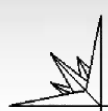


July 2023 spotlight



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Association of North East
and Cumbria Car Clubs



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Archie Swinscoe / Jane Nicol

Reivers Rally

26th, 27th & 28th May

- 15th O/A
- 1st in Class
- 1st 2 Wheel Drive
- 1st Junior
- 1st Challenge

Winner of the 'John Horton Star Drive' Award



BEATSON'S
BUILDING SUPPLIES
JIM CLARK RALLY

Jim Clark Rally

- 29th O/A
- 1st in Class

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Volume 14 : Issue 7 : July 2023 : © Maurice Ellison

Front Cover :- Jim Clark & Reivers Rallies

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A note from your Chairman.....

The July Chairman's chat has unfortunately been suspended for this month....

As like all volunteers, I have to balance my time and effort.....

Running motorsport events and family life needs to take priority at this time!...

I am more than happy for any volunteer from our clubs to take over my role as SD34 MSG Chairman,

All clubs and events need volunteers. Hopefully by next month... or two I might have more time!

Drive safely

Steve Johnson : SD34MSG Chairman

RALI MENAI BECOMES A TWO-DAY EVENT IN 2024

Caernarvon and Anglesey Motor Club have announced plans to expand their popular Rali Menai to a two-day event that will include four closed roads stages.

The North Wales-based club has already submitted plans for approval to Motorsport UK which will see the current one-day, single venue rally run over two days beginning on Saturday evening with two loops of two short stages using roads around a newly built industrial estate at nearby Llangefni. It will be followed by eight stages on Sunday, all based at Trac Mon Anglesey race circuit.

Deputy Clerk of the Course Aled Pennant explained the idea came from when CAMC helped Warrington DMC with the running of last year's Dave Read Stages Rally at Anglesey circuit.

"Warrington could not get an organising team for this year, so they offered us their spot in the calendar. We resurrected the Rali Menai name from our event in the 1990s and ran it as a test to see if it could be expanded in 2024."

The new two-day format is designed to attract clubman competitors to give them a taster of closed roads events. "It is a step up from a single venue rally" says Pennant "the industrial estate stages will be mainly straights and roundabouts with a short stretch of country road. There are seven closed roads miles in total which we see as achievable because we are not overstretching the organising team's resources."

Pennant also confirmed that Anglesey Council are keen for the rally to run. "Anglesey relies a lot on tourism, and the Council see the rally as a chance to bring in more visitors."

The rally is scheduled for 1st / 2nd June 2024 and will be included in the JD Tyres Welsh Tarmacadam and ANWCC championship



Jim Clark Reivers Rally

28th May

Liam Charlton : Hexham & DMC

"Back out in Joe Harwood's 106 gti for the Reivers. This was mine and joes first attempt at closed road event and the build up wasn't ideal. Due to illness I wasn't able to do the recce so only joe had been round.

We where seeded at 90 that was probably a little bit to high for us especially as it was our first time out, but we where looking forward to it if not a bit apprehensive.

The nerves just built as we went over the ceremonial start in duns center. The first stage of the day was Westruther, there was a large delay as one of the top crews has gone off and brought a tree down blocking the stage. Lucky both crew where ok. Once the tree was cleared the stage re-started. We where a bit cautious just wanting to get though as there was some fast straights, blind crests and jumps to deal with. We got caught by the car behind, not a surprise this could happen especially at 30 second intervals.

The second stage Scott's view was more off the same. There was lots of gravel on the roads which caused us to have a half spin at one of the bails and the little 106 Would-n't go in to gear costing us 10 to 15 second. Later on in the stage a late call from myself sent us wide on a square left and on to the grass but fortunately we didn't get stuck. The

third stage of the loop Eccles was the longest of the 3. Lots of gravel in this one. About half way through the stage we came across an escort that had span we got past him. But not long after we got caught by a lad in a R2 fiesta that was flying. We let them by and tried to follow but the little 106 didn't have enough power or suspension to keep up.

We had survived the first leg without any real major incidents. A splash of fuel and a quick check over and we where ready to rock for the second half, the same 3 stages. The plan for the afternoon was to try and improve on each stage and get to the end. Second run though Westruthers we went 13 second quicker it definitely felt better and we where slightly more committed. Scott's View we improved again by 14 seconds. Just after the finish we seen the 205 that was leading our class pulled over with the bonnet up, with there unfortunate retirement that bumped us up too second in class with one stage to go. Eccles saw our biggest improvement we went quicker by a full 28 seconds me and joe where really chuffed with that.

On getting back to the finish in the Center of Duns we had time to look at the results we where about the 60 seconds off the eventual winner of our class, we definitely had more than 60 seconds of mistakes during the day we know where we need to improve.

I was to take the opportunity to thank all the organising team and all the marshals who put on a great event. I know thats a lot to deal with over the weekend. Without them I would have been able to tick off something that's been on my Bucket list since I was 10"



Liam Charlton : Hexham & DMC



Jim Clark National & Reivers Rallies 2023

26th, 27th & 28th May

Callum Young : Clitheroe & DMC

The next event for me would be a very busy weekend, competing on both the Jim Clark National Rally, on the Friday and Saturday, and the Jim Clark Reivers Rally on the Sunday, sitting in with 2 different drivers.

Recce for both events went very well, even if I only had 2 days to prepare for the national event, after a late call up to navigate for Adrian Spencer in his RED Industries Subaru Impreza.

Friday started with scrutineering, and a long 8 hour wait till we started the event, seeded at car 53 we just wanted to get through the night, and get used to each other in the car. Despite getting caught on the first stage by the car starting behind us, we got through the night unscathed in 60th place overall, even going faster in the dark than the stage before!

Saturday morning came and we started very positive, and everything seemed to work, even on the first stage of the morning, and forgetting we had cold tyres and brakes, almost sliding off the road a few corners in! But after that we had no issues with the car at all, and didn't put a mark on it all day.

By far our best stage was the very fast Ayton Stage, setting our best times in there even catching a few cars in places! We just got quicker and quicker throughout the day, meaning we ended up finishing 48th Overall, and 9th in class, meaning a good haul of points for Adrian and myself in the Protyre Asphalt Rally Championship.

The next day, I was sitting in with Ian Forgan in his giant killing Ford KA. I knew that I was in for a good day sitting in with Ian, and was looking forward to it. Stage 1 seemed to go well, just needed confidence in the car, as it was the first time it had been driven competitively for 7 years! But a strange noise from the engine appeared when we were sat at the stop line, and we decided to call it a day, to save the engine from more damage. Without this we would have only got quicker throughout the day, gaining confidence in each other too.

Next up for me will be the Argyll Rally, back in with Mark Booth in his beautifully prepared Ford Escort Mk2, which we will be using as a test event to prepare ourselves for the Mull Rally in October!

Callum Young : Clitheroe & DMC



Adrian Spencer



Ian Forgan's giant killing Ford KA

Jim Clark National

26th/27th May



James Ford scored maximum Prottyre Motorsport UK Asphalt Rally Championship points for the first time when he set a string of fastest overall stage times to beat all of his series rivals in a fast and furious Beatson's Building Supplies Jim Clark Rally.

Co-driven by Neil Shanks, the Garstang & Preston MC driver lost time when he caught a slower car on the opening stage, but come day two he flew to a superb fourth overall finish in his Michelin-shod Citroën C3 Rally2 – despite stalling the car at the start of the eighth and final stage.

“I may have thrown my dummy out of the pram after catching a car and losing a lot of time on Friday night. It wasn't a very good evening for us,” said Ford.

“We started Saturday with a little bit of red mist because I felt that we had a bit of a point to prove. Day two has been much better, with a couple of fastest overall stage times ahead of everybody today, even the BRC crews. We've done a lot of rallying in Ireland this year, and that's helped our pace for sure.”

Having won the opening round, David Henderson's challenge for Britain's premier sealed-surface rally title is back on track after taking home second place points in his Keco/PAR Petroleum-backed Ford Fiesta Rally2. It was the first time that the Oakenshaw driver had contested the Jim Clark, so he understandably started cautiously on the opening pair of evening stages. Co-driven by Chris Lees, Henderson was enjoying a trouble-free run until he hit a rock on the last corner of the penultimate stage and picked up a puncture and was forced to complete the event with bent suspension. He eventually finished 16.7 seconds behind Ford and moves up from 17th to eighth in the overall Prottyre Asphalt drivers' standings.

Neil Roskell/Andrew Roughead arrived at the Jim Clark Rally as Prottyre Asphalt Championship leaders, but almost put their ND Civils/Burdens/Witham Motorsport Ford Fiesta Rally2 off the road when they attacked the opening stage with a bit too much gusto on cold Michelin tyres. They then spun the car and stalled the engine on SS4, but after those early dramas they got better as the event progressed and took home third place points to retain their spot at the top of the points table.

Callum Black/Jack Morton lost time with a pop-off problem on day two, and changing the valve unit in service after SS5 only made it worse for the final loop of three stages. Their “trying day” wasn't over, as they hit a rock and bent the steering on SS6, meaning that they lost a minute in that stage and had to complete the final two stages at a reduced pace. Nevertheless, they picked up fourth place Prottyre Asphalt points, with Black moving up to second in the overall drivers' standings. 586 Sport won the Dynamic Fluids Best Presented Car Award, which was presented to Steve Black for the team's stunning Pirelli-shod Pallas Connections Ford Fiesta



Continued on Page 9

Jim Clark Rally : Continued from pg. 8

David Wright/Paula Swinscoe suffered brake problems on both Friday night's Longformacus stages in their Michelin-shod Fix Auto/Grove Hill Garage Ford Fiesta R5. They went a lot better on day two, especially on the second loop of stages where Wright said that he felt that the car "was underneath us now". They finished the event with heavy damage to the front of the car and high engine water temperature, thanks to out-braking themselves at a square right corner and hitting a straw bale. But a good drive was rewarded with fifth place points to maintain their Protyre Asphalt title challenge.

Stephen Simpson/Patrick Walsh had a good and untroubled run to take sixth place points in their Tudor Glass Ford Fiesta Rally2.

John Stone/Laura Connell suffered from a poor seeding of number 21 and two slow nominal times, but still scored seventh place Protyre Asphalt points after a solid run in their Legend Fires Volkswagen Polo GTI R5.

Hugh Brunton/Drew Sturrock registered for the Protyre Asphalt Rally Championship on the day of the Jim Clark, which was the last opportunity for crews to do so this year. They survived plenty of moments in their Škoda Fabia Rally2 Evo, before spending two minutes in a hedge on the penultimate stage. They eventually completed the Protyre Asphalt overall top 10.

Anthony Eaton/Ian Jackson (Autotest Ford Fiesta R5) enjoyed a very consistent run to 30th overall, Mike English/Andy Robinson (Proact-backed Fiesta Rally2) completed the opening stage in 50th place and worked their way up to 37th by the finish, Lee and Cole Hastings (Subaru Impreza) finished with a strong push on the final two stages to come home 38th, while Steven Ormond-Smith/Dafydd Evans (ORMCO Accounts/Manx Rally Sport Mitsubishi Evo 9) made a cautious start and ended up 43rd.

Adrian Spencer had to find a replacement co-driver at short notice and teamed up with Callum Young for the first time. They got quicker and quicker as the event unfolded and finished 48th overall in their RED Industries Subaru Impreza WRX.

Elliot Payne/Tom Woodburn were challenging for maximum Protyre Asphalt points when they crashed their Pirelli-shod Mango Go Ford Fiesta Rally2 just before the end of SS5.

Simon Bowen/Craig Simkiss slid their Andrews Bowen Ford Fiesta S2000T wide on a patch of gravel just as they turned to go under a bridge on SS4. They hit the stone wall, broke the bottom arm, and retired with what became a double puncture and a pair of destroyed wheel rims. That stage also witnessed the retirement of Chris Ford/Michael Hendry in their Citroën C3 Rally2, while Joe McKeand/Charlotte McDowall retired their Subaru Impreza in service mid-way through day two.

Will Hill/Richard Crozier continue to impress in their Hills Ford Fiesta Rally3. They once again were convincing winners of class B14, enjoying what they described as a tough event and great stages – made trickier by the loose gravel that had been pulled out onto the road for the second pass.

Many crews caught cars on Friday night's opening pair of stages, including Darren Atkinson/Mark Twiname who were stuck behind a slower car for five miles in SS2, losing a considerable amount of time. They had a "managed drive" on day two, driving at "101% rather than the usual 110%" to take home eighth place overall points as the highest placed two-wheel drive crew in their Haldane Fisher Escort Mk2.

The Lancaster driver is now tied for the class B13 lead with Gerry Fizzle. Co-driven by Mark Mason, who leads the class B13 co-driver's section, the Bothmans Escort Mk2 driver had another great run to record his third second place class finish in a row.

Mark Holmes/Mark Perryman originally entered the Jim Clark in their Ford Fiesta S2000 but appeared in their Mark Holmes Auto Engineering Escort Mk2. It was a successful switch of car and class, as they finished third in B13 – ahead of Andy Scott/Ian Robertson (P.A.C.E. Escort Mk2) and David Cluckie/Ealish Baxter (ORMCO Accounts BMW 325)

Continued on Page 10

Jim Clark Rally : Continued from pg. 9

Brad Cole/Jamie Vaughan caught the car ahead of them on Friday night and were distracted when their Hydroline Solutions 2.5-litre Escort Mk2's dashboard lit up with warning lights for no apparent reason. They were flying on day two but were one of the crews that got caught out on that patch of gravel before a narrow tunnel under a bridge on SS4 – hitting the wall and damaging both their car and class B13 title challenge.

Michael Harbour/Ian MacDougall are having a great season, picking up their second class B11 win (along with a second and third finish on the double header Manx National) to take the class lead in their VS Pro Pressure Washing Services/Miller Waste Water Escort Mk2.

Olly Hunter is just one point behind in the class B11 drivers' standings (with navigator Matt Daniels tied with MacDougall in the co-drivers' section) after finishing second in his HES Electrical Contractors Escort Mk2.

Despite catching a car on SS2, Will Rowlands/Emyr Hall did all the hard work on the opening five stages to be able to ease through the final loop of stages and come home the best placed Historic car crew and a magnificent third 2WD car home in their Escort RS1800 Mk2. They continue to lead the BTRDA Historic Asphalt Cup, class H9 and the Ford Escort Challenge.

Geoff Roberts/Ian Jones remain second in class H9 after another good run in their Motorcraft Escort RS1800 Mk2, while Graham Muter/Steve Hallmark clinched their third straight class H8 win in their Escort Mk2.

Archie Swinscoe followed up his impressive Prot tyre Asphalt debut on the Manx by winning the R2 class again in his Rallytech Composites/Asset Alliance Group Opel Adam. The 19-year-old was co-driven by Jane Nicol, who is originally from Duns.

Swinscoe also won the Fuchs Lubricants / OnThePaceNote supported Prot tyre Asphalt Junior category and has closed the gap to leader Sam Adams to just four points. The reigning Northern Ireland Junior rally champion had been having a great season, but he and co-driver Michael Johnston retired their Road & Rally Services Escort Mk2 on SS4.

Nicky Cowperthwaite/Helen Hall passed two cars on SS1 and lost out on the notional time they were given for SS2. Things got better for the Cowperthwaite's Garage/H&K Travel Opel Corsa crew on day two, as they clinched victory in class B9.

Having caught a car halfway through Friday night's Longformacus stage, Jonathan Stepney/Aled Davies lost the brakes in their new Griffiths Group/Motorhome Services Scotland Renault Clio Sport 2.0 16v. It was so bad that they had to change down from fifth to first gear just to get around the next corner. They didn't return for Saturday's stages, preferring to get the car back to the workshop and start fixing the problem.

Mick Quinn/Chris Walker were having a good run but retired their 2-litre CS Motorsport Developments Renault Clio with electronic isolator failure.

Asphalt Rallying


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Jim Clark National Rally

26th & 27th March

Mark Broadbent : Airedale & Pennine MCC

For the second round of the Motorsport UK British Rally Championship, the championship moved from the snow of the Lake District, further North to Scotland for the brilliant sunshine of Duns, Berwickshire for the 47th running of the rally named after the former Formula 1 World Champion

The SWRallying team had the usual excellent preparation before recce on Thursday to view all the stages first hand. Friday's stages looked the toughest and with this event being Steve's first time on tarmac and first time at night, the priority would be to get through and learn with the Saturday stages being ones to push on. First in class and an extension of the championship lead was the target however, so strong stage results were important

Longformacus was the first test for the rally crews in fading light which saw a number of cars off with big accidents. Despite a missing wing mirror, Steve and Mark reached the end of the stage with little drama. The second pass was much harder in the dark, but happy to report again there was little drama and only dropping a second a mile in the night compared to the first run through

Saturday saw the weather much brighter with perfect driving conditions. Smoother and more consistent driving from the pair was the order of the day, now running 66th overall and critically 1st in class

The Saturday stages went without any issues with the little Fiesta performing very well. With the days stages being much faster, the crew could learn on the Hankook Tyre UK and push on to finish the day 59th overall and 1st in class - the team were also in the top 10 with cars of a similar performance. Given there were a lot of firsts on this event, the team drive home very pleased

Once again, a huge thank you to the organisers and volunteers involved for both the event and championship - without their efforts we would not be able to live our dream

Another big thank you to the SW Rally team who give up their weekends to help prepare the car and ensure service went without a hitch



Continued on Page 12

Jim Clark Rally
Continued from pg. 11

Finally but certainly not least, we thank our partners for their support in our bid to win BRC4. Without their invaluable support we would not be here!

Congratulations to Adrien Fourmoux and Alexandre Coria who won the event and make it two wins out of two... much like us!

The next round of the championship sees the crews arrive in Ypres, Belgium however this will be an event SW Rallying will skip, instead entering the Nicky Grist Stages in five weeks time to test some important gravel updates for the second half of the season

Currently we have a 55 point lead in the championship, but with only five scores counting from the seven rounds it is still wide open in the championship

Steve Waugh & Mark Broadbent



FOR SALE

Toyota Corolla 1600 as driven by Fred Henderson on 1978 Tyneside Stages. 14 point SD cage, strengthened shell, Schreider front suspension, 4 linked rear with Bilsteins, 1600 push rod engine with Dellortos, 5-speed close ratio box, Toyota rear axle with L.S.D., Scicli extinguisher, Halda etc. Absolutely full spec., with two sets of wheels & tyres. Quick sale required, therefore**£1395 ono**

1970 Lotus Cortina. Excellent mechanics, sound body, taxed & MoT**£595 ono**

Twin 40 DHLA Dellortos, jetted Twin Cam**£60**

Weber/RS2000 inlet manifold . . .£16

2000E gearbox**£40**

Mk. I Lotus Twin Cam head**£25**

Twin Cam short motor (rebuilt) . . .**£75**

Ford crossflow big valve head . . .**£30**

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—CC

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

Barry Allman : Clitheroe & DMC

It's 29th/30th of April and for the third weekend running it's another road rally The Tomos Lewis Body Repairs Night Owl organised by Aberystwyth and District Motor Club. Another event we hadn't done before in an area we didn't know either and so another Challenge for us both. Which were looking forward to with this being our third Welsh outing this year in Chris Way's 1390cc Honda Civic.



Yet again the event was hugely oversubscribed with only 90 spaces available and also this was a postal entries only event ! Wow it has been years since I have had to print off an entry form and then dig out my cheque book, then off to the Post Office. Then it's the wait to see if we had a run time, initially I had entered with Joe Cruttenden in his Ford KA. On the Wednesday before the event Joe hurt his back and I needed a driver, Chris hadn't manage to get a navigator and so one phone call and I was sorted. Then it was a chat to Irfon (CoC) at the club to see if we would be allowed to change. With both of us already having points scores in the Welsh Championship and North Western Championships it was good news and we were ready to go. Luckily Chris hadn't much to do in car preparation after he had a good run on the Steve Gornall RR the weekend before.

Again we were down at car 69 running in the Semi Expert class, running low down in Wales can be an issue as the lanes are so narrow. That can mean if behind a car you can't get past or so easy for the lanes to get blocked. That happened on our previous Welsh round together The Border 100 and we had issues on the Steve Gornall in Steve's MGZR boiling up.

I was hoping it was time we had some good luck, Fingers crossed. Well at least we had an entry and the organisers allowed the change too.

The trailer park was where the service area for Closed Road Rally Ceredigion a nice touch with the noise just outside the town and scrutineering at Tsalta Motorsport premises, lots of nice MK 2 Escorts on display.

Then off to the National Library of Wales to complete the signing on process. Thanks again to Troy a friend of Chris's who was marshalling for us, the Welsh rules state No Marshall / No Start.

