonker (the word I used at the time was a little stronger) used J5 to shortcut to his post at 10. He was in a Honda Civic and executed a very poor attempt at a handbrake turn into our junction. We were not best pleased and expressed our displeasure. Our 'Hero' denied it was a stupid thing to do and quickly disappeared to Post 10. Apart from this twit we had a good day with the usual species wanting to stand in silly places but all saw the errors of their ways when we politely

places but all saw the errors of their ways when we politely pointed out the potential dangers.

Jim Clark Rally 26th - 28th May: The 'Last of the Summer Wine' crew (minus Frostie) were together again for this event. After checking into our AirB&B we headed into Kelso for our evening meal. On the way we stopped at Sainsbury's for a few supplies. The Diesel in Sainsbury's filling station was cheaper than Petrol and cost 131.9p per litre. We had trouble finding somewhere to eat (Kelso is short of a restaurant or 2) We finished up in a little public house down a side street called 'The Cobblers'. We ordered our food and got chatting to a guy on the next table. Turned out to be Steve Simpson. A long natter about rallying over the meal and whilst we are waiting for our ice-creams from the shop next door (the owner of the Ice Cream shop owns the Pub) Steve bids us farewell and says don't be upset if I don't wave as I pass your post tomorrow. When we come to pay our bill we find that Steve Simpson has paid it for us. Thank You Very Much Sir!.

Out of Kelso, Fed & watered and back to our AirB&B . Drop off the supplies for the weekend and have a glass of wine and then to bed. But I cant drop off (except falling out of the single bed when I turned over - much to the surprise of Steve Lewis)

On Friday we made our way to the shakedown stage. Not much a lot of excitement other than just after the 'Road Closer' went past us we had a few young Bullocks make a break for freedom and got out of their field and onto the stage. Lots of activity by the farmer and marshals to get them back into the field and then to keep them there. It was very near the time that we were expecting the first car before it all settled down. After the Shakedown we have a small amount of time









Local Lad Darren Atkinson with Steve Simpson (Sir)



on our hands and you really cant visit Duns without popping into the Jim Clark museum.

Grumpy: Continued From Page 61

After the museum we are marshalling at Post 10 on SS1&2 Longformacus. Despite our post being a Spectator point we have no problems. Other posts on the stage have problems with Spectators, A man suffering a heart attack and the problems of getting an ambulance into and out of the stage (unfortunately he passed away later). We also had 3 Police Motor Bikes at Post 10 who were going to escort the ambulance to the hospital but their Satnav stopped working at our post (I think) and they had to radio for instructions.

David Bogie broke down at our post and left his very nice Escort with us and he walked out of the stage to sort out recovery. (Anyone want to buy some very nice Escort bits - Joke. Not a very good one either.)

Saturday we are at Ayton (SS4 & 7) and another Spectator point. Very well behaved spectators. No real drama at our post but Nigel Worswick and a few others had offs and near misses prior to our post.

Evening meal at The Blackadder Inn and just before we leave we are Joined by Nev Symmonds, Dan Orme and Gareth Adams(Chief Marshals) from the organizing team.

Sunday and we are SS1 & 4 for the Reivers Rally on Westruther. We once again have no problems but elsewhere on the stage competitors are throwing their cars of with gay abandon

The Jim Clark Rally was won by Adrien Formaux. James Ford was 4th. David Henderson was 5th. Neil Roskirk was 6th. David Wright was 9th. Steve Simpson was 12th. Darren Atkinson was 19th. Archie Swinscoe in a R2 Opel Adam was 29th

The Reivers was won by Euan Thorburn. 2nd was David Henderson. Archie Swinscoe was 15th

Letters to the Editor

Well it's time to finish with my time marshalling in motorsport after a long time thinking about it

It's all very well saying we do it for the love of the sport, for someone else to do what we would rather do ourselves, but for the majority of us could never afford to do

We give up our free time, away from our families on weekends when we should be with them

For what?

One event recently, a packet of snackrite crisps, a double decker from a multipack and a tiny pack of biscuits. About £1 worth, a whole quid, pushed the boat out there didn't they

Is it too much to ask that organising clubs start saying to competitors to contribute to a marshals fund or don't run

Beanie hats or mugs or stickers cost peanuts when ordered in bulk compared to the price of entry to an event. And they create memories

I'm not arguing with anyone. It's my feelings about the way this sport is going

But then I've been called a spectator in orange, so what would I know.

Anonymous

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Letters to the Editor

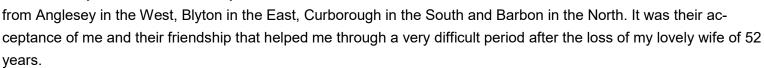
Brian Wragg Emigrates to Bonny Scotland

I would like to explain my sudden and seemingly eerily absence from the marshalling scene in the North West of England.

I have left New Brighton, my home for 16 years, purely for personal reasons.

I will soon be 83 and, although I still consider myself fit, and able to consider marshalling in the future, I decided that it would be prudent to be nearer to my son in Scotland as my advancing years take their toll on my body.

I already miss the camaraderie of the marshals and drivers who, on every occasion at the many events that I attended,



I will continue to use my grade, recently acquired, of Speed Post Chief in Scotland, and to this end I have already joined Scot63 car club in Elgin, my new home town.

There are far too many friends for me to mention collectively, but I would like to offer my deepest gratitude to Bill Gray of Liverpool Motor club for being my mentor in my early days. Neil Smith at Curborough for his help in my achieving my upgrade to Exp Speed, and Pete Wilson of Longton motor club for his repartee and badinage.

Steve Johnson and Maurice Ellison will forever be in my memory as just two of the many organisers of events from whom I have gained a tremendous amount of experience in the PCA, and Autosolo world.

I will miss my annual trip to the Isle of Man for the Manx Classic, as I will miss Aintree and the hay bales, the Welsh

Forrest rallies and the muddy tracks, the great training sessions at Oulton Park and I will miss watching the competitors "beasting" their cars around the cones at Lymm truck stop.

I have so many wonderful memories of my time marshalling the North West events that I will be very hard pressed not to bore my new Scottish companions of your expertise.

Thank you all for letting me be your friend and marshal. If you ever find yourself in Elgin, look me up, and we can share an evening together reminiscing.

Brian L Wragg







Inside the Industry June 2023 with Paul G

with Paul Gilligan

"Rule Of Origin" Threatens UK Vehicle Production & Electric Car Sales

Part of the Brexit Agreement set out that 40% of the content of a car by value and 30% of the value batteries on an electric must be sourced from within the UK or EU to ensure that there would be no tariffs if new vehicles moved from UK to EU or vice versa. On January 1st 2024 (7 months away) these figures change to 45% of the vehicle and between 50% and 60% of the batteries.

This is a particular problem for the UK because we don't have much in the way of battery production with those components largely sourced from outside the EU. Stellantis have already stated that unless the date of the changed rules is moved forward by at least three years their plans to produce electric versions of their Vauxhall, Opel, Citroen and Peugeot vans at their Ellesmere Port plant near Liverpool will be changed and the plant will close. Ford of Britain have echoed these comments repeating that more time is need to develop battery production in the UK and EU. Nissan have committed to set up a battery factory in the North East whilst JLR have said they won't build such a plant but will source their batteries from parent Tata's gigafactory the location of which hasn't yet been decided. The Government have offered JLR subsidies of £500M to change their minds and build that factory in the UK. That's half a billion pounds – remember we have no money currently?

Electric Car Sales Stutter Anyway

Pure electric cars took just over 15% of the market again in April, the same figure as for every month so far this year. In spite of price cuts by Tesla and others sales seem stuck at that level. Remember petrol and diesel will be banned from 2030 the task of getting electric sales from 15% to 100% in that time frame seems extremely difficult if not downright impossible. Next year manufacturers will be heavily fined if they don't achieve 22% of new car sales and 10% of new vans being zero emission. This target rises gradually to 80% for cars and 70% for vans by 2030, the balance being hybrids. As I've said before there are three basic problems, first the high price of electric cars, second the lack of confidence in the charging network and third the increased cost of electricity to recharge the vehicles. In addition the recent big drop in the value of used electric cars has frightened customers as has the high and often unknown cost or replacing batteries in the future.