All sorted by 20.00 and nothing to do until the drivers briefing at 21.30, the burger van was doing a roaring trade, just Coffee for me again.

23.49 was our time at MC0 to pick up all the cards route instructions we needed three and a half A4 pages of references. With just 75 minutes to plot, the novice/beginners got an extra hour to plot which is a good idea.

Yet again the route was very compact 110 mile route on OS map 135 all in about a sixth of the map, A good chunk of the map is sea !

Our departure time at MC1 was 00.59, way past my usual bedtime. This time we had a stopwatch running with our due time at MC1 this meant we still had six references to plot. Rather than rush them down and make a mistake we managed to plot it all at the first neutral section.

3, 2, 1, and we were off 9 minutes and we headed a short distance North of the Town to SS1N. Going through TC1S, TC2S, TC3M upto the end of the section at SF1S. With two long farm whites in this section, 12 passage controls as well, a great start. We dropped 1.19 (TC1S) 1.10 (TC2S) cleaned (TC3M) then 1.36 at (SF1S) 4.05 mins total and straight onto the pace YES. Yet again Chris REALLY likes the rough farm tracks and I managed to keep us on the correct route too, great fun. Come out on the A 487 near Tre Taliesin. Still heading North with the coast in view (if it was light). SS2N to SF2S via TC4M and 6 more passage controls lots of narrow lanes. We dropped just 1 min at TC4M but then dropped 7.30 mins up to SF2S.

Continued on Page 14

Night Owl Rally : Continued from Page 13

Disaster struck here again (third time in my last three rallies) just after TC4M a competing car had blocked the road and even with us getting a notional time. We still lost a big chunk of our 30 minute 59 second time allowed. In fact 22 minutes just in this one section which we counted pull back.

Some quick Mental Arithmetic on the go, it what us mature folks did back when at junior school (1960 to 1967) as we didn't have calculators, he he he.

Drat it was happening again to us but with no alternative we pushed on again heading East now through SS3N via TC5m , TC6S to SF3S. That down the yellow road through the forest leading to Nant Y Moch Reservoir, WOW what a section, we where both gutted though.

After this section we had to drive past MC2 (Petrol Halt) to get to the last section of the first half. With the clock being against us I called into MC2 (Main Control, which you have to visit within your allowed time).

On our last event together the OTL rule wasn't applied and we could have got a better result if we knew. This time the OTL rule was applied (as it should be) this meant we where OK but 13 crews got stopped being OTL at MC2.

Petrol halt was at Ponterwyd more Mars Bar's and Cola for Chris, fuel for the car and some Lucosade for me. It was all confused here but I yet again took the correct decision with my fingers crossed !

A mile and a half up the road and we where back in action at MC3/ SS5N getting us back on our due time with the whole of the second half to go, YES.

Yet again via TC8S, TC9S, TC10M, TC11S finishing at SF5S with 9 passage control and 2 code boards so all go from my seat again. We cleaned TC8S, Dropped 6.34mins at TC9S, Dropped 3 mins at TC10M, TC11S 1.58 min, SF5S 4.04 mins. A long tough section Chris was happy as he had the Civic back on the Rev Limiter heading back West towards the town ending back on the A44.

Back into Town then out on the A 4120 to turn left at Capel Seion (used on the Rali Bae) a cracking section crossing the railway line and running next to the river SS6N via TC12S, TC13M plus 9 PC's and 2 CB's to finish at SF6S dropping back onto the A 4120. Classic Welsh lanes had us both grinning we dropped 22 seconds at (TC12S) cleaning TC13M YES. Dropping 5.14 mins at SF6S, we really felt back on the pace now, not catching cars but not being caught either. On some very tricky to find slots, whites where we lost some time looking down the wrong roads! Now after a dry start here came the rain and some mist as well! perfect conditions. Especially with a wind up window and a winder I couldn't reach with my belts on my map was getting wet!

Another mile of neutral section and we arrived at SS7N, heading West again via TC14S, TC15M, TC16M to finish the rally at SF7S plus 11 PC's , 5 RC's another tough sting in the tail route. Dropping 1.53 min (TC14S) , Cleaning (TC15M), 3 mins at (TC16M) then just 27 secs (SF7S). Getting back to the finish at 05.13 a full nights rallying.

WOW a super event Aberystwyth MC, Thanks to all who made it possible. Thought it would be a challenge for the Driver, Car and me and it sure was.

Another great breakfast at the Football Club, then wait for the results to be published to see what the club where going to do about the Blockage!

Another event I can't recommend enough, If you can get an entry, a CLASSIC.

I have to mention the 7 A4 sheets of NAM (Not As Map) diagrams, the diagrams where OK but in a very random order on the sheets, he he he. It did take us a few minutes to puzzle that out and added to the degree of difficulty!!

When the provisional results came out we where down as OTL at MC2, which I knew we where not! My mate Andrew Lowe was there and thanks to him and taking pictures of all our cards, he confirmed I had worked things out correctly, YES.

The organisers altered things and we ended up as finishers but due to the fails we got because of the blockage we ended up 43rd o/a and 10th in class. We deserved to be much higher than that but blockages are part of rallying and most of the crews caught in the incident went OTL.

Out of the 90 starters 43 retired for one reason or another with 13 OTL.

A Tough way to gain points in our Championships, looking forward now to the end of June and the PK Road Rally.

We are due some Rally luck soon ????

Barry Allman : Clitheroe & DMC

RETRO **RALLYCROSS** 2023 CHAMPIONSHIP **Mondello Park** **3rd & 4th June**

Double delight for Tony Lynch at Mondello Park

Wigan racer Tony Lynch strengthened his advantage at the head of the Retro Rallycross Championship standings with a double victory in the latest rounds of the season at Mondello Park.

Tony and his Landsail Tyres Team Geriatric squad headed to Ireland on the back of a strong opening meeting at Lydden Hill, where he had picked up a first win of the campaign in his Toyota MR2.

The defending champion was part of a slimmed-down field that made the trip to Mondello, which resulted in the Retro Rallycross cars running alongside the MINI All4 entrants during Saturday's third round.

Having been top Retro runner in all three heats, Tony battled hard in the final to finish ahead of one of the quicker MINI runners and take the Retro class win.

For round four on Sunday, the decision was taken to allow the Retro and Super Retro cars to run together on track, with Tony putting in a giant-killing display in all three heats to end up qualifying in fourth spot overall for the final.

Put behind the Super Retro cars for the start, Tony blasted away from the line but was then caught up in a clash involving David Aiken and Steve Pascoe that cost him valuable time.

Despite that, he would end up battling at the sharp end in the final until contact from the Escort of Paul Pascoe damaged the rear suspension of the Toyota and brought his challenge to an end.

Even with that misfortune, Tony emerged from Sunday's action with a second win of the weekend and has moved further clear of main rival Terry Moore after the Mini driver elected against the trip to Ireland.

"It's been a great weekend on the whole, and the whole Irish paddock was so welcoming," Tony admitted. "Saturday was a challenge as we weren't really able to compete with the four-wheel drive MINI All4 but we still picked up the maximum points in our class, which is what we were there to do.

"We made some changes to the suspension of the car for Sunday to try a few things out and the car felt fantastic. Despite being less powerful than the Super Retro cars, we will be able to get right in amongst them and it was just a shame that we got hit by one of the Super Retro cars - damaging a wheel and pulling out the driveshaft.

"Despite that, we still got the Retro win and it means we are in a great position going into the next round at Pembrey. We've got some work to do in terms of repairs but there is a lot we have been able to learn this weekend and a big score again in Wales will help us go a long way towards defending the title."





YORKSHIRE WOLDS MOTOR CLUB



Yorkshire Wolds MC **3rd Rallye East Yorkshire** 4th June

Neil Raven : Ilkley & DMC

In the past the Wolds motor club, Rallye of East Yorkshire Targa, has been good to us and we managed a fab 5th place seeding for this years event. We proudly emptied the contents of our boot onto the grass next to peg 5 to mark our territory and make the place look a mess

This event is as much of a social do as a competitive event and after scrutineering and noise we collected our packs, found our missing spare wheel and while Claire was marking the maps up I put the stickers on It's a huge responsibility getting the stickers bubble free and straight. But I can cope with this weight on my shoulders At the turn of 18.30 James Greenhough announced the bbq was ready to go and we all headed off to enjoy the evening sun and a good craic.

It was a great evening and as we were saying our goodbyes and heading to the hotel, we met Steven Draper who'd just arrived after battling all day to get his Mini running. A loose fuel pipe was culprit and he enjoyed a trouble free run today after all his hard work

We found our hotel in Driffield along with Pete and Sarah Clegg and once booked in headed to the bar for a couple of beers and a last check over the route. Time flew past and Claire and I headed to bed for another check of the test diagrams before turning in for the night! One day we'll have a weekend away that doesn't involve colouring in and dust

After our confidence boosting 4th place on the Berwick we were both quietly confident of a good result. We weren't ready for test 6 though and the infamous cone D We'd interpreted the amendment diagram of the test as two boulders, not a letter D and a circle for a cone So when we approached the end of the test and came across a cone we hadn't expected to see we came to a halt. Time ticking away and no idea what to do , I made an executive decision and went the wrong way around it Bugger! We were in good company with 20 other competitors doing the same thing but it knackered our day as we received about 4 minutes of extra time we didn't need I could feel sulky Neil coming on, but a few deep breaths and a bit of positive thought calmed me down and we headed off to test 7.

On the Berwick we were smug bunnies because we got a turn right that a lot of other crews missed which put us in such a good position. Today, the smugness karma bit us squarely in the arse we weren't so smug now! Another 15 tests lay ahead so we got on with enjoying this superb event and the incredible tests the organisers had put on for us.



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3rd Rallye East Yorkshire Continued from Page 16

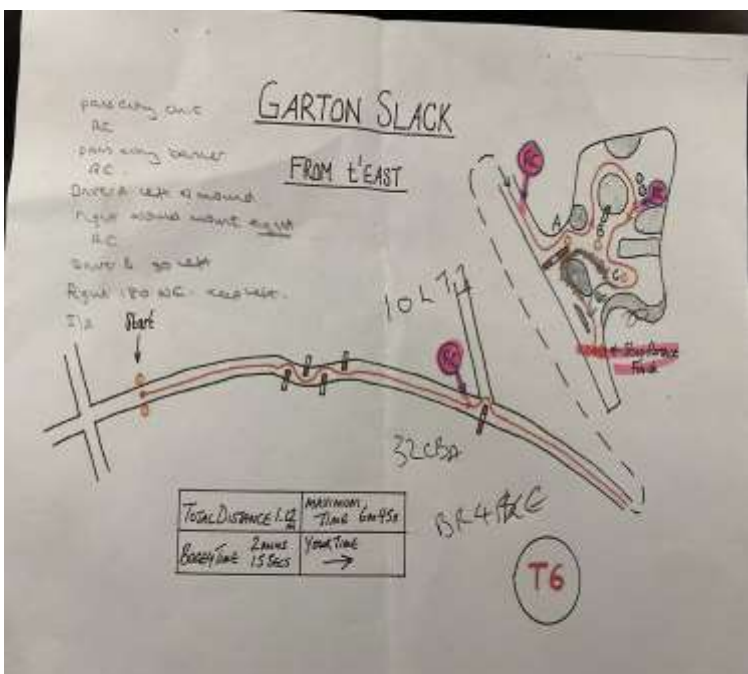
A couple of the tests took us in and around farm buildings, which I loved, while others took us around fields on loose surfaces and gripless grass. A real mix of driving surfaces and speeds. In the past the organising team had sent us on a tour de Wolds in our magnificent machines to allow them to move the marshals around but this year a more compact route allowed them to bring us back to our post 5 pile of boot junk at Sledmere House for an hour of chatting and sandwich eating. It was a great opportunity to catch with our friends and their mornings highs and lows as well as save fifty quids worth of fuel

The afternoon run was the reverse of a few tests and the same direction of others. All of them fantastic to drive with happy and enthusiastic marshals on them all. It really is a very friendly and relaxed event with smiles on everyone's faces. One such competitor was Ian Mitchell who was driving his freshly built Alfa for the first time. Corey Powell-Jones was guiding him round and at the lunch halt Ian was beaming, he couldn't wait to get back out there!

We had a great afternoon with plenty of slipping and a sliding on the tracks and around the farm yards. We had to use reverse a few times after overshooting the code boards but we still managed to get the bogie time on those tests. We realised towards the end of the day the Cleggs were topping the leader board with a mighty impressive Jack Mathewson right behind them in 2nd place! And as I type that's how the provisional results stand with Jack Morton in 3rd, a superb result for all. We are sitting at 20th due to our wrong test but that's the penalty you pay in targa world. To get a good result you must get the tests right, then you can work on going quickly I've become very philosophical today

Claire Nevar has been brilliant today, keeping me in line and only once having to shout at me as I wondered off in to 'make your own test up world' A quick dab of reverse got us to the correct side of the cone and we were back on track and I was back in the good books We've had a great laugh and chatted with some great people. Yes, we could have done better but every improvement we've made over the years has come from a mistake so today has been an opportunity to learn I'm going to be writing a self help book if I carry on like this That's after my book of excuses for not going fast enough

A brilliant weekend on another top class targa from the Yorkshire Wolds Motor Club. Thank you to all organisers and officials and the very dusty and cold marshals without whom our attempts at being amazing would have no significance See you all somewhere on a dusty track in 2024





Yorkshire Wolds MC 3rd Rallye East Yorkshire 4th June

SPRIT OF THE RALLY AWARD

This year there was a unanimous vote of nominations for who should win this.

This crew showed us all what a great tight knit and unselfish community us rally folk are.

When Car 14 was out of the rally earlier in the day from mechanical failure they really did have a dilemma as they had driven to the event from the North East and had no way of getting their little Morris Mini back home again.

The solution came with another crew suggesting they use their trailer instead to get their car to the town of Boroughbridge on the side of the A1 leaving the car at Blacker Motorsport while they continue their journey up to the north-east with them and come back the next day for the Mini.

This crew selflessly followed on in their Peugeot 205 rally car driving it to Boroughbridge enabling the Mini to get the ride on their trailer. On top of this, they had also taken the bad news earlier in the day that they had taken a maximum time on T6 ruining their chances of what could have been a win. Undeterred they went on to count a number of fastest test times for the rest of the day.

**This years worthy winners of
SPRIT OF THE RALLY 2023 goes to
Ali and Lynsey Proctor from Hexham Motor Club**



*Photo credit
Carl Wiles Photography &
Paul Walton of Malton Motor Club*



The Downs and Downs of National Car Trials.

Rupert North : Airedale & Pennine MCC

After a promising start to the season, winning the first two events overall, the third round I went from first to stone cold last, to add an extra insult it took nearly five hours to get home with various traffic problems.

I put it down to an off day, running the wrong tyres for the lush grass, maybe trying too hard to pull points back or generally not having a feel for it. The next 2 events were down in Somerset with a couple of nights accommodation booked. Loaded up and had a leisurely drive down on Friday to meet up with fellow trialler at our mega cheap hotel.

Drinks and an evening meal and a decent night's sleep we set off at about 8 am, which is a fairly decent hour for motorsport, to the changed venue after they lost the normal one with only days to spare. The new venue was great, offering variety across 3 different fields. It was another southern club's normal venue which thankfully they had been able to borrow at the last minute.

I deliberately didn't do anything to the car after the Iveinghoe event, and on the hills it felt OK, or more or less as normal, this was the type of venue the low powered car seemed to like, with sections variations ranging from very lumpy and bumpy to so very well placed off camber parts, which I wouldn't of called by any means dangerous, but was uncomfortable enough to have experienced competitors turning away from the finish!! you can get to some pretty odd angles in places. Photos never show the gradients.

I was locked in my normal close battle with one of the national regulars but we were both still miles off the front of the class pace, we all managed 5 rounds of 8 hills which made the event cracking value for money!

The best I could manage was 4th out of a class of 8, entirely average, missing out to my normal close friend by mere 4 marks. An enjoyable event in a new venue.

The evening was filled with drinks, curry and trials based chat as we met up with a friend who lives down that way. We didn't even get punished as Sunday's venue was about 10 minutes down the road so we didn't need to get up till after 8.

Sunday's event was in a very large steep venue, my car with its small 1.0 litre engine doesn't have the low down grunt to keep it climbing over such distances, there's an element of horses for courses over the season and this venue was definitely not for my car.



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Trialling : Continued from page 19

I had a friend double driving my car as his engine had expired on Saturday's event, we were back on long lush grass, like round 3 event, and the car felt shocking. We did 6 hills and owing to the circular nature of the venue we were passing the tow cars and trailers mid round, we decided to jump out and put some different tyres on, this made a noticeable difference but generally I was still a long way off the pace.

We both struggled on to the finish kind of having a laugh, if only at our poor performance!! Even on a bad day you can still get the "reward" if you have a good climb, and battles within the class to the next person ahead of you in the class. The surprise for me on the day was beating the national guy I normally run very close to on an event where I would bet on him ...not me.

The long drive home passed quickly and that weekend's trialling was the 3rd in a row to open the 2023 season!! 2 wins and 3 poor finishes left me scratching my head as to what to do to improve. Now there was a weekend break before the next round but for me it was now time to focus on setting and sorting out the Pennine Trial run by Airedale and Pennine MC. My job is to lay out 22 sections over a 60 mile route and on the day I marshalled a section and acted as course closer gathering all the poles and gear. I look upon as giving something back, I get to enjoy maybe 20 events a year in which other people put the effort in, the 3 days I spend on this event is my pay back. If you compete regularly and don't help organise or marshal an event during the year give it a bit of thought.

The following weekend was fairly local to me at just over the hundred mile mark. A sunny day greeted us along with 8 grassy sections in the very posh stately home venue. I struggled from the start, struggled through the middle and struggled at the end. A couple of us running together were playing a game of can I make it into single figures IE past the 10 post.

I would go into greater detail but from my point of view there was not a lot to talk about. Finishing miles off the pace propping up the back of the class.

So that's nearly half the season done, 2 wins in muddy oddball conditions followed by 4 events showing how far behind the front of the class I am. I personally am not that bothered about winning as such, more at least throwing my hat in the ring....if I lose to 2 or 3 people by a handful of marks that's how it goes sometimes you can normally find a mistake or a point you could of pulled some marks back maybe a hill that would suit a bigger engined car over a small CC machine.

But the gaps in the scores are massive. If I was 50% behind the winning cars that would be an improvement!! There's no amount of tuning,tyres or driver improvement that's going to fill this void. Which leaves me at a bit of a quandary going forwards, do I want to spend 7 odd hours driving to an event I'm going to have no chance on? Not really, been doing the national rounds since the early 2000's and even in my earliest days I don't think I was this far behind.

I've opted to miss the next 2 southern rounds and I'll pick it up again on the returning to the calendar MSA trial run by Caernarvonshire and Anglesey MC on Anglesey on the 8th of July. I think the national season is effectively over for me now, and I'll pick an odd few events out just for fun.

It's not all doom and gloom, I managed to win my class twice at club level on Ilkley MC evening events which have been fun and remind me that I do this for enjoyment, and I'm not totally hopeless!



Caernarvonshire & Anglesey MC Clubman Car Trial

Wednesday 21st June

Lee Matthews : C&A MC

15 cars assembled at Rhuddlan Bach Farm in the middle of the Isle of Anglesey for an evening's Car Trial. Most of the cars were duel driven, many being shared by first time competitors, girlfriends, partners and even a 14-year-old daughter, making a total of 24 drivers.

It was a glorious sunny evening, and cars were split into groups, starting all five Tests simultaneously at 7pm. There were two timed tests on relatively level ground (more like all forwards Autotests), and three conventional untimed, but very steep in places Hills.

Test 1 was timed as it was on the flat field which had a small embankment at the midpoint which doubled up as a yump for those "Dukes of Hazard" heroes. Sion Matthews / Winnie Chen where the first to "lift off" and on landing dug a very big divot with the front edge of the sump-guard, but the resultant air-bag deployment in the Nissan Micra caused a maximum time as he couldn't steer it. Sion went on to set fastest times on the other timed tests to finish 7th overall, whilst Winnie finished 12th on her first event and collect the "First lady driver" award.

Paul Owen was next to attack the Test 1 yump, but his Peugeot 207 didn't have a sum-guard and both he and Lesley Tutt had to retire when something in the clutch mechanism broke.

At the sharp end the duel driven Mazda MX5's of Kevin Roberts, Aled Charles, Nigal Jones and Sion Rhisiart where cleaning or getting very near to the tops of the three regular car trial hills in the extremely dry conditions. Sion dropped out of contention when he went the wrong way on a timed test, but the other three would battle right up to the very last hill where Kevin won the event by just 5 marks from Aled, who was just one point ahead of Nigal.