Just one example to show how badly targets for developing the recharging network are being missed. In March of last year the Department of Transport announced that by the end of 2022 year every motorway service area would have at least 6 rapid chargers. There are 119 motorway service areas in the UK. By the end of December last year 27 actually had 6 rapid chargers. That's 22.7%, not 100%. No wonder customers lack confidence. Even if the targets had been met if we assume rapid charging takes 30 minutes then each charger can handle 48 cars a day, so 6 can handle 288 cars a day if there is demand spread evenly throughout the day and night.

I don't know how many cars refuel at the average motorway service station every day but I'd suggest it's thousands not 288!

JLR News

Good news is that JLR's finances are improving as microchip supplies improve meaning they can actually produce more of the cars its customers are waiting for. For the year to March 31 2003 the loss was £60M compared to over £800M the previous year.

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The company claims to be now trading profitably again. Sold orders not yet delivered remain at around 200,000 units with Range Rover, Range Rover Sport and Defender being over 150,000 of these. No wonder then that JLR are concentrating on producing these models with less emphasis on the less popular and less profitable Evoque, Velar, Discovery Sport and all Jaguar models.

Although JLR still continue to refuse to comment on the expected cull of Jaguar dealers confirmation came a couple of weeks ago from one of the UK's largest dealer groups. Vertu Motors PLC announced to the stock exchange that they had booked a £1.5M impairment charge in their latest accounts related to "terminated Jaguar operations". The company currently operates six Jaguar dealerships all of which are combined with Land Rover. Vertu said that by November next year only the Leeds dealership will represent Jaguar, the other five would be Land Rover only. Other dealer groups are bound to make similar announcements soon. Locally I would expect Carlisle, Kendal and Preston to lose Jaguar representation leaving Cumbrian customer the choice of travelling to Glasgow, Edinburgh, Newcastle or Manchester. If they want to buy a new pure electric Jaguar at something over £100,000 that is.

Cazoo Good News & Bad

There doesn't ever seem to be a month goes by without Cazoo announcing something newsworthy. This month let's start with the good news. Cazoo announced that in the first quarter of this year that although they sold 29% less cars they made much higher gross profits with gross per unit rising to £980 per unit. Still a lot less than the "conventional" dealers Cazoo criticise but much more respectable. It seems that recruiting a senior executive who actually understands the UK used car market is paying dividends.

However other documents recently filed at Companies House show there are still lots of worries. Businesses have to be open and honest with these sort of formal filings and tell the bad news as well as the good. Cazoo state that "It is absolutely crucial the their realignment plan outlined in January of this year is executed otherwise the future of the Company beyond April 2024 could be at risk". Even worse perhaps they say they have identified "material weaknesses" in its financial reports for the past two years, which means the figures weren't accurate and the losses were even worse that reported at the time. One of the biggest problems is the \$630M of Convertible Notes Cazoo issued to investors to raise money last February. Should the Company cease to be listed on the New York Stock Exchange they are liable to repurchase these notes. They currently have S218M in cash reserves, far short of the \$630M required. Their share price is now down to \$1.25, if it drops below \$1.00 they are automatically delisted and have to pay the \$630M back, which they obviously can't.

If they meet their targets (and they never have) they say they will have \$80M left in cash by April of next year. They admit they may not be successful in implementing their new strategy in the UK, and that they may well need to raise further funds in the second half of next year and that "such capital may not be available to us. Finally and most telling is them saying "Downside scenarios such as those described and uncertainties in forecasting performance combine to represent a material uncertainty over the company's ability to continue as a going concern".

Watch this space.

More Manufacturers Move To Agency Sales

Ford are the latest to announce they will move to Agency Sales throughout Europe, although they haven't yet published a time scale. Volvo are also going that route. Meanwhile Mercedes who have been operating 100% Agency since the start of this year are still showing declining sales as a result. In April they took a market share of 3.85% down from 5.49% in April of last year. For the year so far Mercedes sales are down by 8.4% in a market up by 16.9%. Worrying!

Tesla Cancel RHD Production

Tesla recently surprised everybody when they announced that they would no longer be offering right hand drive versions of the Model S and Model X. Customers who have such cars on order can cancel, take a LHD car and a £2000 discount or take a RHD Model 3 or Model Y again with a £2000 discount.

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They are running test drive events around the country where these customers can try a LHD car to see if they like it! No reason has been given save that they want to simplify their production processes so they can concentrate on Models 3 & Y as well as new models not yet announced. Tesla annoyed lots of customers who bought in the second half of last year when they announced significant price cuts in December and again in February. Now they've annoyed a lot more who were looking forward to their new Model S or X with the steering wheel on the side they ordered.

MG To Offer A Sports Car Again

MG sold almost as many cars in the UK as Mercedes in April and their progress seems unstoppable. Although many died in the wool enthusiasts will mutter these aren't "real" MGs the people buying and selling them don't seem at all bothered. Now MG have issued photos of the Cyberstar sports car they will launch next year. Pure electric, 2 seat convertible, looks great. If it offers the same value as their other products, and I'm sure it will, it will sell like the proverbial and may quickly become the best selling MG sports car ever, quite something.

MG are aiming for 90,000 sale a year in the UK fairly soon and are on track to do it. Interestingly they put part of their success down to the fact that they are expanding their dealer network (they've appointed 15 new dealers so far this year) when others are reducing dealer numbers.

UK Car Market Forecast to Recover More Quickly

Two forecasts have arrived in the last couple of weeks both revising their predictions for UK new car sales this year upwards. One now says 1.83M the other 1.94M. Whilst still a long way below the 2.4M units sold pre Covid, this is a big move in the right direction. Fleet sales continue to drive the recovery now the manufacturers are willing to supply this market sector gain, albeit at much lower discounts than before.

Supply shortages continue to enable manufacturers to boost their profits by reducing discounts. For many years Ford along with most other manufacturers have offered special discounts to approved body builders and converters in order to encourage them to base their conversions on Ford products. We had seven Ford vans on order with a converter who was to turn them into crew vans for one of our clients. The converter had had a discount agreement with Ford for 30 years. The week before the vans were due to arrive Ford cancelled all converter discounts with immediate effect. Our guy was told he could still have the vans but the price would increase by £7000 + VAT per van!

Used Car Market Stable

Whilst increased new car sales inevitably mean more part exchanged used cars entering the market, that market seems well capable of absorbing the increased supply. Prices are stable when many people thought that after the very strong increases of the last two years a drop was inevitable. After enormous drops in the past 6 months (average around 20% but much more in some cases) the values of used electric cars fell only slightly in April to the relief of many.

Good News For Aston Martin & Bentley

Chinese giant Geely Automotive has just invested a further £234M in buying more shares in Aston Martin giving them a 17% stake in the company. The only larger shareholders are Saudi Arabia's Public Investment Fund (18%) and the consortium led by Lawrence Stroll (21%).

Meanwhile Bentley has reported record volumes, sales and profits for the first quarter of 2023. They sold 3517 cars, 10% up on the same period last year. Average sale price dipped slightly to £210,000 per car and Operating Profits were up a staggering 27% to £190M. Profit per car is up to 24% to well over £40,000 per unit. 42% of sales were the Bentyga 4x4 and one third of all new Bentleys now go to the USA.

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VW Block Dealers Selling Their Business

VW in the UK are apparently seeking the number of dealer owners they have from more than 170 to only 25. This doesn't mean a big cut in the number of dealerships, just that they would almost all be owned by 25 of the big dealer groups. So when a VW dealer wishes to sell his business for retirement or other reasons VW will only approve the transfer of the Franchise Agreement to one of the 25 "preferred partners". In fact I'm told VW will often only approve to one of these partners as they want them to build regional territories. The seller of course wants the highest price possible for his business, but if VW's preferred partner for that area knows they are the only bidder their offer tends to be low, often very low. So someone who has devoted their working life to building a successful business to the benefit of VW as well as themselves and wants to retire gets seriously disadvantaged by the very manufacturer he's worked hard for over many years.

Nobody said this industry was fair!

New Blood Test Targets Tired Drivers

We're aware of tests to detect alcohol and drugs in drivers. Now there are trials in Australia on a blood test that will show if a driver involved in an accident is over tired. If approved by the Aussies it is likely the test will be introduced into the UK quite quickly. Apparently it is thought that as many as 20% of UK motorway accidents are caused by drivers falling asleep at the wheel. Seems a very high figure to me but apparently that is what the Department of Transport believe.

Good job they didn't have this technology in the heyday of things like the RAC, Scottish and Welsh Rallies to say nothing of the Gulf London (5 hours scheduled rest in 3 days). Totally irresponsible of course – but wasn't it fun?

Edinburgh Trials Self Driving Buses

I was interested to read that self driving buses are shortly to start being used in Edinburgh as an experiment. The route chosen (I am NOT writing this on April 1st!) is from the city northwards into the Kingdom of Fife and back. Which means over the Forth Road Bridge of course. All I will say is that if I were experimenting with self driving buses I wouldn't be running them several hundred feet above a few trillion gallons of cold water.

Has UK Car Ownership Peaked?

There are 33,2 million cars licenced in the UK. That number has gone up almost every year since 1945. However in certain parts of the country that trend is being reversed. In Inner London the number of cars registered fell by 18841 between 2019 and 2022 and in Greater London by 66894 in the same period, not small numbers. In 5 boroughs, Camden, City of London, Kensington and Chelsea, Westminster and Harrow the number of cars dropped by between 4% and 6% in three years.

Congestion charges, 20mph speed limits, high parking charges and environmental pressures are cited as the reasons behind this change. And as all these factors spread to other cities presumably a drop in car ownership is likely to follow. Nationally the number of cars registered is still rising but vey slowly, by just 1% in three years. It seems over the next three years the national figure may begin to decline.

Charity Challenge 2023

As I type this on the 21st, just over 600 miles done I remain pretty well on schedule, now about 50 miles South of Paris and starting the long trek South to Nice, just over 500 miles away. The better weather makes the task a whole lot more pleasant so long as my faithful mountain dog doesn't overheat.

Paul Gilligan



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2nd Wednesday Group

(AKA Dirty Finger Nail Club)

Great turnout again. Lots of those there had been on Ron and Christine Palmers Coronation run, unfortunately I couldn't go but everyone without exception was heaping praise on the run and the superb organisation plus all had really enjoyed visiting David Seymours new acquisition (David owns Lingholm at Derwentwater) "Base Camp" on the A66 near the Penruddock junction where lunch was served, as yet I haven't been to the venue but it is obviously one that we must make an effort to go to.

The golf club was full of people chatting about all kinds of topics, machining piston ring grooves,, some were looking at Austin 7 main bearing caps and discussing what might be the cause of the wear, other topics were the times the Flying boats on Windermere were operating, others chatting about Coniston Speed week as well as the visit on Tuesday to the steamboat museum on Windermere. Terry Richardson had a magneto which although had just come back from being rewound it had failed when loaned to Ian Smith for the Coronation run, Terry showed us where the fault occurred, having not had anything to do with them they are a really complicated bit of kit full of engineering excellence but one little fault can ruin a tremendous amount of work.

As I mentioned there was interesting news regarding 2nd Wed folk, some people have been buying some really superb and interesting cars, look at the photo above and there you will see Richard Cooks latest acquisition, it's a wonderful Bentley that Richard plans to tour France in with his wife Mandy although his first outing will be the Bentley drivers club Scottish tour which is coming off shortly. I think the ratio of Bentleys owned by 2nd Wed folk must be phenomenal, I can think of 20 or so Bentleys in a mailing list going out to 130 people although that figure is particularly high because some people like Robert Gate have several!

Chris Spencer has been buying another Crossley, these cars were manufactured in Manchester between 1904 and 1938 building a total of 16,000 cars according to the Crossley car club historian, that's where Chris got his last one from, this time he decided to go a bit further so has bought one from either New Zealand or Australia and he is having it shipped over here.

Slightly further than the last one as I mentioned but as there are reputed to only be 350 worldwide





now Chris thought he should really have another to keep his current one company which is thoughtful of him.

Clive Kennedy from Hexham is working his way down to Suffolk to take part in a vintage Suffolk tour in his Austin so best wishes for a trouble free run, I'm off to Prescott speed hill climb on Sunday with the Buckler, it's a charity event where you can take passengers so Carol will be in the passenger seat up the famous track that's owned by the Bugatti owners club, most of the Bucklers that are roadworthy in this country are going so almost 20 cars should be there but mines going on the trailer as I'm a "softie". Carol navigated for me in forest rallies on many events such as the Jim Clark rally but this time she can just sit and enjoy the scenery as we wend our way up the hill.

I'M TIRED!!!

Bron Burrell

I worked my butt off for my credit rating and I need to rant for just a moment.

I'm getting old and I've worked hard all my life. I have made my reputation, the good and the bad, I didn't inherit my job or my income, and I have worked hard to get where I am in life. I juggled my job, my family, and made many sacrifices up front to secure a good life. It wasn't always easy and still isn't, but I did it all while maintaining my integrity and my principles. I made mistakes and tried to learn from them. I have served my country Essex Regt, and friends of every walk of life and if you're in my circle, it should be understood what I'd be willing to do for you. However....

I'm tired of being told that I have to "spread the wealth" to people who don't have my work ethic. People who have sacrificed nothing and feel entitled to receive everything.

I'm tired of being told the government will take the money I earned, by force if necessary, and give it to people too lazy to earn it themselves.

I'm really tired of being told I must lower my living standard to fight global warming, which, no one is allowed to debate.

I'm really tired of hearing wealthy athletes, entertainers and politicians of all parties talk like their opinions matter to the common man. I'm tired of any of them even pretending they can relate to the life and bank account that I have.

I'm tired of people with a sense of entitlement, rich or poor.

I'm upset that I'm labeled as a racist because I am proud of my heritage. I never stole anyone's land. The government did that.

I'm tired of being told I need to accept the latest fad or politi-

cally correct stupidity or befriending a group that's intent on killing me because I won't convert to their point of view.

I'm really tired of people who don't take responsibility their actions and decisions. Especially the ones that want me to fund it. I'm tired of hearing them blame the government, or discrimination, or big-whatever for their problems.

Yes, I'm really tired. But, I'm also glad to be in the twilight of my life. Because mostly, I'm not going to have to see the retched, depressing world these young useless idiots are creating. And lastly, because even though I shouted from the rooftops, no one listened or seemed to give a damn. You reap what you sow, and so do your children.

No one is entitled to anything. You have a choice to work, a choice to stay off drugs, a choice to make something of yourself. I have nothing to do with your choices.

That's all on you. You are entitled to whatever you earn. Not what I earn.

There is no way these thoughts will be widely publicized, unless each of us sends it on! Surely, the politically correct police censors will probably try to silence me.







BRON: 78 years old, having worked hard, and now still paying tax.

INTRODUCING JONATHAN JACKSON

As the new Head of Rallies and Cross Country here at Motorsport UK, Revolution asked Jonathan Jackson to tell us a little about himself

First of all – hello! – it's a great privilege to be writing this piece as Head of Rallies and Cross Country. I have now had a couple of months in the role, and I feel like I am finding my feet here at Motorsport UK HQ. Many of those who know me already, will know that I am a lifelong Rally fan. It has been a passion (some might say obsession!) of mine for as long as I can remember. If you had told my younger self that he would one day head up the sport within the governing body, he simply wouldn't have believed you. But that obsession doesn't just stop with Rallying – if it has an engine and wheels then I have an interest, so to also be heading up the Cross Country community is an honour, and I can't wait to work a lot closer with such an enthusiastic community going forward – but more on that later.