Garry Preston finished best of the front wheel drive cars. putting in a fine performance in his 998cc Mini where his consistent drive netted 4th overall and a class award.

Of the local "Clubbies" Will Hughes put in an amazing effort to be awarded 1st Novice driving his road rally Fiesta Mk5 with his step-father Huw Gwyn Jones along for the ride. They swapped cars and seats after each test where Huw drove his own MG ZR to 8th overall. Will was 6th.

Matthew Henry dopped a place when he collected maximums on the last two tests after the alternator failed on the Mini One he was sharing with his girlfriend Jessica James. They finished 9th and 14th respectively.

Rounding out the top 10 was Elis Matthews in a Fiesta Mk6 1250cc, a car he shared with Iwan Evans where just 2 marks separated the pair at the end.

Entertainer of the day was Phillip Roberts in the very sideways MX5, whilst inspirational driver of the day was 14-year-old Ela Campbell who had never even driven a car before. Her first go in the drivers seat was on the "practise hill" just before the start, where her dad Mark gave her instructions.

Shout out to the marshals, venue owner and Sion for the booty van. Smiles all round. What else would you do on a Wednesday evening? Last test finished just after 9pm.



Photos Courtesy of Dafydd Edwards

Lee Matthews : C&A MC

The Rally for The Ages

3rd June

Phil Griffiths : Kirkby Lonsdale MC

At the start of the year HERO announced they'd be running a new event aimed at bringing younger blood into the sport of historic/ regularity rallying. Based on The Novice Trial it would be a 1 day event based out of Bicester with the premise that if you started the rally and the crews combined age was under 70 on the day then you would get the entry fee refunded.

I'm always up from encouraging new navigators and the refund made the trip down for a 1 day event more than viable. A quick shout out had Simon Blackshaw who's just getting into the Navigation side of things in the left hand seat. To be fair Simon hasn't done much navigating but he's been involved with Timekeeping since about 12 and he's as a National Time Keeper has good head for numbers!

As half term fell at the same time plans were made for a wee family break in the Cotswolds with better half and the boy heading into London on rally day.

We should have taken the hint when Mick Lynch said he didn't want the likes of us using his trains that weekend and that our best laid plans may not come to fruition. So plans changed and I would drop them off at the edge of London for tube access (which was still running) and then post rally head back down to London with the trailer and Land Rover on the back to collect. Granted this would have been interesting but then the day before we were meant to head down to the Cotswolds the boy came down with Chicken Pox and a proper dose of it too poor lad!

Some more unpicking of plans had it all cancelled and I'd just go down for the rally and decided seeing as it was half term, glorious weather, the trains on strike and HERO had opened up Scrutineering for Friday Afternoon to help with the 90(!) crews that had entered: I'd set off Friday morning. That was a VERY good call.

It took 7 hours to get to Bicester, I think I used Low Range for the stop start traffic as much as I did high range and a particular highlight was sat in stop start traffic in lane 2 near Birmingham when a wasp flew in to the Defender and was determined that I was the target. Past reaction with wasp stings meant this could be a day ruined but despite bouncing off EVERY PIECE of 110 interior that wasn't an open chuffin window it finally departed having given onlookers a show that I was trying to impersonate Bez from The Happy Mondays minus the Maracas.

Once parked up in lovely, leafy Bicester Heritage I went to unload the 88" and as it went down the ramps there was two big metallic bangs... Hmm ramps just settling? I go through noise and scrutineering and one of the HERO mechanics spots a puddle of oil as I move off. Unlike some I like my Land Rovers to not leave their marks anywhere so this had me worried.

Many years ago I drilled an extra filler plug in the back diff casing so I could run stronger early Range Rover diffs that don't have a filler on the nose casing. The filler plug being a short M10 bolt into a M10 nut welded into place. That as it turns out the bolt was "just" short enough and has been for years. When I serviced the 88" before the rally I replaced the washer for that bolt with one that is probably a couple of thou thinner if that. Joyously this turned out to be just the extra depth needed for the bolt end to glance the diff carrier assembly. I reckon it must have been just touching forward but not enough make a noise but in reverse nipped the end and the second bang was the carrier cracking the weld around the filler. Green EP90 was now free to escape every time I moved.

Before I'd even got my overalls on the HERO Mechanics were underneath, bolt out, cleaned up, cut short, weld hammered back to as close as possible and then a big tube of the chemical sealant they keep for such occurrences appeared and the whole thing sealed up. I then found a grassy knoll, covered it in my ground sheet and reversed up it so it could set hard overnight and in fact had the evening sun directly on such is the clearance under there!



Photo Courtesy of Colin and Heather Green

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Rally for the Ages

Continued from Page 22

I grabbed some tea from by The Wiggly Monkey brewery on site and made sure I bought a round for the HERO mechanics, those lads definitely earned it and ended up sat chatting to the chap from Coryton Fuels who was providing free Efuel for the event. This was I think a UK first in that any competitor could run on their new synth fuel that's designed for classic cars so next to no ethanol, proper additives for classic engines and of course it's not burning fossil fuels. Either way it's a good showcase as part of a wide package of evidence to lobby government that we should be considering efuels as well as electric in our future.

Up early I went to check the 88" to find the chemical sealant had hardened nicely. I got some more and applied a final smear round, filled up with the efuel and lined up in the car park amongst the variety of vehicles. Along with the staple of the odd Mini, 911 and Escort there was Bentley's, a Bugatti Type 35, every kind of Alfa and Lancia and even a Ferrari 308 in our class.

There was a good brief by Guy Woodcock as well from Tomas the HERO Chairman. I think 50% of those signed on where under 30 which is very encouraging. It being aimed at novices there were 4 tests and 4 regs over 100 or so miles with the regs all being different formats of Jogularity.

The Tests were on the Bicester airfield perimeter with the smooth wide and hot tarmac not exactly playing to the Land Rover's strengths. Simon called out everything perfectly and we wobbled round setting 18th fastest overall and 2nd fastest in class taking 10 seconds out the Ferrari in the process. The next test had some long open straights where I was into 4th so we'd be losing time down those straights setting only 49th quickest. Not much I could do about that. Out on the road section Simon's guiding me correctly but as we head down a quicker large road looking for a slot right we see our minute man turn in and the Simon shouts up "It's here he's got it wrong!" and points to a junction fast approaching. There's no one behind so I throw out all the anchors and promptly lay a set of 11's down the road. Followed by no drive. I engage 4wd, still no drive but you can hear the clutch and gearbox working just fine. This is new to me, doing a shaft is one thing but not the front as well and in my panic I jump out and push the Land Rover off the road thinking it's all over. I have a look round underneath and can't see anything and then suddenly have a brain fart. The Overdrive! Sure enough the lever looked in the right place but had just jumped out slightly! We'd only lost a couple of minutes so much relieved head into the first Regularity. First section goes fine and we get it 0 seconds. 2nd section Simon makes the only nav error of the day along with what feels like half the field and wrong slots costing the full minute, but this knocked us slightly for the next section. The final control we're back within 10 secs.

After that we're within single digit seconds for all other controls on the 3 other regularities. The Midsomer murders like scenery, weather and everything generally being spot on. Simon calm as anything throughout. We get baulked on one control where our minute man is sat on the finish line so I roll up trying to go beside him on the line at 0 seconds as there's room, only for the marshal to beckon me to stop behind and then giving us 5 seconds early but I'll chalk that up for learning on my part!

We head back to Bicester for the final two tests with me forgetting to connect the handbrake lever extension. I try pulling on the bar once but without that extra leverage my small arms aren't up that game for pushing what are a pair of 1" slave cylinders. Still 45th quickest and probably worth mentioning that in the results but not eligible for awards HERO had got exemption from R18 and 19 from MSUK so there was 10 or so moderns including some MX5's but also Porsche 997's and Lotus Exige!

As we head to the finish MTC Tomas from HERO walks over to shake my hand and says he's never seen a Land Rover ever driven like that with a massive grin.

My work here was done! We end up 24th overall which will do as well!

A massive thanks to Simon for doing a cracking job in the navs seat, and a similarly a massive thanks to HERO for putting this event on. It makes sense to try and get a new younger demographic into historic rallying, I know I started in my early 20's although drifted back to trialing/ cross country stuff but if the sports to survive the more younger faces that get interested the better.

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Rally for the Ages

Continued from Page 23

As a bit of “safety share” I got to the motorway on the Saturday evening after the awards to find southbound quiet but northbound very busy with some of the worst driving I’ve seen in years, cars all over the place. Of course it had been FA Cup final day and so people who like footballism or whatever it’s called were all trying to get home to Manchester even though most looked like they couldn’t drive sheep with two good dogs let alone a vehicle.

Near Birmingham (again) a nearly new Mitsubishi L200 passes me laying a bit of smoke out, enough to notice but a few minutes later as we go into a cutting with a low sun the M6 had gone and had been replaced with the set from Stars in their Eyes.

The L200 had taken the stage: “You may know me as Jap Pickup with surprising appetite for head gaskets but tonight Matthew I’m going to be looking like the Manchester skyline in the 1860’s by pumping my sump contents into the cylinders....”

It was a fully blocking smokescreen as this thing sat on the hardshoulder sounding like a bag of spanners being humped by a monkey.

Folk were braking, swerving (not sure what from) or just flying straight into it blind.

I pulled over a good bit back and ran up to find a fairly scared family and asked would it not stall (thinking it was either an auto or it ripped it’s clutchplate out as they can do in such circumstances). Turned out they hadn’t considered stalling it! Bloke jumps in, I shout put it in 5th and stand on the brake pedal and bump, it stops. Guess panic had set in and they’d just scarpered as it had began it’s runaway.

I’ve a fold down bed in the 110 so grabbed a couple of hours kip on the way up and got back to the Lakes just as the sun was beginning to rise. A stunning end to a surprisingly challenging but really enjoyable weekend.

Phil Griffiths : Kirkby Lonsdale MC

See Part 2 on Page 55



11th March 2023

MALCOLM WILSON RALLY

I Know this report is a little late but it is well worth a peek.. **Maurice**

Double Oh Snow!

Phil Griffiths : Kirkby Lonsdale MC

I’ve been asked to pen a few(!) words about this year’s Malcolm Wilson Rally from the perspective of a 1st timer Safety Car driver. Easy enough you’d think, but finding suitable words to describe the Recce the day before and not fall foul of Motorsport UK’s new Mary Whitehouse test may be a bit of a challenge.

For those that haven’t heard it’s reassuring to know that MSUK are reading club newsletters (such as Moz Ellison’s Spotlight Magazine) and critiquing any humour. I’m not sure what the benchmark is (after all Section R18 in the Blue Book is a significant work of comedy in itself) so I’ll have to watch myself.

Last year Katy kindly asked me if to chauffeur her around the Malcolm Wilson in my Hill Rally Freeland, I’ve always been interested in the Safety Car aspects of Stage Rallying and in Cross Country land I’ve done quite a bit of course opening and such like on the British Army Motorsport 4x4 events. (They let civil service folk help and compete). So, this felt like a natural progression and I was looking forward to it. Kevin then added that as this year would be a BRC round could we also help shepherd the BRC crews on the recce the day



Photo Courtesy of Andrew Scott Photography

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Double Oh Snow

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In January I took a trip to Stirling to attend the latest revised Safety Car course taken predominately by Neil Fuller. This may sound unlikely, but I thought it was really interesting and there's been some effort put in to make it as interactive as possible. In car footage is shown and reviewed, stage design tasks, and some good level headed advice (or at least I thought so). It's telling that there's been over 600 folk through that course in its varying forms in the last decade but how many of licences are then used is the big question. Either way I was looking forward to March, the Freelander got (another) full service just in case and we were set...

And then mother nature decided that the Lake District should look like a duffle coat that's been left backstage at an Oasis gig in 1997. Aka lumpy and covered in white powdery stuff.

I dropped the boy off at school (which thankfully wasn't closed due to snow) and headed up to Grizedale to be presented with, well not quite what I was expecting when it came to BRC recce cars.

Sure enough the two MSport crews were in their factory recce Ford Kuga's, another team fielded a Ranger Raptor and best of all was a lifted semi prepared and suitably dog eared latest generation Focus RS. All vehicles you'd want if you were about to clock about 100miles of recce gravel in Cumbrian forests for a winter rally, regardless of the weather.

Pretty much everyone else however had turned up on 1 litre Fiesta EcoBooms that looked like they'd come fresh from McDonalds Car Park in the ride height department but sporting some forest tyres...or on low profile road tyres. I'm not sure there's ever a time when going into Grizedale on such rubber would lead to anything other than punctures and misery, but it didn't go as you'd expect.

It was far worse.

The plan was to run a recce convoy with Mr Rigg up front, us in the middle and Andrew and Kat in the recovery 110 at the rear. Which lasted about 600yards into the first climb when one of the Fiesta's decided that being on the limiter (when other cars were being a bit more canny with gear selection) was too much and expired. This stopped the convoy and of course they couldn't get going especially Mr Low Profile. Some shuffling occurred and they had to be left in layby so at least the rest of the crews could get on. That 1st lap of Grizedale I have to admit was looking interesting but on the 2nd lap the cars had already cut through the soft snow and it was like night and day, more like your typical Grizedale slop. There was a few thicker places in the trees but Grizedale was looking reasonable.

However the 2nd lap did present a new hazard. One particular crew who shall remain nameless (in a Kuga..) developed an interesting note amending strategy: They'd be wafting along like the rest until they encountered hairpins or very blind tight corners, which they'd drive round it and then about 20ft later stop dead. At which point all the other poor crews would come around the corner and have to anchor up, thankfully due to the low speeds stopping was OK but then they had to get going again. The 1st time it happened was odd, the 20th had Katy in full flow about amending notes on the move and me questioning many aspects of Stage Rallying...

Poor Andrew and Kat meanwhile had to tow Low Pro Rider back round the loop to get out. At least the snow meant protection from punctures.

With Grizedale completed we headed up to Greystoke (passing two BRC crews pulled up by Gaynor Sports loading area in Ambleside arguing with a Traffic Warden). The stage was snow covered but ran fine, the convoy system working as it should. We then nipped to Penrith to collect some kit with the plan was to open up mid point of Hobcarton and slot back in the convoy. If anyone saw the video Martyn put up of Jon Aston in the Safety Delegate Range Rover Sport working its way up Hobcarton. that was the thinner end. We pulled over at the mid point and it was up to the sills already with knee depth bits further up. A meet up at the start confirmed that Hobcarton wasn't happening. Everyone was then shuffled back out and onto Comb. Here the set up crews had done a stirring job but the compacted snow was slape. The 4wd recce cars did the loop as did a crew that impressed me in what looked like an old Welsh Road Rally Pug, yes it was on forest tyres but that driver knew when to pin it and when to tickle, as the saying goes, as well as good line choice. The rest however had to be turned round again and understandably there was some disgruntlement.

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Double Oh Snow

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So I had a plan for Wythop. We got everyone parked up in the car park while Katy and I went and did the stage to check it before we sent the 800 quid shopping fiesta's in. Knowing the big climbs and drops I wanted to see what it was like and bizarrely it was if the snow had never got to the hillside. The climb up was totally clear, the descent was totally clear bar the last 100ft by the wood yard and the "big dipper" in the middle was also clear.

But on top there were open patches where the snow had settled, usually only 100m or so but the Freelander went through with no problem at all. Not a hint of traction loss. But of course when we did release the pack we missed the snake in the grass, Mr Low Profile was near the front. And yes he understeered off got stuck and of course the rest all then ended up stopped on the snowy bit as well. We got to experience the interesting sight of stage drivers (from a tar background?) giving the full beans on polished snow in less than happy states and then moving a foot to the left or right and moving away quietly on the fresher snow.

In a moment of desperation I did wonder if maybe the tie breaker of the BRC should be a Production Car Trial so that the lad in the Pug could wipe the floor with the right foot crews? Either way it was game over, freezing and we'd been joined by the Safety Delegates who rightly said the north west 3 three stages weren't going to run.

Back at M Sport things were understandably busy with a lot of changes and meetings. I kept out the way and while waiting for the radios had a good chat with Iain Tullie, met Jon Jackson the chap with a history of stage rallying who's now the head of Cross Country Motorsport, shook hands with Hugh Chambers and successfully stuck to polite conversation. Nothing if not consummate professional me.

With Phil Burton and Steve Pugh stepping in for 0 car duties at the last minute Malcolm lent them one of the recce Kugas, which may be on Reiger's but is just a road car really. Phil seemed a little nervous and I would have been too! Fair play to them both for doing a cracking job in a less than ideal car. This meant however their radio install took a bit longer so I was late getting mine in but it seemed to work fine so all set for the big day.

Rally Day:

It was a relaxed run out to Greystoke for the revised route with Katy and I nattering away interspersed with the radio picking up Greystoke going through it's checks. I've always been aware of the radio network and have helped a friend in the past in Grizedale years ago, but I have to admit I was fascinated by the detail and the level of information that's been passed around. Something the average Spectator (and I daresay a few competitors) would never even think about.

There was short delay while a few spectators are ejected and then Jon Aston, Martyn and Nicky the Safety Delegate headed into the stage. We sat on the start line and after a while get the checklist back from the Nicky. I think it was around about this point when Katy hit the transmit button on the "81" radio that we realised we had a problem I'd heard of but never seen. It's quite possible to saturate diesel injector signals on these types of diesel engines with radio interference. I can't find a poor earth but it turns out we could only transmit if the engine was at about 2000rpm or more. I think the Eden Valley stage crew thought I was mad but if you didn't as soon as you hit transmit it would misfire until it stopped.

Anyway with the list written down we headed through the stage stopping a couple of times to move Media who were spot on with us. Definitely an advantage with Katy being the Media Officer and they knew it! We ended up beginning to catch Jon's Range Rover which is bad form but with us not finding as many issues because they had already picked them up, it wasn't unsurprising. The stage get's the all clear and the rally is underway in earnest. The drive south was glorious, sunshine, snow covered mountains and from Dunmail Raise south a constant stream of updates as Grizedale Radio crews set up and test. With so many spectators expected now in Grizedale it was just interesting that we were hearing which radio points in stage had flagged up spectator influxes while we were still mooching down past Rydal Water. I could see how if it all goes right a Safety Crew could arrive the start already with a good idea of where there could be issues.

We do the same as previous and get a list of things to check from Nicky and we head in, stopping to find a few spectators on the outside of a down hill corner that's still in snow. I suspected they'd waited for the Safety Delegate to pass. We have a chat and they're sound about just moving a few metres along the route where there's better height, tree cover and a better view.

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Double Oh Snow

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Grizedale South has seen a lot of logging post Storm Arwen but as it's been done by a certain KLMC 12 Car and Targa Navigator Kieran Anders they're well stacked but as it turns out there's a dearth of spectators so no issues with the logging areas. It's so quiet in there we begin to wonder where they all are. We head up to the start of Grizedale North to find the answer, half of Cumbria it seems has gone into Grizedale North. We sit for sometime and for some reason I get a little shiver when the noise of the German Tractor engine ticking over in front of us is interrupted by sound of that WRC Puma echoing through the forest from the previous stage. It's time to move.

We head into stage and for the 1st half it was perfect, folk are where they should be, we can see who's where, I use the siren for the 1st time approaching a couple of the busy junctions and everyone seems on the ball. The changes Nicky had asked for so far all done and other than one older gent who was pottering down the stage on a snowy section (but was aiming for an outcrop just a few yards away) it goes smoothly.

Until we get to Goosefoot tarn and see Jon's Range Rover again in the distance. I instantly slow down to 1st gear tick over and it appears Nicky is having quite a few words with a few folk. The hairpin by Moor Top provides a handy parking place amongst the hoards while the Range Rover heads away and we hear of trouble oop' north. One of the main accessible areas from High Cross is full with spectators in no go areas beside a section of stage that's still snow bound with a jump in it. Dave Brodie's been moving them for sometime and Nicky heads that way as well. I think the delay was about 20 mins overall but it felt longer.

With a few hundred folk sat looking at a Freelander parked in the hairpin I decide after a while it's time for a bit of crowd psychology. I fire up the onboard PA and politely apologise that there will be a delay... but it's due to spectators further up the stage that need moving.

It's an interesting thing to watch a whole crowd simultaneously pull the face of "Humph" and then "Ah" as if they understood.

We don't get going for long when I pull up sharply on the "S" bend north of Moor Top that's claimed a few top WRC crews in the past. On the 2nd part of the "S" there's two young lads, probably under 10, sat(!) in the grass on the slope of the banking right by the inside with Dad stood above them!?! Everyone else is stood on the bank top. Before I've even gone for the door he's already moving them up and giving me a nod as if "Yep see the problem" and I thank him and say where you are just on top is absolutely fine. I know from marshalling there about 20 years ago that cars can go both sides off that corner and can clip that bank. Just bizarre because from that bank top you're still close to the action and can see so much more right down the hill towards Hawkshead.

I do wonder about the sort of psychology at play if spectators get to see the progressive increase in Safety Car pace. I'm not talking about going quickly per se just the difference between us having to crawl through on tickover or moving like we could on some parts of the route, slow enough that we can both look at people and surroundings etc but quicker than the vehicle before so it reminds people things are about to step change for the quicker when 0 arrives. That Dad clocked it as soon as I braked.

With the busy area at High Cross sorted we get chance to chat with Jon, Martyn and Nicky as well as Dave Brodie at the finish for a few minutes and update that everything we passed was as it should be.

We then head north back to Service and then Greystoke. With no spectators and everything effectively as it was left in the morning it runs smoothly especially with the seasoned EVMC crews manning it. The stage has melted and I found it more slippery than when it was frozen. Not an issue save, as it turns out the back rear suspension on the Freelander getting a gentle sand blasting.

With our "00" duties done we head to Penrith Auction Mart and I get roped in to relieve Ian Tullie (not like that) for re group duties with Suzanne Barker. A good chance to chat, albeit briefly, with a few folk I know as well as drool over the odd older car as they get lined up ready for the last run of Greystoke. That Alfasud appearing to be quite the work of art from the brief time I could look at it.

It was a pleasant end to a cracking two days and despite the lack of brevity as usual I've not really portrayed, because I don't think I could do it justice, the sheer amount of graft being put in, usually out of sight especially this year.

From Gareth Adams setting up in the snow with hardly anyone helping and running a cracking stage the next day through to Ronnie and Kevin amongst many others who pulled an event out the bag in the most trying of circumstances. I can't thank everyone enough for letting me into this.

I was genuinely fascinated by it and just hope I can do it again! Anyone need a Safety Car and driver?

Caernavonshire & Anglesey MC
Lucas Oil
Menai Stages

11th June

**If it wasn't for bad luck
I wouldn't have any !!**

James Durkin : Clitheroe & DMC

This weekend was a shake down for the car having gear-box back from its 2nd rebuild &

Seat time for me doing Lucas Oil Rali Menai Stages I've not yet really drove the car competitively

Saturday night we had to change the windscreen due to Bonnet coming up Friday afternoon & destroying the windscreen , Sunday morning had to bleed the brake system twice and change the front pads as they was rubbing and getting worse

We only managed 2 stages before snapping a driveshaft taking wheel bearing with it

The short time we was in the car felt good it's some car I was gaining more confidence every mile I drove it catching our front man & other

Cars .

Time for a full corner to corner rebuild before I think of another rally car will come back stronger & hopefully a good result will come .

Thanks to [Sam Weller](#) for sitting in the silly seat Massive thanks to my good friend [Daniel Poole](#) for taking the reins and sorting the gearbox rebuild out & fitting the box with [Kris Coombes](#) to make sure we got to Anglesey & another

Massive thanks to [Dominic Mctear](#) for being on the spanner's all day & getting us out this morning it's down to you now to make this a winning car

"Rally's cruel but I won't give up "

James Durkin : Clitheroe & DMC

LUCAS OIL



Glenrothes MSC Summer Stages (Crail) 10th June

Bruce (Chonka) Lindsay : Clitheroe & DMC

Well once again lady lucky has kicked us clean in the plums. I do swear if I didn't have bad luck I'd have none at all. *(Someone else said that recently !! See pg28)*

We competed on the Summer Stages up at Crail this weekend and after a 4.5 hour drive we arrived at the Crail Motoesport Centre with a pleasant welcome from the chap manning the gate and a greeting of "I want ten poonds of ya" so after parting with a crisp £10 note in to set off camp we went.

Whilst Ant, Rob & Jan set up our base I wandered off for a look around and I have to say that what a fantastic venue it is, for anyone who hasn't been then you must its a fantastic venue with 11 mile plus stages. The sun rose on a lovely Saturday morning and we were ready, of Ella and I went to SS1 5.4.3.2.1... 8000rpm drop clutch and away we go.

All was going great until for a 2nd event in a row we just seemed to push a tyre clean of a front rim on a long fast left hander !!!! AND IT IS NOW I REALISE WHY THE BRAND NEW 14" D-MACK TYRES ARE BEING SOLD CHEAP.... IF ANYONE WANTS SOME BRAND NEW 14" RALLY TYRES THEY'LL BE IN THE SKIP @ CHONKA FROM MONDAY MORNING. Rest assured they won't be on #fezbomb again. Having a un rimmed tyre I just drifted wide on the next left hand tight square left and rattled a tyre the bending the rack as it was stage 1 I just decided to split off and take a max as by stopping and changing it I was never going to make up the time either way (prob not best decision).

Into service we went hastily put some proper tyres on (Hankooks) and out we went for SS2, we sat in the line to find the stage had been cancelled due to an incident with car 1 (thankfully crew was OK). Whilst driving to the stage start I had noticed the wheel was well off centre so with the extra time in service due to cancelled stage we inspected the front corner to find a bent inner track control arm and damaged track rod end on the OSF Ant Rob & Jan sprung into action and set about repairing #fezbomb and get us out for ss3.

Mission Accomplished and for ss3 we went and what a stage it was although it was aligned the rack of the eye we had a ball and finally I had a grin no actually a smile on my face. Into service I came and we didn't have to put a spanner ont car so a 15 min chill and out for SS4.

Again we were flying, drifting, passing cars and having fun until about 3 miles in we collided with 1 of those single venue super single tyres it threw us in the air at an angle that only a protractor could measure upon performing a heavy landing on the old runway it was obvious that damage had been sustained, we had snapped the NSF steering arm and yet another Heavy Duty Driveshaft...

GAME OVER !!!!! Once again shit luck and I hope that I've had my fill of it for 2023 now but only time will tell !!!!

Massive thanks to the team Ella ont maps Ant for driving there and back and his work on #fezbomb before during and after all events. Rob who this year has truly stepped up to the mark in team chonka and has made it known " HIS KITCHEN, HIS RULES " lol Jan who is as mad as a box of frogs driving what will of been a nearly a 1000 mile round trip in his flash new camper conversion, chucking spanners and making us laugh

My sponsors Vivid Powder Coating UK Cusworth Motor Company (Doncaster) Evolution Design and Build Yorkshire Ltd Chonka MOT and Vehicle Services . .

The photo says OK, after this year the question is AM I? - You bet you arse I am, see you at Mach 1 in July.....

Adios Amigoss



Bruce (Chonka) Lindsay : Clitheroe & DMC

Liverpool MC + Kirkby Lonsdale MC **BARBON HILLCLIMB**

Saturday 10th June

Keith Thomas

On Saturday at Barbon it looked as if we had moved our gathering (Dirty Finger Nail Club AKA 2nd Wednesday Group) down there.

Unfortunately I didn't get that many photos as we were trying to help fellow Buckler competitor Graham Curwen get his Buckler running properly but after replacing a few parts it seemed as if an inlet valve was burnt out so as 80 year old Graham was also driving his Formula Ford Van Damien that was previously owned by Workington's Fraser Graham a few years ago we abandoned the task and took to the shade and Graham concentrated on driving the Van Damien. Robert Gate brought out one of his Bentleys, Mike Garstang had his Mini Cooper S, it was Andy Walkingshaw first time at Barbon was in his ultra rapid Rally Mini, John Sloan MK2 Escort encouraged by wife Marion was getting faster and faster as the day went on, his recent session at Harewood drivers school was obviously paying dividends.

Mark Milne competing in the same class as myself in his Lotus 6, he had support team of dad Dickie, Chris Hodgson and Ed Glaister, neither Mark or myself had time to go and look at the times for each run as we tried to help get the other Buckler sorted but at the end of the day it transpired Mark had beaten me by 0.34 of a second, yes just over one third of a second, Dickie hasn't obviously instructed him in proper manners such as giving up his seat on a bus or generally deferring to pensioners like myself in other situations ! Well done Mark, a class win is a nice reminder to have of such a great event.

Organisation was superb, everyone worked their socks off and the marshals, recovery crews, ambulance staff and others were working all day in colossal heat which was really difficult at times, the organisers thoughtfully handed out bottles of water to the drivers in the top paddock to keep them hydrated which was a very nice gesture.

Chris Spenser was being cossetted as usual both by Costas his tame mechanic and of course Barbara his wife, Chris was finding his way with the different characteristics of his new full race Formula Vee engine so look out when he finally gets to grips with it and finds the correct gearing for the hill.



Photos Above Courtesy of Phil James
Pro-Rally.co.uk
Tel. 07771 768657



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Barbon Hill Climb
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Harry Moody, Phil Hallington were in their Westfields and Ed-die Farrell and Susan came down to give encouragement as did Clive Kennedy making the trip from Hexham. Robert Gate had virtually all his family there so it was a really great atmosphere.

At the prize giving chairman John Harden announced that the event was running at a loss with costs outweighing entry fees although they hoped to at least break even with gate money from spectators.

Next event is on Sat 15th July so please try and support it as either a competitor, spectator or marshal as if these events fold they wont be resurrected even though its one of the best run events in the country. The trouble is everything has to be brought in, set up and dismantled afterwards so additional costs are incurred that permanent venues don't have to contend with..

Keith Thomas



Harewood Classic & Vintage Hill Climb

9th June

Paul Commons

Having never visited a hillclimb event and, I have to confess, Knowing very little about this genre of motorsport other than fastest car up the course wins, it was with great anticipation that we entered Harewood Speed Hillclimb on a very pleasant early June morning for the Classic and Vintage meet; an event I had been entirely convinced to attend after thoroughly enjoyable previous experiences of the Vintage Sports Car Club where the relaxed nature and paddock access is second to none!

With a very reasonably priced bacon cob in hand, a steady stroll around the paddock revealed a mammoth 150 car entry list with machinery ranging from Mini to Formula 5000 Cooper and 500cc F3 car to Bentley Continental with a huge contingent of VSCC competitors fitting somewhere in between! The expectation being that all entrants would face 2 morning practice runs up the UK's longest hillclimb course followed by at least 2 timed runs in the afternoon.

With practice runs passing relatively smoothly, despite the odd delay for break downs (to be expected with cars of this age group) not surprisingly it was machinery from Class 21 for Classic Racing and Sports Racing Cars that set the quickest timed runs with the fabulous Cooper T90 of James Baxter breaking the timing beam in 60.85 seconds to take overall honours! There were some excellent efforts elsewhere however with Jonathan North's Mini Cooper setting a time of 67.38 to claim class C19 and Joshua Oakes traversing the 1,448 metres in just 62.94 seconds aboard his Reliant Scimitar SS1 to top class 38.

It was the machinery from the Vintage Sports Car Club which had ultimately convinced us to make the relatively short trip up North though and they did not disappoint. The sheer effort involved in getting some of the cars up the hill was a sight to behold, with driver weight transfer (sidecar-esc) seemingly the key to manhandle some of the aging machines through the corners.

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June Hill Climb at Harwood **Continued from Page 32**

As it was the Alta 61 of Ian Baxter would set the fastest vintage class time with a ridiculously quick 67.24 (12th fastest overall), not bad for a car registered pre 1941! Michael James meanwhile would take both Class V9 and V14 honours with the 50th and 51st best times of the event in the respective Riley Cotton Special and Riley TT Sprite replica, whilst David Frank was 61st fastest up the climb to top class V10 in the SC/GN Beetle.

There were in fact some 24 class winners on the day which turned out to be a great first experience of hillclimbing from my perspective. And what a venue to choose for a first visit! Not only is Harwood set in very picturesque surroundings but is also fabulously maintained. With just the grass spectator walkways mown and everything else free to grow the whole venue has a National Trust / Nature reserve feel to it! And to top it off the view of the entire course from the Hill Top car park has got to be one of the best in British Motorsport. What a great day out for the very fair sum of just £12.50!

Paul Commons



Paul Commons **Motorsport Photography**

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

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



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Pendle & DMCs

Rod Brereton Scammonden Dam Hill Climb

Sunday 18th June

Ray Duckworth : Pendle & DMC

Well we lacked in quantity but the quality made up for it. I'm Talking about the Rod Brereton Hill Climb. we only had 21 entries, which meant a loss on the event, but I'm sure Rod would have been proud of the effort put in by all who attended. We had as many marshals in attendance as we had competitors, thank you to all who made the effort and especially to members of Huddersfield MC who supported the event with their refreshment van.

For those of you who never met Rod, you don't know what your missing. He lives and breaths PDMC, or did until he suffered a stroke last August. We had to cancel last years event because of that. He is one of those people who do every thing, so much so that we didn't know who had been booked for what and therefore could not run the event. How ever this years event was our way of saying thanks Rod. It is highly unlikely that he will grace any of our future events with his presence, we can only wish him well and that he can live the rest of his life being well supported.

As for the event, the day turned out fine, much better than when I left Barnoldswick in pouring rain, by the time I reached Halifax it was fine and it just got better. The competitors got two practice runs, and four timed runs before we settled for some lunch and another four runs in the afternoon. All done by 3ish before the presentation of prizes.

Our own **Mick Tomlinson** produced FTD with a fastest of 24.85secs.

Ray Duckworth : Pendle & DMC



Llandysul MC

Classic Tracks Targa Rally

May 28th

Barry Allman : Clitheroe & DMC

My friend DC said fancy "The Classic Tracks Targa" in my Ford Escort MK2 RS2000 deffo was my answer. WOW it is 30 plus years since I competed in an Escort. Entry in and all sorted and then Charly Cole (Damian's daughter) and Damian had a bump on the Epynt Ranges Rally (he has 25 victories on Epynt, competed numerous times on the ranges). Did lots of damage to his Skoda R5, not even two tins of "T Cut" would not fix.

Please to say that Charly is on the mend and DC hurt his knee but the issue for DC was concussion which meant he had to have a test three weeks to make sure he was OK ? I let you all put your own answers to that question he he.

I had already got the maps, not required but always nice to have (actually used to ...). As for event prep just a look on "You Tube" to see what was on from previous years, quite a lot and wow it all looked good fun.

An early start on the 28th of May saw me heading down to Llandysul to meet up with the team, this time, being a Targa and so NO servicing allowed. It was Charly Cole our marshal and Damian great to see Charly C out and about, not put off by what had happened.

Got Charly signed on and sorted out for a passage control on Test 5. DC had already got his MK2 Escort passed noise/scrutineering OK, signing on completed and then time for brews and a chat.

Lots of admiring looks at his (Neil) " Weaver Motorsport " prepared car plus lots of best wishes after there bump.

With nothing given out route wise until 15 minutes before our start time and a new event for me, the pressure was on ! That less I had the time cards and Rally plates to look at.

10.54 was our MTC 0 Road Book pick up time with our MTC1 time of 11.09, a deep breath and lets see what we have been given, standard "Tulip" instructions in between the tests, Phew that looked straight forward. Then the NOT to scale diagrams of the Tests with lots of farm sheds replacing the usual cones and a few passage controls. Also lots of Route Check / Code Boards combined with Stop Astrides, vertical number plates in boxes a nice touch.



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Classic Tracks Targa Rally : Continued from page 35

Damian made sure we were both well belted up in the Escort, especially after his recent bump, 3 , 2, 1, and away we went, leaving the start venue / West Wales Rally Spares. A great place to visit.

It really helped me that we had a MONIT GPS Tripmeter, super as no need to calibrate with lots of the instructions being 0.06 to 0.64 miles apart !! Yep I was kept busy even on the road sections!

Please to see that DC seemed quite calm in the car, it helped that as we came across an arrow pointing right, I said ignore and straight on, DC did, I thought FOOL he is trusting me ! True to say that DC has had some TOP navigators in his cars and so this was a real pleasure to be sat with him again, a total confidence boost.

Especially when I found Test One he he he.

It was just 0.4 miles along a farm track then through the farm buildings, it was awesome to be back in an Escort as we handbraked around the obstacles. Stopping astride the finish line in a cloud of dust, it was a hot dry day.

Have to mention (Road Rally navigators will appreciate this) I had a "Sash Style" pull down window, What Luxury he he he. PLEASE all my other drivers take NOTE !!

It was only 0.95 miles to the next Test with enough time to chat about who DC wanted the instructions and for both of us to deep breath again.

As we arrived at the start some other cars were approaching from the wrong direction !! (no names or car numbers to protect the guilty !)

This meant more brownie points for me, Grinning away !!

Test two was 0.9 miles long and downhill into a wooded area, smooth and quick with us stopping the clock almost on bogey time, YES.

Almost three miles now to Test 3, a longer chat some route highlighting and even a chance of a sip of Lucosade. More cars arriving at the start from different directions ! Another cracking weave through some hairpins two passage checks and all too quickly the 0.7 miles was over, even video footage of this bit too.

Both of us were well into the event now but as we started Test 4 the car didn't want to go into first gear easily !! We got through the 0.6 miles ok with a reasonable time.

It was 4.4 miles this time to Test 5 and a 1.7 miler, excited, with DC decidedly not happy with gear selection, on Targa's no servicing allowed apart from what you carry. We got to the Test start area OK but as we tried to move forward we had no drive at all ! The clutch's fluid reservoir was empty ! a quick look underneath and there was brake fluid dripping away! Grrrrr we had some fluid but as soon as it went in to poured out. end of our event way to short but what fun.

What was weird was we had no drive at all? with our plan "A" of driving slowly the few miles back to the trailer. Plan "B" was to wait for Charly to finish marshalling then get towed back that way.

Lots of phone calls to various friends to let them know that we were OK and at least it was a nice day.

Both of us gutted after such a good start and both of us really looking forward to a days trouble free Rallying !

I did manage to help a few of the lower numbers navigators with timing, etc, which was nice to do.

Luckily DC had brought some Hot Cross Buns and other treats and so we both tucked into them.

A short tow back to the trailer and Charly aka " Wednesday" from the film covered in dust and DC headed home.

I went back out to watch some of the other Tests and had quite a pleasant day.

Rallying Grrrrrr IF ONLY ...

After 27 events only four Non Finishes ONE where we rearranged a wall ! TWO gearbox issues and ONE Brake issue and so not too bad overall.

My highest start number of 9 and best chance of a really good result too, Top driver in DC and Top car The Escort still hard to beat on Targa's and Road Rallies.

We are now looking out for another Targa to do together as we both have unfinished business.

Big Thanks to Llandysul Motor Club and all the folks that were involved on putting on the super event.

Also to all the landowners/farmers who provided the Test and the HUGE number of rally fans out there, it made the event really special.

Another event I would recommend Top Quality.

Thanks again to Damian Cole.

Barry Allman : Clitheroe & DMC

Clwyd Vale MC Mold Tyres Targa Rally Sunday 18th June

Lee Matthews C&A MC

Having not done a Targa rally with my wife since 2018, I persuaded her to sit in the navigator's seat of our 1963 Ford Consul Capri GT for a new event which was only an hours drive away.

So, early on Sunday 18th June 2023 forty three cars assembled at Ruthin Cattle Mart for Clwyd Vale Motor Clubs inaugural Targa Rally, which was to be an 85mile route defined by pre-printed maps, taking in six different venues over ten Special tests.

A 09:30 start had the crews heading North to St Asaph and a very steep uphill start line at Ty'n-y-Coed Farm. This concrete road turned to loose-surface through the intricate sharp turns through the farmyard itself which included a slalom of cones and a Passage Control, then opened out along a fast gravel road where 3 code boards had to be recorded. Baz and Danielle Green set the initial pace with a time of 02:10 in the Proton, whilst I lost some time when we overshot the last Codeboard recording a time 25 seconds slower.

The train of cars then headed further North to Fields near Rhuddlan for Test 2. This was more like an all-forwards Autosolo on grass encompassing two fields. With just labelled cones as course markers this was one of the more technical and difficult tests to navigate, especially for the first crews who didn't have any tracks to follow. This resulted in a Wrong Tests for some, but even worse for the rally leader who had driveshaft failure whilst executing one of the 360 degree turns around a solitary cone. For my part, as we were one of only a handful of cars to be running road pattern tyres, I did not expect to record a good time on this surface, and coupled with stopping twice for hesitations on direction, we were 20 seconds off the pace. In face it was Novices, running much further back that were quickest, benefitting from tyre tracks laid down by cars sweeping the grass ahead. Equal fastest on 02:10 were car 16 Tom Thomas / Phil Roberts (Fiesta), car 21 Gwynant Jones/Llifon Williams (Corolla), car 42 Rhys Jones / Cory Thomas (206), and car 34 Ian and Steffan Jones (Micra).