My interest in Motorsport has been heavily influenced by both my dad and my Grandad. My Grandad was a class winner at a Sprint held at Brands Hatch in the 50's/60's in his Frogeye Sprite. My Dad dabbled with co-driving in the very early 1990's, before moving into organisational and safety roles – he has been Event Safety Officer for the Cambrian Rally since the early 2000's and is now a Safety Delegate; with my brother also on Rallies Committee, it's a real family affair! For me, though, my motorsport life began on the Cambrian Rally in 1994 when I was taken to watch the event for the first time. To give you an idea of the anorak you're dealing with here, I could take you to that very corner in Alwen Forest today!

My childhood was spent attending events with my dad, while he was undertaking Radio duties, watching my heroes in the Welsh forests at the height of the Formula 2 era of the British Rally Championship – it's little wonder I became so hooked!

After many years marshalling, I competed in my first event at Blyton Airfield in November 2010. From there I have been very lucky to work my way up through the sport, beginning in Formula 1000 and BTRDA Rally First with the sole target of getting as much experience as I possibly could. Moving from there, I contested the BRC Challenge & Fiesta Sport Challenge in 2013, culminating in making my WRC debut on Wales Rally GB at the end of that year.

In 2014 I joined forces with Meirion Evans who I still sit alongside nine years later. We have been very fortunate to be able to compete across the UK and Ireland, in the British and Irish Rally Championships, but also in Belgium and France, where we joined the hotly contested 208 Cup in 2018 – this experience ranks among the highpoints of my career.

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Jonathon Jackson Continued from Page 70

The opportunity it gave me to expand my International Rallying knowledge is still proving beneficial today.

In August of 2022 Evans and I took our first International victory on the Ulster Rally. Throughout our career together, we have invested a significant amount of time in ourselves as a crew to progress through the sport as best as we could. To take an International victory in the Irish Tarmac Championship was the ultimate reward for all those years of hard



work. We then followed that up with another win in Galway this year – an amazing season so far.

Intertwined with my own Motorsport career, I have supported the Junior 1000 Rally Championship – a fantastic series which allows drivers to get into the sport from 14 years of age. It really is a great opportunity for young drivers, but also for us more 'experienced' competitors to help the future of our sport as best as we can. During my time, I have sat with the likes of George Lepley, Finlay Retson and latterly loan Lloyd – who is now making great strides through the sport. It is very rewarding seeing the drivers you've sat with progress, knowing you've helped them in a small way; I'd highly recommend any co-driver to get involved and help these youngsters on their path.

Work in progress In the UK, we are very lucky to have such an enthusiastic Rallying and Cross Country community – who are extremely passionate about their respective disciplines. We have long been world leaders across every aspect of the sport, forging the way in Safety – much of which is now utilised by the FIA – Accessibility, Training... and more. However, it is this collective passion that makes the sport so special.

When I joined the organisation in late February, it immediately become apparent that there are absolutely the right intentions for the future of our disciplines in this country – plus the desire and willingness to back it up. I am very grateful to have such strong support from the Executive Team here at Motorsport UK to do whatever it takes to shape our disciplines. The community is very vocal in telling Motorsport UK their views – and we hear you, honestly, we do! One element I am working on, with my colleagues in Marketing, is to have a step change in the communication strategy for our disciplines, so we can be more open and transparent with you, our community, as to what we are doing to ensure that we still have a sport to enjoy in the future.

We are currently in full throws of building up the UK Rally Strategy, for which we have held the first hour-long introductory sessions for the seven working groups identified following the Rally Forum held in November 2022. While I won't go into the finite detail of the UK Rally Strategy in this introduction – we will have a dedicated piece around that in a future issue of Revolution – so please keep an eye out for that.

Make no mistake, we fully understand the scale of what there is to do – and not just in one specific area, but across the entire sport. As I said to the members of our Rallies Committee recently – everything is back on the table. The sport has changed beyond recognition in several areas, and there are lessons to be learned from previous periods of change, so it is important that we take this opportunity to look at everything again. We also must identify that this, to a greater degree, is our last chance to get it right. However, I honestly see this as the best opportunity for a generation to make positive change so that our sport can flourish. We have two fantastic disciplines so we should shout about them, get more people involved, and show them what they are missing out on!

For the immediate future, there are things that Motorsport UK will be doing to help the growth of the sport, and to support those who dedicate their free time to it, we will: Make it less bureaucratic for event organisers. Make it more accessible for people to enter our disciplines. Make it easier to understand – and implement a vastly improved communication strategy. Review all costs to competitors.

These are just a few examples, and trust me, the list is much longer, but this isn't going to happen overnight. There is a lot of work to be done, and a lot of consultation with the community, via Rallies Committee, in order to make this happen.

Continued on Page 72

Jonathon Jackson Continued from Page 71

As a result, there may be short periods of instability while some changes are implemented, but I am committed to see this through, and I ask you all to please bear with us and to support us where you can.

Building on success Remember, there are some fantastic, good news stories out there: Targa Rallies are flourishing, Road Rallies are maintaining their popularity, there are Stage Rallies and Championships which are seeing fantastic entry and registration numbers, and there are more Closed Road events in the pipeline

At this point I can hear those in the Cross Country community very rightly saying "well, what about us?". I am committing to you all that Cross Country will have its own strategy document, beginning in 2023, because I do completely understand your frustrations too. It is you, the Cross Country community, that will help us drive this strategic policy, much like your friends in Rallying. We have been lucky to have the assistance of Chloe Jones, herself a British Champion, here in the Motorsport UK office, but it is hugely important that we harness the enthusiasm of the community, and honour the pride felt throughout in what we do to move the discipline forward. Again, everything is on the table here too, and we will provide plenty of opportunity for you to give us your honest feedback.

It is my intention to get out to events across the disciplines over the next few months, as I am very keen to meet as many of you as I can. I will also reiterate that you are very welcome to contact me at any time if you would like to provide any feedback or ideas that you think will help us develop the sport – you can email me on ral-

ly@motorsportuk.org

Lastly, I want to say a big thank you for all you continue to do for the sport, whether as a competitor, or as one of our

incredible volunteers. Please trust me when I say that I am listening, I am taking notes, and I am acting. With your help, we can ensure that we have a sport fit for the future.

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.

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Richard Crozier appointed Rallies Assistant for Scotland

Motorsport UK has appointed Richard Crozier, an experienced Rally Co-Driver, Rally Clerk of the Course and Steward, to the role of Rallies Assistant for Scotland.

Crozier commenced his role on Tuesday 9 May 2023, and reports into Jonathan Jackson, Head of Rallies and Cross-Country, within the Sporting Department. Jackson joined the organisation in February and is the primary representative for Motorsport UK in relation to all Rally and Cross-

Country matters, focusing on the strategic direction of Rallying to ensure its long-term sustainability.

Crozier will play a key role in facilitating the success of rallying in the UK, working with Jackson to support the rally community, and acting as the Motorsport UK representative for Scottish rallying matters.

Furthermore, Crozier's role will involve assisting and developing regulations and the delivery of rally events across the country.

In May 2022, Motorsport UK and Forestry and Land Scotland (FLS) announced a landmark agreement that lays the foundation for rallies and other motorsport events to continue on forestry land in Scotland through to 2030.

Under the agreement, Motorsport UK member clubs can continue to request permission to organise rally and motorsport events and practice sessions on access roads and tracks within the FLS estate. In addition, Motorsport UK will be permitted to carry out training sessions for event officials and marshals.

Within his role, Crozier will liaise with the local agencies and Forestry Liaison Officers to continue the heritage of Scottish rallying events.

Based in Kinross, Scotland, Crozier started karting in 2001 before moving to racing in 2008 for a season ahead of kick starting his rallying journey in 2009. A competitor across local and regional events, he expanded his participation into BTRDA events and was a graduate of the Motorsport UK Academy Co-Driver programme in 2015/16. He competed in the British Rally Championship from 2017-2019 and continues to be an active participant in rallying and autotesting.

An active volunteer and organiser, Crozier marshals and stewards in both rally and cross country. He is Clerk of the Course of the Mull Rally and Deputy Clerk of the Course of Ulster International Rally, and has held a number of roles in other events.

On his appointment, Crozier commented, "I'm delighted to be joining the team at Motorsport UK and working in an area of motorsport I am so passionate about. Scottish rallying is steeped in great history and it's important we capitalise on our heritage to ensure a sustainable future for the discipline in Scotland and beyond."







Don't be mad at Lazy People. They didn't do anything.

Sol Rally Barbados 2023 9 - 11 June

Late rethink brings Worswick back for Sol Rally Barbados

After a last-minute change of heart just a couple of days before entries closed and rally cars were due to be delivered to Portsmouth in readiness for sailing on the Geest Line freighter Baltic Klipper yesterday (Sunday), Britain's Nigel Worswick has confirmed he will compete in Sol Rally Barbados this year. He returns with the Ford Escort MkII he first campaigned in the island in 2011, one of three Escorts confirmed for the SuperModified 2 class today, with fellow Brits Graham Haigh and Dick Mauger also returning.

Sol RB23, the 33rd running of the Barbados Rally Club's (BRC) premier event, will start with a floodlit SuperSpecial at Bushy Park

Barbados on Friday, June 9, with two days of action in the northern and eastern parishes culminating in a daylight SuperSpecial and Rally Finish back at the St Philip facility on Sunday. The Rally Show and First Citizens King of the Hill will be staged on the previous weekend, June 3 & 4.

Last year marked Worswick's 10th trip to the region's biggest annual motor sport international – they would have been in consecutive years but for the coronavirus pandemic – and the first with his ex-Nasser Al-Attiyah Ford Fiesta S2000T in a trip dedicated to the memory of his parents Alan and Edythe, whose legacy enabled the purchase. He finished 12th overall and fourth in WRC, with co-driver Rebecca Kirsch winning the highest-placed female co-driver trophy.

After clocking up 10 visits, his initial decision had been to take a sabbatical to focus on the rallies he has been tackling in the UK, particularly closed-road events such as the iconic Jim Clark Rally, which often clashes with the 'shakedown' King of the Hill event in Barbados. Worswick explains: "There is a weird symmetry here. In 2011, I had entered the Jim Clark in the Escort WRC but was discussing holidays with a friend - I said holidays are OK, but I'd like something in the middle to look forward to rather than just lying on a beach, which is how that first trip with the MkII came about. Fast forward to 2023, I have entered the Jim Clark again in the Fiesta, but thanks to the Barbados Rally Club officials, who have helped enormously, a very last-minute decision of mine means I've been able to send the MkII again. I fully rebuilt the car during Lockdown, so luckily it was ready to go!"

Worswick's co-driver will be Sophie-Louise Buckland, who sat in on his best island result, eighth overall and second in WRC in his Ford Escort WRC in Sol RB19; the MkII Escort has not been seen in Barbados since 2015, when he and Kirsch finished 17th overall and second in what was then SM11, a second good result for the pairing, after finishing 15th overall and third in class the year before.

Yorkshire farmer Haigh returns for his fourth visit and Mauger for his eighth. After two previous trips and overall finishes with Kari Bates in his British Airways-liveried MkII, problems on Saturday last year resulted in a Sunday Cup entry, in which they finished sixth. The later date for this year's event means Bates cannot return to co-drive, so Haigh will have Jonathan Haynes sitting with him, back for a second time to compete after co-driving in 'Pip' Coulson's Ford Focus last year.

Mauger and his hugely experienced co-driver Liz Jordan have the distinction of being the oldest crew in the event; both have been rallying for more than 50 years, with overall and class wins aplenty on their cvs. This is Mauger's eighth visit, although he missed Sol RB19 after falling ill after KotH, apart from which he has a 100 per cent finishing record. He won Modified 6 in a Nissan Micra in Sol RB14, also matching that year's 33rd overall placing – his best so far - in Sol RB18 in a MkII Escort in SM2.

Sol Rally Barbados (June 9-11) is a tarmac rally, with around 20 special stages run on the island's intricate network of public roads, under road closure orders granted by the Ministry of Transport, Works & Water Resources; the First Citizens King of the Hill 'shakedown' (June 4), runs under a similar arrangement and features four timed runs on a roughly four-kilometre stage, the results of which are used to seed the running order for Sol RB23.







Double Victory For Frank Bird In New Mercedes At Nurburgring

It proved to be a successful weekend for Cumbrian racing driver Frank Bird and his German-based Haupt Racing Team when they contested the ADAC 24h Nürburgring Qualifiers in the new Mercedes-AMG GT2 and came away with a double class win on the Nürburgring-Nordschleife circuit.

In preparation for the ADAC TotalEnergies 24h Race Nürburgring later in the year, Penrith-born Frank and his German teammates Elia Erhart and Thomas Jäger firstly contested the two-hour race in the SPX class in the #46 Mercedes-AMG Team HRT entry.

Frank was entrusted to take the first stint in the brand new car and gave the team a great platform to cross the line in 26th overall but taking a remarkable win in the SPX class to set them up for the four hour race later in the weekend. There, the trio were joined by a fourth driver, Jörg Viebahn also from Germany, and after a great start by Frank again, the team claimed a magnificent 14th overall whilst making it a double victory in the SPX class.

Frank Bird: "I'm very happy with the weekend overall and it was a privilege to make the global debut of the new





Mercedes-AMG GT2 car. The car is still in its early days but has a huge potential so I can't wait to see how it performs for the 24hrs of Nurburgring later in the season. From my perspective it was my first proper race weekend at the Nordschleife after gaining my permit. It was an eye-opening and huge learning experience but I'm very happy with how it went. Thanks to HRT, my sponsors and my family for the opportunity."

I'VE HUNG MY ROMER UP FOR GOOD,

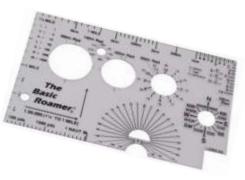
Arthur Heaton: De Lacey MC

Why,

I find it knocks me about too much, takes too long to prepare, and recover. And my failed (though legal) eyesight makes pre-plot very difficult.

When, my earliest memories are of being taken to Oulton Park to see the pre war Mercedes being "demonstrated", by my late father who raced, sprinted and hill climbed in a Riley 1.5 and 3.8 Jaguar, at Oulton, Full Sutton, Rufforth and many other venues.

I think!



Me, I learnt to read a map at school, and with the Scouts. We got chucked out for showing more interest in poached Pheasant and Girl Guides, and the sheep in the scoutmaster's tent! On to Birmingham University, when I honed my lack of skill, on 12 cars and proper Road Rallies.

What have driven? Grass track Minis, Cavalier, Peugeot 405, Volvo 850, Suzuki Baleno, Lancia Dedra, Astra and a Fiesta on my only stage event.

Navigated-allsorts, too many to mention!

Best bit-Having fizz poured down the back of my romper suit by Jonny Milner after a podium on the Trackrod.

Worst- There are non, I've enjoyed every minute, apart from wrecking an engine in Caydale while leading the Northern lights!

Last-running course closer on the Taurus-a very different job, could do it again!

Arthur Heaton: De Lacey MC

E10 Fuel

Myke Pocock: Fell Side A.C.

Some of you may well know all about E10 fuel, some may not. As a motorsport club this fuel has potential serious ramifications for some of our members who own older cars, certainly those built before a significant year, 2002. In 2021 E10 was introduced across the country as the standard grade of unleaded fuel.