The next test site was 10 miles to the South East in Nannerch, starting as a tree lined bumpy gravel farm track, followed by two passage controls in a dusty farm yard, then after splitting left we blasted off down the tarmacked main entrance road. Penbedw was my favourite test, and we got to do it again, as we went straight back to the start line, did the first half again, much faster this time as we knew where we were going now, then at the split we turned right instead to do a longer stint down a gravel track, including going around a grass triangle with a PC on it. Unfortunately, we will never know who was actually fastest here as most of us beat the bogeys of 02:58 and 03:07.



***Photos Courtesy of
Joe Gilbertson and Lee Matthews***

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Mold Tyres Targa : Continued from page 37

Test 5 was another Farm track a couple of miles away in Hendre. The start line of Lygan Uchaf had to be delayed to allow farm machinery to exit the fields, but once underway we were treated to a very flowing, if a tad rough Test. Many crews punctured on the sharp gravel, despite having forest tyres. We got lucky, skipping flat out over the top of the bumps and recorded a very good time just 11 seconds off bogey. Four cars beat or matched the bogey of 01.32, cars 1 Ian Lloyd / Cyril Jones (Escort Mk2) ,2 Iwan Roberts / Moi Williams (Corolla), 3 Deion Atkinson / Aron Jones (BMW) & 9 Dave Jones / Dick Jones (BMW).

South then for 15 miles, through Mold and back to HQ at Ruthin Cattle Mart. Here there was an all-forwards Autosolo-like test laid out on what was an extremely slippery concrete surface. We did this twice (Tests 6 & 7) before a 45minute break / restart back in order. On the tests car 39 Vaughan / Parry (Saxo) were in a league of their own with quickest times of 01-32 and 01:31. Many of the top runners fell foul of Wrong routes around the marked cones, as the concrete surface meant there were no tyre tracks to follow, and navigators have a particularly difficult job of sending drivers the correct way whilst doing 360's and 180's on a blank car-park. This was particularly evident at the rear of the venue, around the back of the buildings, out of sight of the start line, so crews had no prior knowledge of route. With such an early start in the morning most crews, including me, did not have time to "walk the course" which had already been laid out, even then. This ruined the result for the day for so many, with only two of the first nine cars into the test going the correct way. Good job the maximum penalty was only 90 seconds off fastest. For my part I stopped twice in the test to confirm with Yvonne which cone was next, as my mind had blanked the alphabet. "What comes after P?". We got the test Ok in the end with 13th fastest time (01:52). On the second run we were 9th best, on 01:40 with no hesitations this time.

The dinner break flew all too quickly, spent mainly swapping stories with the many people present, and explaining to those who asked me what my car was.

The eighth test was another Farmyard run, 5 miles to the South, at Bryn-Chwareu. Or it should have been, but navigation down the overgrown minor roads was tricky to find the venue and many of us crews went lost for a while. There were so many slippery hairpins in this venue that I don't think we got out of 1st gear, but what a cracker of a test it was. My time was Ok, but M&S tyres were a definite advantage over this surface. I didn't care, it was so much fun.

After setting fastest time of 02:04 here, Iwan Roberts / Moi Williams (car 2) extended their lead to 28 seconds advantage over Hewlett / Griffith in the Satria with just the final two tests back at Ruthin Cattle mart to go.

On the penultimate run over the concrete Farmers mart the leaders, Roberts/Williams equalled the fastest time of Vaughan/Parry's Saxo, whilst Hewlett / Griffith (Satria) dropped 5 seconds, and Thomas/Roberts in the Fiesta were also 3 seconds off. This meant a three-way tie for second position, for the Satria, Saxo and Fiesta crews going into the last test. In the end just 3 seconds would separate them, in favour of Vaughan / Parry, with the Satria getting leap-frogged.

Results were close right across the board, helped by penalties for maximums normally only costing about a minute.

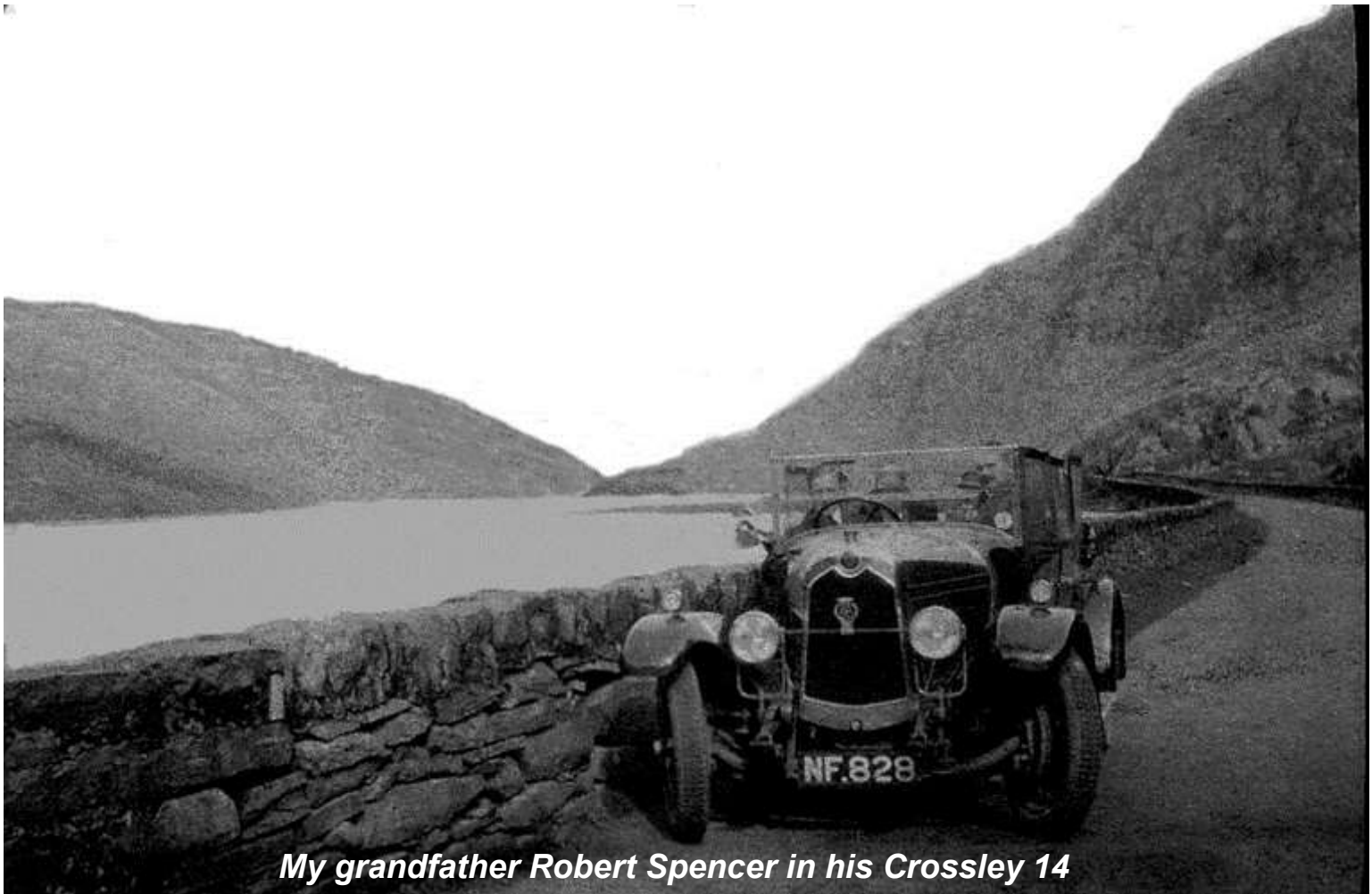
Yvonne & I collected awards for 1st placed Historic car, and it was great to see that nearly everyone stayed to applaud the trophy winners. All done by 3:30pm. Brill.

This was a first-class event, and it felt a lot longer than the mileage suggested. Well done everyone at Clwyd Vale Motor Club and the army of volunteer marshals that helped make this an event to put in the diary. Well done everyone.

Top 10

1 st	Iwan Roberts / Moi Williams	Corolla	20:12	(car 2)
2 nd	Ed Vaughan / Tomos Parry	Saxo	20:47	(car 39)
3 rd	Tom Thomas / Phil Roberts	Fiesta Mk5	20:48	(car 16)
4 th	Matthew Hewlett / Adam Griffith	Satria	20:50	(car 13)
5 th	Alun Evans / Clare Evans	Corolla	21:08	(car 11)
6 th	Tomi Jones / Daniel Jones	Yaris	21:30	(car 38)
7 th	Joshua Bailey / John-Paul Foran	MX5	21:52	(car 35)
8 th	John Gornall / Wendy Gornal	206 Gti	21:53	(car 10)
9 th	Lee Matthews / Yvonne Matthews	Consul Capri GT	22:09	(car 18)
10 th	Ian Owens / Ray Stevenson	106	22:17	(car 28)

THE STORY OF A PHOTOGRAPH, A MEMORY AND A CAR



My grandfather Robert Spencer in his Crossley 14

Chris Spencer : Wigton & DMC

Of the many pleasures in owning a vintage car, the chance conversations that come about with the curious public are some of the most enjoyable. In my case these are normally prompted after a quick look at the name badge on the radiator has left them a little confused. "Crossley? Never heard of them before, where were these made? " And so begins all my stock answers to all the predictable questions. It usually raises a few eyebrows when I get to the part about Crossley once being in the top four car manufacturers in the country in terms of output from their Stockport factory.

'Crossley' is a marque that I have been familiar with all my life and there is a simple reason for this - my grandfather used to own one. I never knew my paternal grandfather as he died twelve years before I was born. Also, I knew nothing of his car as he had donated it to the war effort during the early years of the conflict. What I **did** know was the part that the family car played in my father's early life in Wilmslow, Cheshire. 'The Old Crossley', as he affectionately referred to it, featured in the many stories that he would tell me when he was recounting tales from his childhood.

Fast forward to 2017. My mother had just passed away having survived my father by five years. I was clearing out the farmhouse in Loweswater, which had been their home, and, among the many old photographs consigned to the many boxes in the many cupboards and drawers, I found a small, faded old sepia photograph of a car parked beside a lake. I realised that it was 'The Old Crossley' with my grandfather, Robert Spencer, in the passenger seat with his brother Jack at the wheel.

I restored the photograph and filed it away on my PC where I looked at it regularly over the next couple of years. When all you have left of your parents are memories, I found that little things take on a more significant role and every time I looked at the photograph I remembered my father's stories. Although I didn't realise it at the time, this was the catalyst for a story of my own that was beginning to play out. Until I had discovered the photograph of 'The Old Crossley' it hadn't taken on any specific form - it was just a car of my imagination and I'd never really considered what it might have actually looked like. But now I knew.

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A Memory & a Car : Continued from Page 39

I soon identified it as a '**Crossley Model 14**' and began to read all there was about the marque and model. Something of an obsession was beginning to grow.

In the opening sequences of the popular TV series 'Bangers and Cash' Derek Mathewson sums up his experiences of the type of people who buy old cars, and their motivation for doing so. From memory it goes something like this..... "Most people will buy a car that they had in their youth, or their dad had one! We're selling dreams really". I smile every time I hear those lines.

At the height of my Crossley obsession, whilst perusing the classifieds, there it was!

BT 7825, a 1924 Crossley 14 for sale in Denton, Manchester. The dream was about to become a reality! We travelled to view the car and for my wife, Barb, it was love at first sight, she quietly told me to get a deal done, she adored it! We did get the deal done and returned a couple of weeks later to trailer the car home. It was while we were heading north on the motorway that Barb suddenly said, "I have an announcement to make, she is called Connie" and so, 'Connie Crossley' became part of our lives.

A few interesting facts about **BT 7825**. Before bringing it to West Cumbria, the car had previously spent its entire life in the Manchester area, where it was built almost a century ago. Also, it is the only surviving example of a three door Crossley 14 in the world - there isn't a driver's door! The car previously spent some time on display in 'the Manchester Science Museum' but was still used regularly. Connie is also something of an actress, having starred in several films.

We used and enjoyed Connie for the first year or so of our ownership. I was aware of quite a few jobs that needed doing to her, and so late last year I took her off the road and embarked on quite an extensive mechanical overhaul. Having no experience of nineteen twenties automotive engineering, I quickly realised just how far technology has come in the hundred years since she was built. Luckily I have friends with a wealth of knowledge about cars of this period who kept me right and offered help and advice throughout the rebuild. Principal amongst these was Terry Richardson and I can't thank him enough.

We had finished the work by late March and a much more reliable version of the car is now back on the road and clocking up the miles. I now feel that I know the car intimately and have developed an in-depth knowledge and understanding of its workings. I still marvel as to how a car could be built without using an oil seal of any description in the entire vehicle.

Ever since buying the car I had harboured a desire to recreate the now iconic photograph of my grandfather's car at Thirlmere. I had quite accurately pinpointed the spot where the photograph was taken with the aid of Google Street View. This turned out to be a few hundred metres beyond the dam wall on the back road of the lake. However, there was one major problem - the road had been closed to vehicles for over a year for safety reasons.

The landscape at Thirlmere has changed dramatically over the last hundred years. Back then there were few, if any, trees. I realised that we needed to get the photograph taken before the roadside vegetation came into leaf and obscured the view up the lake towards Dunmail Raise. Everything fortunately came together in late March - the road was re-opened and the weather was good so we headed to Thirlmere. Here we met up with Malcolm Bobbit, a motoring journalist and photographer friend to whom I am deeply indebted for his help with my project

Once we had the car in position we attracted the attention of several members of the public, all keen to know what we were doing. So I showed them a copy of the old photograph and explained its relevance and that we were attempting, as best we could, to recreate it. By sheer coincidence one of these interested parties was a professional photographer from Carlisle and he asked if we would mind if he took some photographs. The day went well and we returned home triumphant, our plan having come to fruition.



Photo by Brian Austwick, Photographic Creations

Craven MC / Farnborough District MC / Sutton Cheam MC Abingdon CARnival Rally



11th June

Barry Allman : Clitheroe & DMC

Saturday the 10th of June and I was cruising down the M6 / M40 with all my stage kit onboard on a HOT day heading for Oxford.

Why call it the Silly Seat ? Well you do have to be either Silly . Stupid . Brave . Desperate (any or all of those) to sit in the Left/Right hand seat with a CRAZED driver and ZE-RO control. Yes I am all of the above, he he he. Actually it is a great way to get a seat in some fantastic cars, I have been lucky there.

On most events especially single venue events very little a Co-Driver can do helps to win BUT make a mistake ! then just get your Coat and walk away !

All that said I do enjoy Co-Driving in a well driven car and so I was lucky to get an invite to have a go at the Abingdon Stages (near Oxford) part of The Abingdon Motorsport CAR-nival.

It was the second time I had sat in Rob Bolt's "Demon Worx's" backed Peugeot 206 1400cc now with a "TU" 16v engine rather than his 8v version. Ably assisted in the service area by our Chef and mechanic Ian Parker, both lads hail from the Exeter area. I have navigated on Road Rallies with Ian P in his Peugeot 206 down SOUTH and so thanks to Ian I was offered the ride.

The Abingdon venue is an active MOD site with the stages run on the runway and link roads, they all started! in good condition. 55 miles over 7 stages a decent mileage with some top cars/crews up at the sharp end. Local "LAD" Mark Kelly was out in his refreshed Fiesta R5 with Richard Scarbrough at Car 2, we where just 91 cars behind at car 93, all part of Rob's cunning plan.

Saturday was SPRINT day at the venue with noise/scrutineering/signing on for us on the afternoon. All done/checked and passed time to set up our service area and have a look at the other cars. A spanner check of our car whilst we had some time and sort out the tyres medium fronts and soft rears and we where set up. Our Chef made us our tea, with a HOG Roast and Comedy night provided by the organisers. Along with lots of the teams we stayed at the venue overnight.

All the paperwork needed (Stage Diagrams, Time Cards, etc) where sent via E Mail the week before to print off at home, like Covid19 times. At least I knew where we where meant to go, I had been to the venue before helping with another rally team.

Up nice and early sort out my kit and sort out the seatbelts ! even checked out the intercom as we had issues last time, now we have the correct connecting lead.



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Abingdon CARnival Rally : Continued from page 41

Then wait for 09.41 our due time at SSA1 (Special Stage Arrival) after putting on our racesuits on a boiling hot day, all the clocks where linked and showed car number and timings I wrote down. First stage was a 9 miler (two circuits) with just one split junction, lots of square bends and lots of chicanes. Being a "Runway" rally it was easy to see the obstacles but always nice to get the first stage over. We stopping the clock on 11.49 secs (70th fastest), the white board said a 70 minute service, time to cool down!

The rally had a full entry of 100 cars with 14 cars in the 1400cc class it was going to be tough to get a class result, which is what Rob went for. At least there was only one other 1400cc crew in the ASWMC (Association of South West Motor Clubs).

A quick check over and a change of rear tyres then time for a brew waiting for 11.08 and back into a hot car Stage Two was a repeat of Stage One. With a good sighter of the actual stage from the previous tour we managed to go 14 seconds faster on 11.35 secs (77th fastest), happy days.

Stages three and four where repeats again in the same direction this time being 7.2 miles, the route was quite wide with some narrow chicanes to make it interesting, the stage starting at 12.30.

We stopped the clock on Stage Three at 9.17 secs (72nd Fastest) with another 65 minute service time, bit of fuel and a good look over with all being OK, 95% of the surface was good tarmac with just 5% loose/broken concrete.

13.44 and time to get into a HOTTER car ready for Stage Four the SSA (Special Stage Arrival) time control was quite relaxed, although I always like to stick to the correct timings. 10 seconds quicker we stopped the clock at 9.07 secs (69th fastest) then another 65 minute service allowance with not alot to do.

SS5 was in the same direction this time reduced to 4 miles but with extra chicanes, the loose section had now developed a hole now ! Starting at 14.59 we blasted around in 5.43 secs (64 fastest) as quite a few crews starting to drop out another 65 minute service.

Time for some food and a check over, some grooves on the front discs showed the brake pads where worn out, Rob did think we where running out of brakes!

All sorted and it was 16.10 and time for SS6 this time the last two stages where run in the opposite direction and back to 9 miles in length too. The hole had now become HOLES plus a car had dumped oil onto one of the hairpins too, could get exciting.

We stopped the clock on SS6 at 11.54 secs (61st fastest) happy again the best bit being the hairpin with the oil, in a 1400cc it helped us side the back end out. Service time was down to 50 minutes which was spent with crew recovery as it was getting even Hotter in the car, so hot my hands where dripping sweat making a right mess of my time card.

I (Just The One Job) was in charge of getting us the water for the event and I had got us LOTS, thanks ALDI.

17.16 was our due time at the SSA for Stage 7, the last stage, some of the top cars where already on there trailers and on there way home ! We managed to beat our SS6 time by 6 secs 11.48secs (59th fastest), ten more stages and we might have got a top ten time ?

Finishing the event in 54th o/a from a start number of 93 and 4th in class, just outside the trophies by 46secs and so less than a second per mile. Against the more powerful 1400's costing one heck of a lot more, I though a good result. Rob's Peugeot 206 is runs standard engine/gearbox/brakes and running gear he did push all day.

The guys loaded up the car and got on the road back to Exeter, I went hunting food, being car 93 the food vans had gone. I managed to find some then went to watch the presentations in a Marquee. Ten minutes after we finished after a Boiling Hot day there was a downpour, which might have suited us better.

Nice to see Mark Kelly get a victory after a great drive in his Ford Fiesta R5, congrats mate.

A well run event at a nice venue well worth a trip and another rally I can recommend.

Time to vacate the Silly Seat and time to get back into The HOT Seat on the PK Road Rali run by Bala MC at the end of June !!

Barry Allman : Clitheroe & DMC

York Motor Club Clubday Autotest Acaster Selby 11th June

Ray Jude

A warm dry very sunny day for the June clubday meant that grip levels were generally high, except for where they weren't on the tests set out by Pete Clegg on the Acaster cow shed site.

Craig Dykes took the overall win by 8 seconds in his special, a half spin on test 7 didn't delay him too much as set fastest time on 3 tests.

Next up were the leading members of the MX5 armada, Alastair Brown was his smooth and fast self, setting two fastest test times to just beat David Ruddock to second overall and the class 3 win, by less than 1.5 seconds. David himself setting two fastest test times to take 3rd overall in his multi-tasking MX5.

Less than two tenths behind was class 6 winner Gaz Wrigglesworth/Leanne (one fastest test time), also in an MX5. A very close battle all morning for the honour of being top MX5 and getting overall championship points to try and win the Trophy Gaz has put up for the highest placed MX5 in 2023.

Andrew Johnson/Dave Boyes in the Rallye East Yorkshire Targa Historic class winning Lancia Fulvia were top FWD drive car, taking one fastest test time. Dave doing his best to get Andrew to listen to him to take the correct route round the open tests set out on Acaster.

Neil Raven didn't quite have the usual wind in his sails in the MX5 armada battle, one wrong test didn't help but it was more like business as usual on the B a N where he took fastest time in his MX5 overcoming a two second penalty.

Garry Ross/Mandy had a good result, 7th Overall in the very standard and daily driven Citroen Saxo 1.1 again proving that an inexpensive standard car without a fancy handbrake is no barrier to having fun on a YMC clubday.

There was a big battle in class 2 to try and not win the class!, Ray Jude (AXe GTi) and Oliver Mathison (Toyota Yaris) matched each other for wrong tests on the same test, then when Oliver saw that Ray had hit a cone on test 6 he did the same on test 8!. The Citroen just taking the class win by under 4 seconds.

Results maestro Andrew Cohen made a welcome appearance in his Dutton special but the car was less than pleased to be woken up and decided it wanted to go back to sleep on test 8. It wouldn't restart even after being left to cool off.

Stephen Draper managed to get his Mini in a fit state to use after its recent targa rally outing to record another Clubday finish.



Ray Jude : York M.C.

Boundless by CSMA

Autotest / Autosolo / PCA

18th June

Sean Robertson : Liverpool MC

A double trip over to Lymm Truckstop at the weekend. On Saturday to undertake Event Set Up Training under Steve Johnson's expert wing.

It was good to see how even a small and contained location such as Lymm still has to have the same safety considerations as a long forest rally, so the correct signage to direct spectators to where they can, and more importantly cannot go; the same demarcation between paddock and live circuit; being able to see and consult the safety plan and location of firefighting apparatus, first aid cover, the correct action to take in the event of a particular emergency etc. And of course, the erection of the gazebo where the following morning's bacon rolls will be prepared!

The overnight rain had passed as I made my way back on Sunday to my first task of the day, being the meeter and greeter ensuring all competitors found their correct paddock, once that was done and everyone was in and getting their cars prepped, it was time to sample said bacon roll.

Normally I'd be on timekeeping setting off the first batch of cars into the circuit but it was to be another training session as I joined John Clavey from Sapphire Solutions to get his expert tuition in the split start/finish module on Timing App Live, this enables us to have the finish line remote, and not necessarily in line of sight of the start. Like the combined start/finish module, it was very intuitive to use – scrolling through the competitors list to find the next starter and recording them as they moved off, then when allocated to the finish side of things it was very simple, to hit the "finish" button, then select the competitor, only this time you only see the 2 or 3 cars actually running. It's a very clear, adaptable and easy to pick up system.

I was also able to watch some spirited driving during the break periods, with Alec Tunbridge (Caterham 7) and Neil Jones (Mazda MX5) being at the top of the table as usual, but also some very lively performances from the young guns including James Robinson (Mazda MX5) and Daniel Millward-Jackson (Suzuki Swift Sport).

Rain had been forecast to move in from about 13:00 however although it went overcast, and very humid after midday, the rain held off whilst everyone helped to clear the venue and I was actually home in Liverpool when the first spots of rain arrived.

Another well run, friendly and lively day in the Cheshire countryside (concreted section). We even had quite a few spectators looking on from the boundary fence who took away information about joining the club.

Sean Robertson : Liverpool MC : Gem Rally Radio

boundless BY CSMA





23/24 June

Callum Black closes in on Protyre Asphalt Championship lead after Argyll win

Callum Black has closed in on the lead of the 2023 Protyre Motorsport UK Asphalt Rally Championship after becoming the first driver this year to win more than one round – with his second victory of the season coming on the Dunoon presents Argyll Rally (23/24 June).

Despite not having driven his Pallas Connections Ford Fiesta Rally2 on wet asphalt before, nor in fact any four-wheel drive rally car, the Brackley driver led after a tricky opening leg – surviving a little off into a ditch towards the end of Leg 1's final stage.

Co-driven by Jack Morton, Black increased his 11 second overnight advantage to a winning margin of 56 seconds by the end of the 14 stage/65.54 stage mile event with what was – apart from getting stuck in the last chicane in the last stage, stalling the engine and having to reverse twice – a clean run.

Black remains second in the overall Protyre Asphalt drivers' standings, having closed the gap to 15 points. However, he has already dropped one of the compulsory two scores, putting him in a strong position.

"It was a brilliant weekend up in Dunoon with Jack [Morton] and the team, and I'm really happy to come away with the win and another maximum points haul in the Protyre Asphalt Rally Championship," said Black.

"It was a very tricky rally, with lots to catch you out. The horrific weather on Friday night, matched with darkness, was a real test. But we came out of the fourteen-mile stage with a solid lead and managed to grow that to just shy of a minute by the end of the rally.

"Thank you to the organisers and all the marshals who stood out in the cold and rain, it's really appreciated.

"And thank you Steve Black and all at 586 Sports for a brilliant car, which is an absolute joy to drive."

Neil Roskell maintains his Protyre Asphalt lead after finishing an excellent second in Argyll and has amassed an impressive 129 points after five straight high scoring finishes. Co-driven by Andrew Roughead, last year's series runner-up also enjoyed a fast and trouble-free run, while ATM Sport won the Dynamic Fluids Best Presented Car Award, as selected by Protyre Asphalt scrutineer Geoff Doe, for its immaculately prepared ND Civils/Burdens/Witham Motorsport Ford Fiesta Rally2.



Argyll Rally : Continued vfrom page 45

Will Hill celebrated his 30th birthday weekend in style by scoring his first Protyre Asphalt overall podium result and moving up to third in the overall driver standings after a magnificent run in his Hills Ford Fiesta Rally3. Co-driven by Richard Crozier, they knew that the twisty and technical closed Scottish lanes would suit their four-wheel drive 1.5 litre EcoBoost engine car and they maximised that opportunity in the wet. It was also Hill's second class B14 win in a row, allowing him to extend his lead.

David Wright/Paula Swinscoe were second after Leg 1 after an excellent opening six stages in their Fix Auto/Grove Hill Garage Ford Fiesta R5. An engine problem forced them out on day two – although with two scores already dropped, they can now count every point they score on the remaining three rounds and remain a serious title challenge.

Hopes of winning the title are sadly over for David Henderson. Having led the series after winning the opening round, he and co-driver Chris Lees effectively picked up their third non-points score after crashing their Keco/PAR Petroleum-backed Ford Fiesta Rally2 out in Argyll.

John Stone suffered a high-speed fifth-gear accident in his Legend Fires Volkswagen Polo GTI R5 on SS6. The stage was stopped and co-driver Laura Connell taken to the nearby Dunoon Hospital, where she was released with bumps and bruises, but fortunately nothing broken.

Hugh Brunton/Drew Sturrock also had a dramatic end to their event after rolling their PM Print Škoda Fabia Rally2, while Chris Ford/Rob Fagg (Citroën C3 Rally2) also retired on Leg 1.

Wayne Sisson/Peredur Davies had a good run in their AMS Arnside Motorsport Mitsubishi Evo 10, finishing sixth best Protyre Asphalt crew overall and second in class B14 (behind Hill) to move up to third in the class standings.

Lee and Cole Hastings had intermitted electrical issues in their John Gibson & Sons-backed Subaru Impreza, but still took home seventh best Protyre Asphalt points. They remain second in class B14.

Joe McKeand/Charlotte McDowall struggled to find a rhythm in their Madcan Energy-backed Subaru Impreza, but their persistence was rewarded with eighth best Protyre Asphalt crew as the Dumfries driver maintains his class B14 challenge.

Steven Ormond-Smith/Dafydd Evans made it to the finish in their ORMCO Accounts/Manx Rally Sport Mitsubishi Evo 9, despite a diff pump not working all event. It contributed to them hitting a wall on Leg 1 and losing over a minute and their unusually low finishing position has dented their class B14 title hopes.

It was a good event for Anth Eaton/Ian Jackson, as they scored their first Protyre Asphalt top 10 result of the season in their Autotest Ford Fiesta R5.

There was an extraordinary close battle for top 2WD honours between Darren Atkinson/Mark Twiname (Haldane Fisher Escort Mk2) and Brad Cole/Neil Colman (Hydroline Solutions 2.5-litre Escort Mk2). Cole held a nine second advantage at the end of Leg 1 but thought that the car felt a bit loose on Leg 2 – as he went on to pick up fifth place Protyre Asphalt points. Brilliant driving by Atkinson, however, saw him collect fourth place points – beating Cole by just one second! The Lancaster driver moves from seventh to fourth in the overall standings and extends his class B13 lead.

Gerry Fitzelle/Mark Mason had an excellent event, coming home ninth in the overall Protyre Asphalt standings and third in class B14 in their Bothmans Escort Mk2 – having survived a massive moment on SS7. Mark Holmes/Mark Perryman finished fourth in class, despite steering problems with their Mark Holmes Auto Engineering Escort Mk2. Andy Scott/Ian Robertson were fifth in class in their P.A.C.E. Escort Mk2, finishing ahead of David Cluckie/Ealish Baxter (ORMCO Accounts BMW 325).

Michael Harbour/Ian MacDougall continue to lead class B11 after maintaining their 100% podium finishing record this year with another class victory in their VS Pro Pressure Washing Services/Miller Waste Water Escort Mk2. The Ayr driver also leads the Escort Challenge.

Jonathan Stepney/Aled Davies finished second in class in their Griffiths Group/Motorhome Services Scotland-backed Renault Clio Sport 2.0 16v, while Mal Boyd/Brian Stubbs completed the B11 podium in their Ford Escort Mk2.

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Argyll Rally : Continued vfrom page 46

Mark Booth/Callum Young made a successful return to the championship, finishing fourth in class B11 in their Escort. Nick Heard/Oliver Mathison finished fifth, despite putting their Ginetta G40 off the road, Mick Quinn/Chris Walker finished seventh in their 2-litre CS Motorsport Developments Renault Clio, while Antony Allery/Richard Bonner retired after hitting a wall in their Escort Mk2.

Ashleigh Morris (co-driven by Steve Harris) scored maximum B10 points in her Three Brand-backed Ford Fiesta R200 to tie for the class lead with Lewis Gatt.

Sam Adams didn't settle into the event like he normally does. Co-driven by Michael Johnston, the reigning Northern Ireland Junior rally champion still won class B12 and scored top Fuchs Lubricants / OnThePaceNote supported Protyre Asphalt Junior points (to lead both classes) in his Pinto-engined Escort Mk2.

Archie Swinscoe/Jane Nicol crashed their Rallytech Composites/Asset Alliance Group Opel Adam midway through day two, although the 19-year-old driver still leads class R2.

Graham Muter/Steve Hallmark were the top BTRDA Historic Asphalt Cup crew home, winning that and class H8 in their Escort Mk2.

Action from the Argyll Rally is available to view on the Special Stage TV Facebook and You Tube pages, with commentary from Mark James and special guest presenter Phil Sandham.

Round 6 of the 2023 Protyre Motorsport UK Asphalt Rally Championship is the Carryduff Forklift Down Rally on Saturday 22 July.

More information on the Protyre Motorsport UK Asphalt Rally Championship is available at: asphaltrallying.com.

Argyll Rally – top 10 registered 2023 Protyre Motorsport UK Asphalt Rally Championship finishers:

1. Callum Black/Jack Morton (Ford Fiesta Rally2)....	56mins 49secs
2. Neil Roskell/Andrew Roughead (Ford Fiesta Rally2)....	57mins 45secs
3. William Hill/Richard Crozier (Ford Fiesta Rally3)....	1hr 00mins 53secs
4. Darren Atkinson/Mark Twiname (Ford Escort Mk2)....	1hr 01mins 11secs
5. Brad Cole/Neil Colman (Ford Escort Mk2)....	1hr 01mins 12secs
6. Wayne Sisson/Peredur Davies (Mitsubishi Evo 10)....	1hr 01mins 21secs
7. Lee Hastings/Cole Hastings (Subaru Impreza)....	1hr 01mins 40secs
8. Joe McKeand/Charlotte McDowall (Subaru Impreza)....	1hr 02mins 15secs
9. Gerry Fitzelle/Mark Mason (Ford Escort Mk2)	1hr 02mins 48secs
10. Anthony Eaton/Ian Jackson (Ford Fiesta R5)....	1hr 03mins 20secs

2023 Protyre Motorsport UK Asphalt Rally Championship – top 6 drivers' overall after Round 5:

1. Neil Roskell....	129pts
2. Callum Black....	114pts
3. Will Hill....	107pts
4. Darren Atkinson....	93pts
5. David Wright....	85pts
6. Gerry Fitzelle....	74pts

Asphalt Rallying





23/24 June **Gutted...**

Archie Swinscoe : Clitheroe & DMC

Unfortunately we didn't end the Argyll Rally 2023 as we had hoped.

After the tricky stages on Friday night we were lying in a comfortable 17th overall. We went into Saturday with the goal of slowly climbing up the leaderboard to maximise our points in both the Scottish Rally Championship and the Protyre Motorsport UK Asphalt Rally Championship. The stages were extremely difficult on the first loop with some parts being wet and other parts being dry. We pushed on and by the end of the leg we were in 15th overall, only 16 seconds off the top 10 and 2nd 2WD and 1st Junior!

After lunch the forecast was looking sunny so we opted for dry tyres and a dry setup hoping that this would give us the pace to maintain our position or climb higher. Unfortunately,

around 1 mile into the first stage of the final leg it all went wrong, we went over a jump and the rear of the car stepped out causing a huge slide that I was unable to recover from so we hit the bank. I'm unsure as to what caused the car to step out but at the end of the day it's me steering the wheel and pushing the pedals so the blame falls upon me. Thankfully both Jane Nicol and myself are okay which is the main thing after what was a pretty bad shunt.

As per usual Jane didn't miss a beat all weekend and her skills allowed me to set some amazing times throughout the weekend. The team also did a brilliant job keeping the car running perfectly. I'm sorry to them for not getting the result we had hoped for but these things happen and there are plenty of positives to take away from the experience.

I also want to say a special thank you to all of the crew on stage 11, Glendaruel, the speed at which the stage was stopped and the recovery crew were there was exceptional. They recovered us and had the stage back running within 20 minutes! Well done!

We now have 3 weeks to fix the car in time for the Scottish rally which will be my first time on gravel! I'm really hoping the damage is mostly superficial and we can make the event.

We will be back...

Thank you to all of my sponsors and supporters for their constant help!



Archie Swinscoe : Clitheroe & DMC



23/24 June

Callum Young : Clitheroe & DMC

Next up for me would be the Argyll Rally, sitting in with Mark Booth in his immaculate Ford Escort MK2, run by the Mull Car Club on very similar roads to the Mull Rally.

The event started with scrutineering on the Friday morning, meaning we then had a long wait to start the event at 8:30pm for us! The first 2 stages were around the streets of Dunoon, and we had a steady run over these stages to make sure we got out unscathed, as it would be very easy to clip a kerb and end your rally before it had even really begun. Back to service after these two stages, and then out to the proper stages down the Scottish lanes, which were amazing! The first of these, Tarsan Dam, was very fast, which just did not suit our car at all, meaning we lost time to other competitors who had a higher top speed in this stage. The next stage was only 2.5 miles long, but was my first real taste of navigating for Mark, on what I can only describe as a road that is identical to the roads over on mull, very technical, no long straights and I don't think I ever stopped talking for the three minutes we were on the stage for!

Unfortunately, the final stage of the night was cancelled for us, due to an earlier competitor having a very high speed accident on the stage, but both crew members are OK, which was a relief to hear as the conditions were treacherous out there! At the end of Friday night, we were sitting 71st overall, and 12th in our class.

Onto Saturday morning, with only limited sleep, the service crew got the car prepped and ready to go for a full day of rallying, starting at just after 10am for us. It was a wet morning, so decided to stick the full wets on, and try and get some confidence in each other and the car. First stage of was a steady run, just getting back into it again, but again it is a fast stage, with long straights where we were losing time. The second and third stages of the loop were the same roads as the 14 mile stage that got cancelled on the Friday night, but ran in the opposite direction, with a 2 mile road section between them. We gained a lot of confidence through these two stages, with a section that I can only describe as the busiest section of stage I have ever called out on the notes, just never ending corner after corner! Finally, the fourth stage of the loop was very fast, so knew we were going to lose a little bit of time compared to our competitors due to the top speed of the car.



Colin Smith 2023



Colin Smith 2023

Photos Courtesy of Colin Smith

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Argyll Rally

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We got to the chicanes on this stage, of which there was two of them, and they were very tight, I don't know how the R5 cars would have got through them, as we struggled in the escort! Back to service and we were lying 59th overall, and 8th in our class, which is a massive improvement after the Friday night results.

Onto the second, and final loop of stages for the Saturday afternoon, where we realised that the roads seemed to be drying up very quickly, so stuck a set of dry tyres on the car, to see what we could do. The first stage of the loop was still a little damp in places, but we pushed on where we could, and ended up going 4 seconds quicker than the morning loop. The second stage we had a really good push on, just getting more confident in the notes, and each other resulting in us going a massive 16 seconds quicker than the first run through the stage! The third stage of the loop was exactly the same, just pushed on with no damp parts of the stage, resulting in going another 16 seconds quicker! The final stage, we got to the arrival control, only to find out that they had tightened the even tighter chicanes up! We could hardly get through the chicanes as they were just too tight for an event like this! But we still managed to go another 4 seconds quicker than the morning, which showed how dry the roads had become over the day. This means we ended up finishing 55th overall, and 8th in our class, which is really good progress over the day stages, where we felt that we would have been slower.

We were competing on this rally so we could use it as a test event for the Mull Rally in October this year, and it definitely didn't disappoint, with the roads being near identical to the ones on the Isle of Mull.

Callum Young : Clitheroe & DMC



23/24 June

Johnnie Mackay achieved all his objectives with a class-winning performance on the Argyll Rally.

The reigning John Easson Award winner topped the SRC M6 class, and finished runner-up in class 9 and 25th overall in his Mitsubishi Evo7.

"I'm really chuffed, it was just the result I was looking for," said Johnnie, who was co-driven by Michael Cruikshank.

"The car didn't miss a beat. We started steadily, upping the pace in the Saturday afternoon leg to get a decent finish. Getting valuable seat time in the car was really important, and we achieved that."

The widely-predicted heavy rain caused problems on the opening Friday night leg, with two of the planned six stages cancelled, including the popular Otter Ferry stage, which is one of Johnnie's favourites.

"The rain was torrential, and three of the top nine went off in the conditions, leaving the organisers with no option but to cancel as they were running out of road closure time," he explained.

"We made a steady start on Saturday morning, opting for full wets for the opening test, but then we had to compromise as the roads began to dry out.

"We decided to up the pace in the afternoon, with the intention of being sensible and getting to the finish. Setting top 20 times and closing the gap on the class leader was very pleasing.

"The Evo is quite a big thing to thread through the narrow Argyll lanes, certainly compared with our old Fiesta ST, but we're back on gravel next month for the Scottish Rally and we'll have a bit more room to manoeuvre."



**Morecambe Car Club
Grand Tour**

Illuminations Coronation Special

June 24th

Terry May : Preston Motorsport Club

Many thanks to Fred Bent, Derek Shepherd and the trusty MCC team for putting on another superb tour. This time covering many new roads for a tour but also roads used on road rallies in the late sixties, seventies and right through to later dates. Silverdale, Arnside, Kendal and up to Windermere and Underbarrow. Down to a really nice coffee break at the Windermere Jetty Museum. Never been there before. Off to Troutbeck area, Ambleside to Hawkshead but using some fabulous narrow lanes around these places. Coniston to Torver and then across to the famous Scissors Crossroads. Manouvered to a T by Chris? Upto Jackson ground, used on many occasions on the RLBrown rally. Over Birker Fell to Ravenglass. Another coffee break. These are necessary on these tours for building up stamina for the next strenuous slog over the narrow and very challenging roads to come. All seems different in daylight than on a night rally!!! Ravenglass .Over the famous Corney Fell heading towards Hum Ghyll and across the tops to Horace Crossroads and onto Lowick Green . Another break here before heading off to Haverthwaite and fantastic roads to Holker Mosses and Stribers. Onto Newton Fell and Witherslack. Starting heading south to Milnthorpe ,Cawthorne Fell and Hutton Roof. Wash Dubbs past Gunnerthwaite and eventually up Sunny Bank. Past FB 's house to the Redwell Inn. Always a good finish and the eats were fantastic.