The reason for this is that it can be part of the governments target to reduce the production of greenhouse gasses by 2050 to zero. Why should we be concerned? The answer is because it contains up to 10% ethanol (E10) and up until 2021 petrol contained up to 5%.

That in itself means nothing until it is recognized that ethanol can have serious effects on certain components in the fuel system of vehicles built before 2002. Ethanol is



hygroscopic (I thought this was a Typo - it isn't. Hygrospic is the correct term, Moz) which means that it absorbs water from the atmosphere meaning that it can lead to condensation in fuel lines and carburettors and also cause corrosion in brass, copper, lead, tin and zinc components. In addition ethanol is a solvent that can eat through rubber, plastic and fiberglass which means that hoses, seals, gaskets etc are likely to perish more quickly.

The Department of Transport carried out tests and identified a number of concerns including degradation to fuel hoses and seals, blocked fuel filters, damaged fuel pumps, corroded carburettors, blocked injectors and corrosion in fuel tanks. As it is corrosive to solder, issues have also been identified with soldered floats in carburettors. As ethanol isn't as energy dense at petrol it means that the fuel mixture could be leaner (another potential problem) and there-

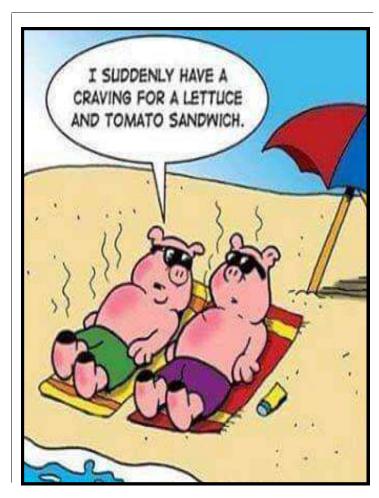
fore fuel consumption could be slightly higher.

So, what can we do as owners of older cars. For the next 5 years super unleaded fuel will remain at E5 standard although it would be fair to recognize that it will undoubtedly be gradually phased out by 2026 by fuel companies going over completely to E10. Any fuel lines need to be changed to those able to tolerate E10. If your vehicle has a fiberglass fuel tank then that needs to be changed. Any other components that contain material that can be affected would need to be changed but that could be a lot easier to say than do. Are replacement components actually available in all cases? There are some additives that can be added to fuel that can help prevent corrosion and the FBHVC web site gives more information on them.

The bottom line is that E10 fuel is here and we need to take the consequences seriously. Potential fuel leaks as a result of corrosion could have drastic consequences not only when using the vehicle but when presented for MOT.

There is plenty of information on line so it's well worth doing your research and taking the action you need.

Myke Pocock: Fell Side A.C.





2023 Yearbook Updates - Tyre List 6

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

MRF • ZDM2

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

Reminder on Helmet Wrapping

We previously published this article in 2019 and publish it again here as a reminder as helmet wrapping is becoming a more common practice.

We are now able to confirm that wrapping alone – as with painting – should not be a reason to reject the use of a helmet. This follows the stance taken by the FIA, who in turn are in regular communication with the helmet manufacturers. Many helmet manufacturers issue guidelines for the decoration of helmets, and these should always be followed. If in doubt, always seek the guidance of the manufacturer.

However, as always, the Scrutineer will judge the overall condition of any helmet to ensure that they are satisfied as far as possible that the helmet is safe for use. If the helmet has been wrapped poorly, or there is some indication that the helmet may be damaged or has been dismantled and not sufficiently reassembled, then the Scrutineer will be in a position to reject the helmet and possibly impound it for the duration of the meeting. If the Scrutineer is in doubt as to whether there is damage beneath any wrapping, then they may ask for the competitor to demonstrate the condition, which may involve removal – or partial removal – of the decoration, if the competitor refuses, then the Scrutineer will reject the helmet and may impound it for the meeting.

All the above applies in the same way to painted helmets, and those with partial wrapping or stickers. Remember that it is always the responsibility of the competitor to ensure that their equipment remains – and is presented – in a suitable and usable condition.

Any queries in relation to decoration of helmets should in the first instance always be directed to the helmet manufacturer. Any general queries on the acceptability or condition of helmets can be directed to the Motorsport UK Technical team at technical@motorsportuk.org or on the phone number below (01753 765000).

Extinguisher piping

The photos below were sent to us by a Scrutineer, both cars found at the same event. In both cases the pipework for the plumbed-in fire extinguisher system has been kinked at a bend. Kinks such as this could restrict the flow of extinguishant during discharge which means the extinguisher may not work effectively.

The guidance published by one extinguisher manufacturer recommends a bend radius of 50mm, and a minimum of 25mm to avoid such kinking.

You will also note in the left-hand picture, with the black coated piping, that the piping is secured by cable ties. The nozzles should be retained by solid mountings or metal clips. In the event of a fire a cable tie will not last very long and a loose nozzle expelling high pressure extinguishant will no longer be pointing where it needs to!





Scrutineers' Bulletin Continued from Page 77

Fake seat label

The Seat homologation label shown below on the left was found by a Scrutineer at a recent Stage Rally event. Suspicion was initially raised as the scrutineer noted that it was unusual to see a month detailed in the 'not valid after' date section. They were right to question this, as being a FIA 8862-2009 standard seat, it should only have a year detailed in this section. As shown on the genuine label example shown at the bottom

On further inspection it was noted that the FIA security hologram was the wrong type for the FIA standard detailed on the label. As shown with the genuine label example shown on the right, FIA 8852-2009 standard seats have a gold-coloured hologram with 'Advanced Racing Seat' detailed as the product type. The fake label found on the left has a silver-coloured hologram with 'Competition Seat' detailed as the product type, this is the hologram affixed to FIA 8855-1999 standard seats.





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 is not necessarily practical to share them all, we will continue to share any extraordinary requests through this bulletin for awareness.

A request for clarification was recently received regarding engine configurations allowable under R.18.2.4 for Road Rallying, seeking clarity in connection to the running of the Rover VHPD individual throttle body inlet system on the Rover K Series engine.

As this fuel injection system/throttle body was fitted by the original manufacturer (the VHPD derivative of the Rover K Series was supplied by Rover and found in the Lotus Elise 190 Sport), we confirmed that the engine configuration is allowable under R.18.2.4.

However, we also advised that R.18.2.4 remains under continued review by Rallies Committee, so there may be future clarification / amendments based on feedback and consultation over the coming months.

ROPS Mounting

The images below show three different examples of the mounting of a ROPS main hoop.

It is acceptable to fabricate a 'box' for the ROPS mounting foot to mount onto and in this instance the box will be considered as the reinforcement plate. The requirement is that the reinforcement plate must be at least 3mm thick and of at least 120cm2. These requirements are to ensure the imposed load is spread over a reasonable area. In these cases, the plate probably is of the right surface area, but the area of its attachment to the chassis most definitely is not!



Continued on Page 79

Scrutineers' Bulletin Continued from Page 78

For this to be the acceptable the 'box' needs to be fully welded to the vehicle chassis. If the ends were boxed and the material 3mm then it would be acceptable!

In this example the 'box' section is appears to be compliant, it is what it is attached to that is the issue!

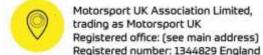
There are a great number of cars competing in UK events that are reaching a grand old age! These pictures are a graphic reminder that, whilst a car may look in good condition from the outside with a fresh paint job, the structural integrity of the car may be severely compromised by corrosion.

The amount of tin worm in the floor of this vehicle would have severely reduced the ability of the structure to withstand the impact sustained in a roll over.

It is not always this easy for a Scrutineer to check, but there may be signs, such as bubbling paintwork, rust staining etc. that would indicate a problem.

















Lights vs Flags....again

I have to report that prior to the first round of BTCC at Donington Park in April I was in discussion with Motorsport UK about the use of lights at BTCC events.

The Final instructions for the event stipulated the priority of lights over flags – V1 mentioned zones and was clarified in V2. The event went ahead and I have noted responses from attendees.