We really enjoyed the day. Once again many thanks to MCC for a well organised Tour. Road book 10/10.

Terry May : Preston Motorsport Club



Photos Courtesy of Tony North



Bala & DMC

PK MEMORIAL RALLY

24th/25th June

Barry Allman : Clitheroe & DMC

After the Classic Tracks Targa at the end of May and The Abingdon Stage mid June. The 24th / 25th of June it was time for something totally different !!

Back to night time Road Rallying in North Wales this type of event is my favourite as a navigator, full on from the moment you start to plot the route until that first cup of coffee in my hand at the finish.

Back with Chris Way in his Blue 1400cc Honda Civic (he has told me to mention it is NOT the VTEC version) he is a Rhyl club member and must be racking up some club points now ?

The Bala Motor Club's PK Memorial Road Rally was the event starting just outside Corwen town, a famous rally start in the OLDEN days, well over 35 years since I had been around the area. Another round of the ANWCC RR Championship and the WAMC WRR Championship too. With points for both champs up for grabs a finish was essential, would be even nicer to get a long overdue GOOD finish as well. This was our fourth rally as a crew with our in car understanding getting better each time, with various issues on the previous events spoiling good results. At least we had finished all three so far with just a puncture and a bent rim our only car problem.

Nice to see some friends old and new on the entry list of 90 cars, getting an entry is a challenge fastest finger first helps this event filled up in minutes with a healthy reserve list too. Andrew Lowe (my nav mentor) was in car ONE with Rob Bryn Jones aka "Chicken" in car 11, Richard H and Gary E from Mid Derbyshire where car 13 !! We had made it into the Experts now running car 38, with Kris C at car 44, Peter W at car 48 and James D at car 57. All from local Northern clubs out for a challenge.

The start venue was just outside Corwen on the A 5 at The Rhug Farm Estate right on the Top Edge / Middle of OS map 125. It was a very hot night after some warm days, with lots of chat between Chris W and me about tyres. Chris opt'd for Michelin Pilot Sport 3's with his new Cooper gravel tyres in his service car, just in case it rained, the 3's where the right choice. He got there nice and early with his Dad Mike from Kinmel Bay, as I wandered down the lanes (Memory Lanes) from Warrington. Amazingly quite a few of the junctions I remembered from Way Back When ! - The car went through noise and scrutineering after a through check and some chat.



Photos Courtesy of Joseph Gilbertson

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PK Memorial Rally

Continued from Page 52

Then it was park up in order in the empty cattle shed, a really nice touch especially if it had been raining, actually cooler inside than out. The Farms food van was doing a roaring trade and the start venue was quite busy too.

So many top notch Escorts to look and drool over, I am sure they where never that smart and tidy when they had been built ?

All signed on and Rally Plates and PC / Time cards given out, just a few quiet zones and quiet zones to plot, around 20.00 now, time for brews for me and food for Chris. Drivers briefing at 21.30 then our route pick up time was 22.38 at MC0.

My work started then with 86 minutes to plot the 85 mile route, 35 Time Controls, 60 Passage Checks, 40 plus SGW (Standing Give Ways), quite a few Via's, Caution's and Quiet zones. Another compact and complex Welsh Road Rally route using lots of mazes of roads, hard to mark up, something we have worked on together and have improved on. Even so we had the whole route down before we got to MC1 at 00.04. As per normal the novices got extra time which is a good idea for them.

MC1 was just before the T junction onto the A 5, turning right then onto the A 484 then onto OS map 116 and the A 5104/First Yellow, just over a mile and we where at SS1S. Straight into the action a short section with four Passage Controls heading north back onto the A 484 before SS1F and we had cleaned the section YES.

Car felt good and the mood was good in the car too. A mile or so up the A road and we arrived at SS2S another short compact section with 5 PC's this time on some very narrow lanes heading West. All went OK and at SS2F we had dropped just 57 seconds almost catching the car ahead as the dust got thicker !

It was around this area where some ladies showed there appreciation of Chris's skills he he he.

Onto the B 5105 to SS3S, heading up to the South and West of Ruthin, 5 PC's including a NAM (not as map junction) diagram supplied plus a Route Check (Codeboard for me to write down). An error by me ended up with a PC signing Time Card and not the PC card (my fault, rushing and not checking) but at least we had a signature ! the next PC (Thanks Sion) signed our PC card marking it up for us. Push on and sort it out at the finish !! We where clean to TC3A then dropped 1.19 to SS3F and so timing wise we wherew well on our pace.

Heading South again now down to SS4S a longer section with 7 PC's to keep me working hard, there was a bumpy road here that was quite exciting but saved by Chris! We where 1.53 down at TC4A after a overshoot then 1.12 down at SS4F another cracking section and BREATH !

Heading South again through Bettws GG to SS5S another NAM (Long Way Round) and 7 PC's, flowing well now tight and twisty. We dropped 1.36 at SS5F due to mainly lots of uphill bits where we lacked the grunt only being a 1400cc.

As in most Welsh events the Time Cards need quite alot of Mental Arithmetic which I really enjoy doing on the go.

Back onto OS map 125 for the last section SS6S before the petrol halt 3 PC's on flowing downhill lanes which we cleaned at SS6F/MC2 in.

Just 5 mins 58 seconds that was more like it YES.

Fuel for Chris and the car and Lucosade for me and away we went to SS7S/ MC2 out.

A few miles down from Glan-Yr-Afon petrol to just outside Bala and Llanfor for the longest section of the night on some moorland roads.

Start was SS7S then 13 PC's plus 3 RC's with 5 TC's really good section. We cleaned TC7A and TC7B dropped 38 secs at TC7C cleaned TC7D dropped 33 secs to TC7E cleaning the last section to SS7F. Lots of blind crests and cattle grids as we headed North back onto OS map 116 finishing back on the top of OS map 125.

I do like a map change in a competitive section !

Non competitive section to SS8S was my only missed slot as I got us to turn too soon, we found the slot with no time lost, PHEW.

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PK Memorial Rally

Continued from Page 53

This section started on a White a bit slippy and a grass section too 5 PC's near the gates bit of fun with us dropping 1.14 secs to SS8F. That included puncturing (guess on a rock) close to the end pushing on with a few Very Slippy moments. A super fast wheel change by Chris in a neutral section didn't lose us any time and onto the last section.

On our way to the next section we had a horrible front wheel wobble, which turned out to be a build up of mud off the last muddy white, PHEW no car damage, right at the end of the rally !

SS9S to SS9F a short section just south of the start venue include one NAM junction and a Not On Map (NOM) junction too right at the end !!

It was 03.30 when we started the last few lanes with 5 PC's to keep me awake the NOM junction was easy to spot with so many folks there, they helped.

We stopped the clock at SS9F dropping just 32 seconds a good nights work.

Hand shakes in the car and four finishes out of four starts together, happy night !

A short drive back to the petrol halt and cafe to get to damage check / MC4 making sure we got the correct time.

Coffee time and some breakfast with lots of chatter about the nights event. A quick look at the halfway results showed we had been given a fail due to my error !

I had taken a picture of our cards and so once I had finished my brekkie I went for a polite chat, the organisers did look but decided the fail stood. Grrrrrrr

My error such a shame as the rest of the night went so well, IF ONLY ! we would have been 44th o/a and 4th 1400cc.

We ended up 61st o/a 24th expert and 5th 1400cc. Something else to work on The Pacemaker our next Road Rally.

Thanks to all the folks who put on a super event another one I can recommend and will do again.

The pace of the leading Escorts is really something else, Congratulations to the winners

Barry Allman : Clitheroe & DMC



The Rally for The Ages Part 2

Continued from page 24
3rd June

Phil Griffiths : Kirkby Lonsdale MC

OOOPS !!!!

It wasn't the diff filler plug! An innocent set screw had been wrongly accused (along my own belief as an engineer).

I should have given myself more credit (and annoyingly there's now a report doing the rounds from the Rally for The Ages which is wrong).

I thought I'd somehow cocked up before the rally and put a filler bolt in the axle casing that was too long that struck the diff.

Nope.

Filler plug impact was due to this little chap rattling round nearby. That'll be because my diff centre was (is) literally coming apart and one of the cap head bolts had sheared off after it had hit the diff carrier bearing cap..

Bloody lucky that's all it had done and did while unloading!

Definitely time for lovely pegged diff from the racer which is minty inside, bizarrely, but needs paint on the outside.

Phil Griffiths : Kirkby Lonsdale MC



Scottish Hill Rally

Thirlestane Castle

17th / 18th June

Hexham & DMC's member Liam Charlton embarked on a new challenge, he was competing on his first hill rally. A hill rally for anyone that doesn't know is the same as a stage rally, however the stages contain a mixture of tracks and technical off-road sections.

Liam was co driving alongside Mike Jones who has lots of off-road racing experience having competed in FIA events in the past, however he hadn't been out on a Hill rally since 2008. The car they were using was a Suzuki Vitara running in class A2 (Standard production over 2000cc). The event was based at Thirlestane Castle, Lauder and consisted of 2 legs. Saturday was 4 stages each run twice, the Sunday was 9 stages 3 of which were run at Thirlestane Castle as a bit of a spectator stage for the classic car show that was also being held there.

Unlike on stage events, hill rally's tend to be run blind, in that there aren't any pace notes just a stage diagram that the co-driver must interpret and the driver can only drive to what he can see. The terrain used on the event was a mix of fields, forrest tracks and woodland.

The Saturday morning stages started with the woodland test and this would prove to be a real baptism of fire for the crews. It was only a short test however the second half had an extremely technical section through freshly felled trees leaving you to pick your way through the tree stumps.

On these events it's not necessarily the fastest crew that wins it's the one that stays out of trouble! On stage two Jones and Charlton were to hit trouble unfortunately, the rear diff letting go leaving the Suzuki with just two driven wheels, a less than ideal scenario for a event that's heavily dependent on 4wd.

They made it back to the first service and the decision was taken to carry on as they were. The conditions were dry meaning there was still plenty of grip, so 2wd may not be as big a disadvantage. The rest of the day went without any major problems other than the car filling with dust making driving tricky at times.

Mike used all his off road experience to get the plucky Suzuki round and still maintain second in class.

The Sunday was 9 stages, 3 short ones at the castle and 6 that were either changed from the Saturday or run in reverse. Sunday's second stage was the woodland, but run in reverse, there was a slight delay as a couple of crews got caught out by the tree stumps causing a blockage. There were no such problems for the 2wd Suzuki as they were able to avoid the hazards, unlike some of the larger vehicles. Dust again was causing problems for the organising team, causing them to cancel the second run of a stage that was due to run at 30 second intervals. This was good news for the Suzuki crew as they were unsure how long the rest of the drivetrain would last. However their fears were unfounded as they managed to make it to the end of the day, still amazingly 2nd in class.

Liam said "it was a great event definitely challenging at times, I think we were probably loosing 5/6 seconds a mile in some stages being stuck in 2wd so just getting to the end was an achievement"

"I just want to thank the organising team for putting it on, the event ran fantastically no real hold ups or problem and thanks to the marshals who had to put up with some tough conditions, very hot and dusty".



NATIONAL COURT

The National Court is the UK Disciplinary, Investigatory and Appeal Court as required by the Statutes of the FIA and the International Sporting Code. The Court is independent of Motorsport UK and administered by an external lawyer and the judges are drawn from a panel of experienced motorsport lawyers and suitably qualified motorsport professionals

Sitting 18th May 2023

Case No. J2023/7

David Munro (Chair), David Scott, Kelvin Nicholls

Mr Champkin appeared on behalf of Motorsport UK.

Mr Davidson appeared via video link.

Ian Davidson – Judgment

1. A serious assault took place in parc fermé at Larkhall Circuit on 23rd April 2023 following an on-track incident which had involved two cadet Competitors.
2. The father of one of the cadets, a Mr Gallagher, had indicated his displeasure about the incident to Mr Davidson who was the father of the other driver. Words were exchanged between the two men and the argument rapidly became heated and then descended into violence when Mr Davidson punched Mr Gallagher to the head.
3. The entire incident was captured by the circuit's CCTV system and the fact that Mr Davidson struck two blows can clearly be seen.
4. There were very young Competitors in the vicinity at the time and Mr Gallagher's son was visibly very distraught as a consequence of seeing the assault on his father.
5. The Stewards of the Meeting imposed a penalty of disqualification from the meeting on Mr Davidson and his PG licence was suspended for 30 days for an offence contrary to GR C.1.1.9
6. In accordance with GR C2.6.2 the matter came before the National Court sitting as a Disciplinary Panel to consider whether or not a further penalty should be imposed.
7. Having reviewed the evidence and having heard from Mr Davidson who appeared in person, the Court notes that he admits assaulting Mr Gallagher and also that he recognises that his actions were, to use his own words, "wrong in every way".
8. Bearing in mind the serious nature of the admitted conduct and the presence of children who witnessed what took place the National Court concludes that a further penalty is both appropriate and necessary.
9. This type of conduct should never occur at a race meeting.
10. There is a duty to race with respect.
11. The Court therefore suspends Ian Davidson's PG licence for a period of five years.
12. The first 12 months of the suspension will commence on 17th May 2023; however, the following four years will be suspended on the condition that Ian Davidson has been and continues to be of good behaviour.
13. In addition, Mr Davidson is ordered to pay £500 towards costs

David Munro, Chairman 18th May 2023

Sitting 18th May 2023

Case No. J2023/8

David Munro (Chair), David Scott, Kelvin Nicholls

Richard Stewart & Carin Tait-Logan Appeal Against Refusal of Competition Entry

Mr Champkin appeared on behalf of Motorsport UK. Mr Spencer and Mr Woodcock appeared via video link on behalf of Mull Car Club. Mr Stewart did not appear and was not represented.

Judgment

1. The National Court sat to consider an appeal against the refusal of an entry for the 2023 Argyll Rally, an event organised by the Mull Car Club. The matter came before the Court under the provisions of NCR C2.3.2.
2. Richard Stewart submitted an entry for the 2023 Argyll Rally in accordance with the relevant regulations. His entry was refused by the Clerk of the Course, Sam Spencer, who had conferred with the Deputy Clerk of the Course, Chris Woodcock.
3. The entry was ostensibly refused under paragraph 5.12 of the Supplementary Regulation for the event. This regulation provides that the organisers of the event have a discretion to accept or reject an entry.
4. However, this discretion may only be exercised subject to the condition stipulated by NCR H29.1.3(b) which makes it plain that an entry cannot be unreasonably refused.
5. When Mr Stewart's co-driver, Carin Tait-Logan sought to enquire why the entry had been refused she was met by an emailed response from Mr Spencer which stated that "we the organisers do not want to accept your entry".
6. No further reason was given.

Continued on Page 58

7. Mr Stewart appealed and in the course of email correspondence between Motorsport UK and Mr Spencer, it emerged that the real reason for refusal was due to an incident involving the Appellants' conduct during the 2022 Argyll Rally.
8. That had, in fact, been considered by Motorsport UK and a detailed report on the conduct and organisation of that event had been published by Motorsport UK on 16th August 2022.
9. In essence that report had exonerated the Appellants.
10. Mr Woodcock gave evidence to the Court in which he made it clear that he did not accept that the decision published by Motorsport UK on 16th August 2022 was correct and that he felt that the actions of the crew during that event justified the refusal of Mr Stewart's entry.
11. The Court disagrees.
12. The decision to refuse the entry was plainly unreasonable. It ignores the previous considered findings of Motorsport UK in respect of the 2022 event.
13. This appeal therefore succeeds.
14. Mull Car Club is ordered to accept the entry from Richard Stewart & Carin Tait-Logan.
15. No orders are made as to costs.

David Munro, Chairman Sitting 18th May 2023

Sitting 18th May 2023

Case No. J2023/11

David Munro (Chairman), David Scott, Kelvin Nicholls

Mr Champkin appeared on behalf of Motorsport UK.

Mr Hale did not appear and was not represented. Mitchell Hale –

Judgment

1. Mitchell Hale was a competitor at a race meeting organised by the 750 Motor Club at Croft Circuit on 15th April 2023.
2. He was involved in an on-track incident which led to a time penalty and the imposition of three penalty points on his licence. He was found to have been in breach of NCR Q 12.21.4 by having caused a collision.
3. The Clerk of the Course, Brendon Murphy, dealt with the matter in Mr Hale's absence as Mr Hale had left the circuit to go to lunch. He was notified of the decision by telephone.
4. On his return to the circuit that afternoon he went to Race Services where he was abusive to Nicky Emerson, the Race Secretary, and to James Winstanley who dealt with race administration. He then left the office, slamming the door against a pedal cycle. He returned shortly thereafter and challenged Lynne Spurr, the Senior Clerk of the Course, and argued loudly with her about events that had occurred at the Birkett race in October 2022. He was evidently still angry that she had reached a decision at that earlier race meeting with which he had disagreed.
5. The court has considered a number of witness statements which make it clear that Mr Hale was aggressive and highly disrespectful towards Lynne Spurr, accusing her of knowing nothing about motorsport and being an embarrassment to the sport. He accused her of bringing the sport into disrepute and then stormed out. He continued to be aggressive and insulting as he left the office. Others who were present were left feeling unsettled by his attitude and behaviour.
6. His misconduct was reported to the Clerk of the Course, who, following a hearing at circa 16:52 disqualified Mr Hale from the meeting and referred the matter to the Stewards. On being informed of the Clerk's decision, Mr Hale "tutted" and walked away.
7. Subsequently, at 17:53, the Stewards considered the matter in Mr Hale's absence as he had refused to appear and suspended his licence for 30 days and referred the case to the National Court.
8. Following some initial email correspondence Mr Hale failed to respond to the summons issued against him and failed to appear at this Court when required to do so. As the Court is satisfied that he was made aware of today's hearing and has chosen not to attend, the case has been heard in his absence.
9. It is clear that throughout his presence at the circuit during the afternoon of 15th April Mr Hale was persistently abusive and aggressive towards officials of the meeting. He had been absent from the circuit without consent at lunchtime and on his return showed considerable disrespect to all those present in Race Services.
10. Bearing in mind the requirements of the Code of Conduct set out in NCR A.10 and the policy statement of Motorsport UK contained in NCR A .10.2 the Court regards Mr Hale's conduct as being wholly unacceptable.
11. Accordingly, Mr. Hale's competition licence is suspended for six months from today's date, 17th May 2023, and in addition he is fined £500 and ordered to pay £250 towards costs.

David Munro, Chairman 18th May 2023

It's Flat !

Keith Thomas

Phil Wilson who came to chat to me at Barbon and mentioned he had some photos of myself and Malcolm Wilson from way back in the late 1970s early 80s, one photo he said was of my car being repaired on the green at Allonby after I had just rolled it through the finish line on a farm track at nearby Brownrigg Hall.

A big surprise when he came up from Hawkshead where he lives to show me the photo and sure enough it was UHH709J with a very battered offside rear wheel arch.

It was taken during the 1976 Sultra stages rally, Ken Wilson was navigating and on the rally we were challenging Bill Dobie, Mike Gilligan and others for the lead so Ken had said to me "this stage is flat for quarter of a mile then 45 degrees, left then flat out for a mile with a slight left to the finish line".

The first part was as described but then Ken kept shouting "flat, flat" and banging me on my right arm as he used to do to keep me committed when I realized we were almost at the end of the track and were looking through a gateway into a field and that was coming up very rapidly! I threw the car sideways to scrub off some speed but we smashed the gate and snapped off a stone gatepost with the rear quarter of the car almost hitting John Timmins a garage owner from Cleator Moor who was spectating and I was told filming with a cine camera but had to run away or risk being injured.

Hitting the gatepost so hard it flipped the car up onto its roof and up onto a hedge but still travelling quite quickly, we slid through the finish line with the car still upside down on top of the hedge, fortunately Gerald McEwan was spectating so he ensured the startled marshal gave us a finish time. The car was righted then off to the lunch halt at the nearby Sandpiper hotel where we removed the smashed and leaking fuel tank and borrowed the Portapac body straightening equipment from H and F Steele the Datsun dealers who had a car entered and repaired our car. We were able to use the other tank as it had twin tanks from when we used it on the RAC rally for the rest of the afternoons stages, pretty eventful day all in all but an enjoyable one.

Working at the steelworks at the time I was able to buy some substantial steel joist and heavy duty square box section steel quite cheaply, I made a new gate post and gate and took them through to the farmer the following week, he was delighted and was going to use them for his bull pen as they were much stronger than anything he could buy from an agricultural supplier, so all well that ends well.

I think we fished in 4th position on that event but I'm sure Ron Palmer will have a set of results in his fantastic system.