The forthcoming event at Brands Hatch also states the same for this coming weekend and will be a template going forward. I received an update today from Motorsport



UK confiming that the "trial" started in 2022 is continuing in to 2023 and regulations will not be updated until this "trial" is completed.

I share everyone's frustration about the lack of clarity and communication regarding this important subject and can assure you that I am working hard to gather updates. Suffice to say my concerns are:

- Why is there a desire to move to lights only?
- What training supports this initiative?
- How is this operable when light panels are not easily visible to incident teams?
- Where light panels are not on adjacent posts how is line of sight accepted?

The only update that has been published was the bulletin released by Motorsport UK in August – which included the following:

- Motorsport UK has convened a Light Panel Working Group and the findings from Event reports are relayed to the Group – I was not included in the initial meetings
- A further meeting of the group was held on 8th July; at that meeting it was agreed that the White and Yellow/Red striped flags should be displayed by the Marshal and therefore the Trial Event SRs will be updated accordingly I was at this meeting in July and this is not what is stated in the final instructions for Donington or Brands Hatch
- The group will meet again in early September. You will be made aware of any updates I have not attended any further meetings of the group and no update / minutes has been published

I will provide further feedback and information when available and will continue to monitor the situation and raise concerns accordingly.

Nadine Lewis

BMMC National Chair



Sun

NESCRO



•	Sat/Sun	3/4 th	June	Rally East Yorkshire	Yorkshire Wolds MC	Historic/Targa
•	Sun`	9 th	July	Northern Dales	Hexham & DMC	Historic/Targa
•	Sun	13 th	August	Blue Streak	Spadeadam MC	Historic/Targa
	Sun	3 rd	September	Doonhamer	South of Scotland CC	Historic/Targa
	Sun	8 th	October	Solway Coast Targa	Solway Car Club	Historic/Targa
	Sun	22 nd	October	Solway	Wigton MC	Historic/Targa
	Sat	11 th	November	Saltire	Saltire RC	Historic/Targa

Bold Dates are 2023 Confirmed

19th November

Those not in Bold are not Confirmed

South of Scotland CC

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

Wm. Patterson

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	Michael Read	195.0
2	Alex Willan	190.0
3	Geoff Bateman	184.8
4	Tom Hall	178.4
5	lan Dixon	160.7
6	Dave Marsden	118.8
7	Darrell Staniforth	106.4
8	Chris Haygarth	103.3
9	Andy Pullen	102.9
10	Neil Raven	95.7

NESCRO 2023 TARGA Driver's Challenge

Pos	Driver	pts
1	Chris Dodds	198.6
2	Phillip Hodgson	187.9
3	Alan Ross	185.0
4	Kevin Stones	155.7
5	David Garstang	155.0
6	Frank Pinder	147.9
7	Michael Davison	143.6
8	Monty Pearson	136.4
9	Simon Jennings	128.6
10	Graham MacDonald	120.0

Historic/Targa

NESCRO 2023 TARGA Navigators Challenge



NESCRO 2023 Historic

Pos	Driver	pts
1	Lewis Hodgson	187.9
2	Gary Ross	185.0
3	Chris Holden	155.7
4	Liz Pinder	147.9
5	Douglas Small	136.4
6	Colin Fish	128.6
7	Stewart Hurst	120.0
8	Joshua Bailey	110.0
9	Essi Salonen	106.4
10	Peter MacInnes	105.0















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**

18th June 2023

Lymm Truckstop M6/M56 junction

15th/16th July 2023

M65 Junction 4 services

13th August 2023

Lymm Truckstop M6/M56 junction

9th /10th September 2023

M65 Junction 4 services



Contacts;

Tracey Smith – tracey.amsc@hotmail.com or Steve Johnson – 07718051882 – <u>steve.amsc@gmail.com</u>

Sapphire Solutions Ltd

Trial Event Management And Results Solutions

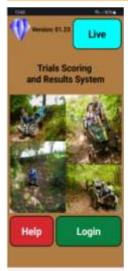


Everything (Entry, Scoring and Results) can be done via a Mobile Phone App This all adds up to making running an event easier and safer for Organisers, Marshals and Competitors.

Used for Car Trials, Sporting Trials and Classic Trials events. Calculated results automatically including "Index of Performance"

Facebook group TrialAppLive

www.sapphire-solutions.co.uk



CONTACT John

John@sapphire-solutions.co.uk

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







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;

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/

<u>marshais-training/</u>				
Date	Saturday 17 th June & <i>Possible 12/13th August</i> 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 18 th June & <i>Possible 12/13th August</i> 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 15 th July 2023 & <i>Possible 9th September</i> 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-FINALpdf			

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



Pennines fire rig







Airedale & Pennine MCC

Guisley Grass Autotest

Sunday August 20th

Our ever popular Grass Autotest at Guiseley is arranged for Sunday August 20th 2023. Members of several local clubs will be invited, apply for inclusion on the list asap.

The customary layout will be refined only slightly so competitors will hopefully remember from previous events where they should be going.

Two numbered poles at each bend will be used instead of cones and the tests will be 'all forwards' to protect gearboxes.

You can choose whether to compete alone or take a passenger. The passenger can also choose to enter as a driver in the same car.

The whole event will be very suitable for basic road cars and first-time competitors as well as our experts in more exotic cars.

There will be three classes, front wheel drive, rear wheek drive and car based 4x4s (excluding Land Rover and similar trucks). We have found that engine size is of little consequence because previous winners have included a very basic 1275cc Classic Mini and an 1172cc sidevalve homebuilt car so the classes allow all capacities to compete on equal terms.

Only the aggressive knobbly winter or forest tyres are not allowed due to the way they cut up the pasture on the corners. All terrains and rain tyres are fine.

Course building will take place on Saturday the 19th from noon and half a dozen volunteers will be made most welcome. Another dozen people will be needed to operate stopwathes on the sunday, pretty please.

Entry forms will be available on the www.apmcc.co.uk website in late July.

Thanks are due to the landowner, Mr Busfield for his kind permission to use his fields again, a loveley venue and the opportunity to cuddle the resident herd of Alpacas.

Put the date in your diary now and avoid making holiday plans or birthday parties on the 20th.



4D AI Smart Cameras



Soon these new 4D AI Smart Cameras will be popping up everywhere to watch your speed, and see if you are using a mobile or not wearing a seatbelt.

It's database also checks class of vehicle, insurance, tax and MOT status. One camera does all and they could be fixed or just used in a mobile unit with advent of 5G.

So all of us better get used to being checked all the time as they also work out your average between them no matter where they are.

Big brother is about to become bigger

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 bodywork 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 2.2I engine with twin extractor exhaust, luminition 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

WESTINGTON & DISTRICT

WARRINGTON & DISTRICT
MOTOR CLUB



2023 Gravel PCA Series Wern Ddu

24 & 25 June, 24 September, 29 October, 12 November, 10 December

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

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

All competitors from last year will have received an email link to entries, last years 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

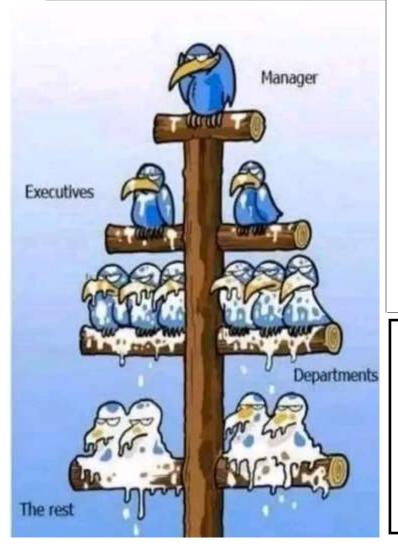
FOR SALE 1972 VW Camper Van

- I bought her in 2009.
- She has constantly been maintained
- In 2017 the bodywork was completely restored 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









Manx Auto Sport Chris Kelly Memorial Stages 29 Sept – 30 Sep

FOR SALE 2002 DAF 55.180 5900cc 18T

Day Cab 4x2 with Rear mounted Terex TLC 92.2 Brick Grab With Dropside Body. Manual Gearbox, Electric Windows. 259884 miles. Ex Beesley & Fildes Builders Merchant Wagon.

Starts first time, very reliable, runs nicely, all in full working order. The brick grab, hydraulics and stabilising rams are in good condition and everything works under full load.

Recently had: new hydraulic pump, new starter motor and full replacement hydraulic oil and new filters.

I bought this lorry 2 years ago for our self build house project. We have loaded pallets of blocks, bricks, steel, lintels etc right up to the 3rd scaffolding lift loading bay. It is a great piece of kit and is ideal because the crane is at the back of the vehicle giving a greater reach. It has meant that I have not needed to hire a telehandler and has saved me a fortune in hire costs (as well as unrecoverable VAT).

It has also been perfect for keeping our site tidy when the builders merchants drop their pallets in the wrong place, or generally lifting anything heavy, including 250l mortar tubs, timber joists, slates, lead, and heavy tools.

The bed of the truck is also a great storage facility, meaning that even though the truck itself takes up space, that space is not wasted!

ABS and Brake Lining wear lights on dashboard have been on for as long as I have had it. No TAX or MOT (We have not used it on the road, but it drives fine). The safety load cut out alarm has also been disabled.

All the tyres are in good condition with loads of tread left.

Any inspection welcome.

Collection Only.

£4,900 (no VAT)

David Exley david@beamreachuk.co.uk







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

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 Hill-climb 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 Hill-climbs 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/





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



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.

The Oban Times

INCORPORATING LOCHABER TIMES

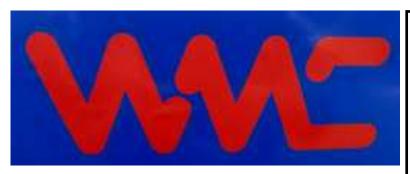


Mull Rally £15,000 funding

Ten events throughout Argyll and Bute are in line to receive grant support totaling more than £48,000 from council chiefs.

The Mull Rally is recommended to be the biggest beneficiary of the council's strategic events and festivals (SEF) fund, with a £15,000 award earmarked.





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.

Month	Date	Day	Event
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

Kirkby Lonsdale MC

The Car's the Star

Holker Hall & Gardens July 16th



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 <u>www.liverpoolmotorclub.com/</u> <u>marshalling</u>
- Or Contact Bill Gray 07738 892401
- 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

HEXHAM & DISTRICT MOTOR CLUB

THE NORTHERN DALES

INTER CLUB TARGA,

THE NORTHERN DALES
CLUBMANS TARGA

&

THE NORTHERN DALES

CLUBMANS HISTORIC RALLY SUNDAY 9th. JULY

EASTGATE IN WEARDALE

A UNIQUE SINGLE VENUE EVENT

Great Selection Of Interest-

ing & Varied Tests

A ROUND OF THE

NESCRO RallyScore TARGA CHALLENGE NESCRO RallyScore HISTORIC CHALLENGE

Come And Enjoy The North's Friendliest Targa Rally

For Regulations And Entry Forms

Visit rallyscore.net

Or Contact edgraham01@btinternet.com

Lancashire A.C.

Coast to Coast Classic Car Run

Midland Hotel, Morecambe SATURDAY, 8 JULY 2023 FROM 08:15 - 16:15

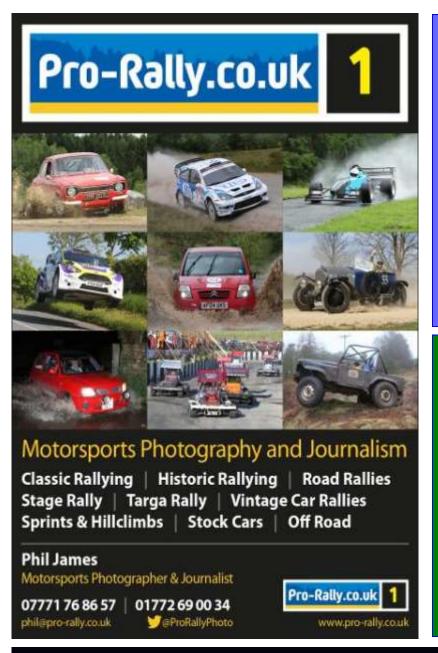
The 31st Annual Coast to Coast Classic Tour. (Morecambe to Sandside). Lots of 'new' roads. The event is a 'Touring Assembly' and is non-competitive. The Route Book is a simple Tulip type but has full written directions for those not familiar with the Tulip format. In addition there is a simple Concoure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

Important

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







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

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

10th June Crail Stages

23rd/24th June Argyll Rally

6th Aug Tyneside Stages

27th Aug Pendragon Stages

23rd Sept Arbroath Stages

22nd 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

The Dynasphere



Invented by a Dr J. A. Purves, was an alternative road vehicle from the 1930s.

It was one giant monowheel where the driver sat, along with a passenger, in a cabin mounted on tracks.

The head-turning machine rolled as the wheel spun and could reach a top speed of 30mph.

In theory, the weight of the motor and the driver was enough to keep them parallel with the ground.

To onlookers, the spectacle resembled a spinning giant donut on the street.

Due to a lack of practicability, particularly in comparison to car designs of the time, as well as having no protection from the elements, the Dynasphere never caught on.

I wonder why

Acknowledgements

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

Tracey Smith

Stage Rally
None Race / None Rally

Steve Butler

Road Rally League & Individual

Steve Lewis Steve Price

Marshals & U18 Sprint & Hillclimb

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

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

Jokes, Photographs, Information, Events etc.

Terry Martin (CDMC) Oliver Mathison (BDMC) Amey Honchoz (IDMC) Brian Wragg (L'pool MC) Greg Harrod (Lampeter) George Jennings (WaDMC) Keith Thomas (Wigton) Tony Lynch (WiDMC) Tommi Meadows (CDMC) Bob Hargreaves (KLMC) Barry Lindsay (SMC) Colin Blunt (CDMC) Niall Frost (IDMC) John Harden (LiMC) Oliver Waggett (HMC) Ian Harwood (KMC) Tom Wilkinson (BDMC) Donald Tarbet (ANECCC) Stuart Bankier (BDMC) Sion Matthews (C&AMC) lan Grindrod (2300MC) Dan Willan (KLMC)

Steve Entwistle, John Rhodes (APMCC) **Bruce Lindsay (PDMC)** Steve Butler (CDMC) Tony Vart (CDMC) Barry Allman (CDMC) Neil Raven (IDMC) Gary Evans (MMC) Ed Graham (HexDMC) lan Harden Bill Honeywell (CDMC) Amy Honchoz (IDMC) Dave V. Thomas (ANWCC) Geoff Bateman (WCMSC) Ian Clapham (116 MC) Adrian Spencer (Wigan) Kris Coombes (PrestonMC) Callum Young (CDMC) Nick Townley (KLMC) Martyn Taylor (KLMC)

The Gem Team

Keith Lamb (Gem 9) Peter Langtree (Gem 48) Steve Coombes (Gem 5)

lan Davies (Gem 23) Tony Jones (Gem 56) David Bell (Gem 61)

Plus

Tony North & Chris Ellison, Phil James of Pro-Rally, Paul Commons Photography Dave Williams (Oulton Park Diaries) Paul Gilligan 'Inside the Industry' Garry Simpson Songasport **Duncan Littler Speed Sports Photography** Joe Gillbertson, Geoff Bengough Ben Lawrence Photography

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 19th July 8:30pm Via Zoom

NCC



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



Tuesday August 8th 8pm

at the Kilton Inn Knutsford **WA16 0PZ**

What3words "major.supposes.material"

http://anwcc.co.uk

NECCC



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 cop

For the July Edition is Thursday the 29th of June which is due out on Saturday the 1st of July

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