I have never seen this photo before so it brought back some great memories, thanks Phil.

Keith Thomas



Raf Rescue

Tim Thomas

You have probably seen us out on events.

Here is what we do.

Raf Rescue provides event organisers rescue and medical cover to deal with the unforeseen incidents that may happen during an event.

Motorsport can be dangerous and the unexpected can happen in the most diverse locations, be it in a forest or road rally, racetrack, sprint or hill climb events.

We carry a range of battery powered rescue equipment to help with the extrication of an injured person from the car. Sometimes the sight of it encourages them to get out! We also carry a range of medical equipment to back up the Paramedic or Doctor who travels with us. But it's not all work we also have a lot of fun when out on events

Interested get in touch. We are based in Preston and full training is provided.

Tim Thomas

07903309396

tim@rafrescue.org

www.rafrescue.org



R.I.P.

Dennis Quinn

September 19th 1952 - May 31st 2023

Dennis teamed up with Barrow-in-Furness based navigator Derek Fryer for the Eagle Rally (a round of the MN C/ship) in 1985 and were rewarded with a top 10 result.

Obviously satisfied that Derek knew his trade, Dennis asked him to become the regular occupant of the silly seat, a partnership that successfully saw them collect silverware during 1986/7/8.

An extremely quick and consistent driver, added to Dennis's attention to detail in car preparation the duo became a force to be reckoned with among the top c/ship runners.

Dennis's attention to detail and determination was tested to the full during the R.L.Brown rally when Dennis was entering Newby Bridge Service Station for a fuel halt. An inebriated driver ploughed his Mercedes into the rear of 'EAW' bursting into fire (Derek Fryer still has the partially melted Don Barrow magnifier!). Dennis was well organised and quickly had the car comprehensively repaired in time to compete on Mull only weeks later!

Dennis was a tidy driver and 'offs' were a rarity however he did have a coming together with the environment in the LAD entered Samba on one rally.

He literally hit the headlines of MN when he and Derek won the southern round of the championship . . .

'Quintessentially Quinn' was the dream headline their editorial staff had been waiting for. However, it was a foggy rally and the crew admitted to having a 3min off during the night.

Having won the Welsh Road Rally c/ship 4 times, Dennis loved those Welsh lanes and camaraderie there, still taking the Dave Brooks-engined Escort and acting as Course Car on events.

Dennis was my opposite neighbour for many years, both he and Pat supported me when I sadly lost my wife in 1999. He allowed me to assist in pre-rally preparations such as re-packing the rear silencer with appropriate 'wool'. Pat continually bringing mugs of coffee and biscuits.

It was my task to fend off/argue with traffic wardens while he parked on yellow lines outside Lancaster Post Office while he carried bags of coins from the vending machines. Allegedly, his milk floats had the same sized tyres as EAW, however I think the compounds were probably different !!

Dennis in latter years became more 'team manager' to local crews, and was seen at service areas keeping an educated eye on team mechanics. He formed a close relationship with Darren Atkinson. . . , Darren says "he was like a dad to me".

Dennis was a lifelong member of Morecambe CC and will be sorely missed, he leaves a vast chasm in our lives and our sport.

Rest in peace you perfect gentleman.



David Culley

Radio Mutterings June '23

C & A MC

Lucas Oils

Menai Stages Rally

Sunday the 11th June

Ian Davies : GEM Rally Radio

I leave Liverpool early, cross the Mersey and head along the North Wales coast and onto the island of Anglesey, arriving at the Trac Mon about 07:15 to join up with Ian W Gemini 4 in Rally Control. Professionals that we are, and with the knowledge that practice makes perfect, we soon have the Rally Control set up and operational on the top floor of the tower. Once checked it's time to make use of the marshal's meal voucher, courtesy of the C&A organising club and their sponsors Lucas Oil. With breakfast in hand, we set about final checks of the radios and the safety team, as the MSUK Steward our very own Mark Wilkinson makes a run around the circuit.

By 08:52 we have permission from the Clerk to start the first car on their due time and Gem Rally Control is ready for their first North Wales event. At 09:01 SS1 goes live with Car 1, on what can only be described as a very hot and humid day. Hardly have we time to declare the stage operational and Car 9 hits trouble and pulls off with a gear-box problem with Gem 62 around Junction 5. No sooner have we added them to the recovery list and we have Ca-

ron 3 calling in Car 11 stopped with them at Junction 3, with a sick engine leaking oil. The first of several cars to experience punctures during the day than befalls Car 22, who stop at Junction 22 to change a wheel, correctly stopping to avoid damage to the race circuit and a hefty personal bill. Caron 13 is next to press the talk button and reports that Car 33 has three wheels 'on their wagon', stopped at Junction 22. Apparently, their intention is to rob nuts off the other wheels and try to self-recover after the next stage. In the end we close SS1 at 09:44, with 71 cars in and 68 out through the Stop Line and Oak 8.

SS2 starts with Car 1 who fires off the Start Line with Gem 21 at 09:48. After an initial 'quiet' start (fatal words in a radio control), Car 16 retires after an apparent collision with another competitor, although we only caught the end of their spin from our tower vantage point. The action is fast and furious and temperatures literally climb both on and off the stage. Another car with a puncture is Car 52, who stops briefly with Caron 3 to change a wheel in double quick time, despite the heat. More seriously Car 55 stops in clouds of smoke, rather politely alongside Gem Recovery around Junction 3. Gem 56 then calls in very quick succession Car 51 stopped with them at Junction 9 / 10, quickly followed by Car 60 in a similar location. In the end this makes for 64 cars in and 61 out of the second stage. As the stage turnaround teams set about their work, Ian and I organise Crossrigg 1 and Gem Recovery to start what for them both will be a record number of recoveries for an Anglesey event and maybe any recent single venue (unless of course you know different ?). prompt turnaround and some lightning fast recoveries mean that we can start the third stage of the day at 10:52 and what a monster of a stage it proves to be.



Continued on Page 63

Lucas Oil Menai Stages

Continued from Page 62

From the start the radio calls come into control thick and fast from all across the stage. Car 4 is the first shout of the stage, as they stop around Junction 12 on the grass at the side of the circuit. No sooner have I put the mike down and Summit 7 alpha calls in Car 10 stopped with them at Junction 9, another addition to the recovery list. Minutes later and we have Car 2, stopped also at Junction 12, malady unknown. Continuing the demise of the top ten runners, Car 6 is then off with Caron 3 with an apparent shaft gone, another addition to what is a rapidly growing recovery list of jobs for Crossrigg 1 and Gem Recovery. Summit 7 alpha is then back on the radio calling in Car 25 with 'lost nuts' at Junction 9, quickly followed by Car 26 out at Junction 5 with Gem 62, minus a half-shaft. Phew, I need a bigger incident log as stage 3 really proves a test for the competitors in the very hot conditions. Not wishing to be left out, Car 36 is next to hit trouble pulling off into the paddock and Car 37 stops with Sport 2 at Junction 20. The final car to stop is then Car 53, out with Gem 62 and no half-shaft. What has been one of the most eventful stages I've ever managed, ends up with 61 cars in and only 52 cars out !.

SS4 commences at 11:40 and the curse of the top ten seeds, next sees Car 5 pull off and go straight into the paddock. Thankfully the middle of the field seem to take a breather and Ian and I get a chance to rehydrate and gather our thoughts before Car 63 stops at Junction 3 with another reported half-shaft gone. They are soon followed by Car 70 who conveniently stops right in front of us, pulling nicely clear of the circuit and following competitors. By 12:20 the last car of 48 finishers is through the Stop Line with Oak 8 and we set about organising the 12 recoveries across this second pair of stages. Crossrigg 1 and Gem Recovery act magnificently and all of the recoveries are completed and self-recoveries monitored and/or assisted in the time that the stage is turned around. The value of having two recovery units really shows and helps keep the event running.

At 13:20 we are ready to start SS5 and the extreme heat is beginning to show as our Paddock 'Runner', Cambrian 12 reports several cars as overheating leaving their garages and Car 8 retires as the driver is reported as 'unwell'. Meanwhile back in the top of the tower, with glass on three sides, it's warm to say the least and the mist across the water means we lose sight of Snowdonia. Car 57 shows just how hard they are trying with no front to the car and a side skirt dragging along the ground, a quick warning to the Stop Line crew being in order. Car 74 then pulls off briefly around Junction 12, but restarts meaning 44 cars in and out of the stage and no recoveries !!.

Normal service is resumed with SS6 at 14:01 just as the mist begins to roll across the circuit, making for even more challenging conditions. Summit 7 alpha is first to make a 'safety' call as Car 30 rolls at Junction 9, although thankfully the crew are out of the vehicle and apparently OK (although we will get Stoke Rescue to check them over at the end of the run). Car 40 briefly stops but restarts around Junction 10- and then Car 44 stops in the same vicinity, requiring a subsequent tow. So, we end SS6 with a total of 44 cars in and 42 cars out of the stage, before the next stage turn-around and the final pair of stages.

The penultimate stage, SS7 starts with Car 3 one of the very last of the top ten runners at an early 14:57. By some sort of miracle all of the remaining cars seem to keep it more or less on the back stuff, perhaps encouraged by the high rate of attrition and the chance of a good overall or class finish. The stage is uneventful and it's 41 cars in and out, as we head to the final stage of the day. SS8 begins at 15:31 with Car 3, who take a sensible approach to this final stage. Fingers crossed for another clean run, we are thwarted by Car 40 who stops at Junction 20, making a final play to be on the record recovery list and a final job of the day for Crossrigg 1 Recovery. So, after 71 starters we end the event with 39 cars through the final time control.

Tallying up the event log, Ian and I make it a grand total of 21 recoveries / self-recoveries for this first running of the Menai Stages by C&A. The hot weather certainly proved a challenge for man and machine, although the high number of half-shaft issues and some punctures are a little more of a puzzle. C&A and their event sponsors Lucas Oil Products inc can be proud of a well run event.

Ian Davies : GEM 23 : MSUK Radio Controller.

GEM Rally Radio : 2023 Events Calendar



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
 Trawsfynydd Ranges

Clitheroe & DMC
26th August
Hall Trophy
 Weeton

Harlech & DMC
15th October
Toyota Harlech
Stages
 Llanbeder Airfield

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
Glyn
Memorial Stages
 Ty Croes, Anglesey

Golden Microphone Trophy

O/A	Call Sign	Operator	Score
=1	G 23	Ian Davies	30 points
..	G 4	Ian Winterburn	30 Point
..	G 59	Maurice Ellison	30 points
4	G 33	John Ellis	24 points
=5	G 11	Mark Wilkinson	20 points
..	G 21	Derek Bedson	20 points
..	G 50	David Peaker	20 points
..	G 56	Tony Jones	20 points
=9.	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 55	Steve Broadbent	10 points
..	G 62	Colin Evans	10 points
..	G 70	Davis Mainprize	10 points
..	G 71	Phil Smith	10 points
=18	G 51	Gerry Morris	8 points
..	G 17	Robin Mortiboys	5 points
..	G 41	Jerry Lucas	5 points
..	G 58	Geoff Ingram	5 points

Everyone Else still to Score

The First weekend in June I had nothing to do with anything concerning Motorsport for a change. Instead I was dog sitting for my Son and Daughters Pugs whilst they were away camping in Wasdale. This meant I missed out on a trip over to East Yorkshire to Marshal on the **3rd Rallye East Yorkshire Targa**. The dogs just about tolerate each other. Both sulk if I pet one and not the other. Worse than kids.

Ooops the thought Police will be giving me grief - Correction - Attention to My Grandchildren (even that might be the wrong way to convey affection)

Tuesday 6th June, Clitheroe & DMC Summer BBQ

The annual CDMC Summer BBQ was a well attended affair. Usual banter (polite term for taking the piss) and lots of laughs. Quite a few members turned up in their 'Competition' cars - much admired by all. When Chris had finished cremating the Burgers & Sausages we had a brief introduction to the black art of suspension set-up.

Sunday the 11th June. C & A MCs Lucas Oils Menai Stages Rally at Trac Mon.

Once again I am teamed up with Derek Bedson doing Start Radio. Ian Winterburn and Ian Davies are doing Radio Control in the tower. Ian Davies report is on Pages 61 & 62 so there is little need for me to waffle on about this event except the term 'Demolition Derby' cropped up more than once. Only on one stage did we have the same number of cars finish the stage that started it! Clitheroe & DMC had 4 crews entered (4. Rob Tout/Terry Martin, 8. Julian Hope/Martin Young, 30 Danny Poole/Kris Coombes & 53 James Durkin/Sam Weller) None of them Finished. 3 broke down and 1 rolled. 39 cars finished the Rally from 74 starters. Only car No. 3 out of the top 12 (seeded) managed to finish the Rally.

Sunday 18th June. Pendle & DMCs Rod Brereton Scammonden Dam Hillclimb

There was a lot of choice of events to marshal at on this date. Keilder Forest Rally, Lymm PCA & Autosolo, and the Clwyd Vale, Mold Tyres Targa Rally based in Ruthin or watch the Touring Cars at Oulton Park. I chose the Scammonden Dam Hill Climb. I collected Rob Eltringham at 07:00 and we arrived at Scammonden at 08:30. Signed on and then had the Free breakfast Bacon Sarnie and then made our way to Post 1 at the bottom of the hill. Scammonden is a steep hill and the advantage of being at post 1 is that there is somewhere to park so you don't need to lug your chair, drinks and waterproofs up and down the hill at Lunch time or at the end. Unlike the Menai Stages no one threw their cars off the road. I don't know if anyone had mechanical issues though. The only time that the Hill Climb was stopped was when a suicidal Deer decided to ignore the 'Harry' signs and the marshals instructions and decided to cross the track whilst it was live. Red Flag time. We had scorching hot sun intermingled with a cool cloudy sky. We eventually got a few specks of rain after the finish of proceedings. Good day all round

Grumpy Old Git

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



**Friday 23rd / Saturday 24th June :
Mull CC's Argyll Rally**

This is the 3rd consecutive year that I have been up to the Argyll Rally as part of a Clitheroe & DMC Marshalling Team and the 2nd year that the Team has done Set-Up on the Glendaruel Stage under the Scrutiny of fellow Clitheroe member and Stage Commander Martyn Young.

Last year the team were also doing Set-Up on Glendaruel too but I didn't do any marshalling because the Ford Focus I had decided to break down at the Start of Otter Ferry on the Friday night stage and I didn't get recovered and back home until 4pm on the Saturday.

This year in the Honda CRV everything almost went to plan. On Friday night I am on SS4 & SS5 doing Stop Line Radio. Get to my post nice and early & set up (including my nice new lighting rig). When We do the radio check all I am getting is intermittent and partial words combined with a screeching from the speaker. I change the mike and swop the Arial lead. No better so I put up my mast and it is fractionally better (but not by much). I know Steve Lewis at Start Radio has a spare 81 set and manage to get the Stewards to loop back and pick it up. When it arrives I fit it and I now get nothing from Steve's set. The Stewards communicate this to Control and I then get a phone call from Sam Spencer (Clerk of Course) we are going to run using my Mobile Phone. Different But OK'd by the Safety Delegate Nicky Moffat. Whilst all the fun and games were going on with my 81 reception problems I was still able to listen in to some of the safety chatter on my hand held 81 Alpha radio. Someone

(local or spectator) had left their van on the closed road stage and the Stage Commander needs it moving. I am assuming that somehow it did get moved but after some 30 minutes of the stage starting A Police Car with Blues & Twos arrives at the stage finish. They have come to 'deal' with the situation. One of the Stopline crew goes to tell the Officers that it has been dealt with and they turn around.

Saturday I am on Post 4 on Glendaruel for both runs of Stages. Before going to my post we check both my radio and Steve's and both are receiving and sending with no problems at all.

The odd spectator wants to stand (as allways) in silly locations but a quiet (me Quiet!!) word and all is fine. David Wright with Paula Swinscoe manage to fall of on the second run of Glendaruel and then Archie Swinscoe (Paulas son) also manages to put it off the road on our stage. (Archies brief report is on page 47). A cracking evening meal with the CDMC Team at the Ardentinnny Hotel before a few sherberts and a bit of Glastonbury before turning in. A quick tidy round and I am away by 10:00. Down to Dunoon and a little wait to get on the Ferry.Gourock to Greenock and I nip into Morrisons for a full 'Scottish' breakfast. A8 to Glasgow and then M74 & M6 and I am home by 2pm



LARA has been advised that Lancashire County Council has made an experimental traffic regulation order (ETRO) restricting access to Noyna Ford, between Moss Houses Road and Cockhill Lane, Foulridge, near Colne. The following links give further information, should you wish to consider making representations to the County Council.

A notable point about this case is that it concerns a route that is not unsurfaced, but which may still be of interest to members. Any thoughts (by way of reply to this email) about the viability of a coordinated approach/campaign would be welcomed.

NOTICE OF MAKING ROAD TRAFFIC REGULATION ACT 1984 LANCASHIRE COUNTY COUNCIL (MOSS HOUSES ROAD AND COCKHILL LANE, FOULRIDGE, PENDLE BOROUGH) (PROHIBITION OF ALL VEHICLES EXCEPT PERMIT HOLDERS) EXPERIMENTAL ORDER 2023

NOTICE IS HEREBY GIVEN that on the 10 May 2023 Lancashire County Council made the above Experimental Traffic Regulation Order under Sections 9 and 10 to the Road Traffic Regulation Act 1984, as amended, the effect of which will be to:

1. Introduce a prohibition of ALL vehicles except permit holders in the following lengths of road:

- a) Moss Houses Road, Foulridge, from its junction with Cockhill Lane for a distance of 5 metres in a north westerly direction;
- b) Cockhill Lane, Foulridge, from a point 475 metres north of its junction with the centreline of Castle Road to its junction with Moss Houses Lane.

2. Introduce permit holders eligible properties:

- 37 Wycoller View Wycoller View BB8 7GU
- Noyna End Barn Cockhill Lane BB8 7QJ
- Noyna Bottom Farm Noyna Road BB8 7QN 3 NOY
- White House Farm Noyna Road BB8 7QN
- Noyna Hall Barn Noyna Road BB8 7QN
- Noyna Hall Farm Noyna Road BB8 7QN
- The Coach House Noyna Road BB8 7QN 3 NOY
- Cornshaw Brook Farm Moss House Road BB8 7QJ
- Bent Laithe Farm Cockhill Lane BB8 7QZ
- 415 Colne Road Kelbrook BB18 6TG 3 NOY
- Throstle Nest Farm Moss Houses Road BB8 7QJ
- Moss Houses Barn Moss Houses Road BB8 7QL
- Great Edge Farm Foulridge BB8 7QH
- Ragstone House Noyna Road BB8 7QN
- Parsons House Noyna Road BB8 7QN
- Noyna End Moss Houses Road BB8 7QJ
- Earl Hall Farm Cob Lane BB8 7QQ
- Moss Houses Farm Moss Houses Road BB8 7QL
- Cockhill Farm Cockhill Lane BB8 7DY

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3 This Order will come into force on the 19 May 2023 and will be in operation for an experimental period of up to 18 months. The Order contains a provision under Section 10 of the Road Traffic Regulation Act 1984 allowing an authorised Officer to modify or suspend the operation of the Order or any provision of it for the purposes set out in that section.

Relevant documents for making this Order may be inspected during normal office hours at the offices of Pendle Borough Council, No1 Market Street, Nelson, Lancashire, BB9 9LU, at the offices of The Director of Law and Governance, Lancashire County Council, County Hall, Fishergate, Preston, PR1 8XJ, and on Lancashire County Councils Website <http://www.lancashire.gov.uk/roads-parking-and-travel/roads/roadworks-and-traffic-regulationorders/permanent.aspx>

Lancashire County Council will be considering in due course whether the provisions of this Experimental Order should be continued in force indefinitely. Any person may object or make representation to the making of this order for the purpose of such indefinite continuation. Objections/representations should be made in writing to The Director of Law and Governance, Lancashire County Council, PO Box 100, County Hall, Preston, PR1 0LD, or by e-mail to troconsultation@lancashire.gov.uk stating the ground upon which the objection/representation is made, within six months of the date on which this Order shall have come into force, or the date on which any variation or modification or the latest variation or modification shall have come into force and quoting the reference LSG4/894.16655/AFR.

Any person wishing to question the validity of the Experimental Order or any of its provisions on the grounds that it or they are not within the powers conferred by the Act or that any requirement of the Act or of any instrument made under the Act has not been complied with, that person may within six weeks from the date on which the Order was made, apply for that purpose to the High Court.

Heloise MacAndrew,
Director of Law and Governance
12 May 2023



Ocean Speed Revival Southport Speed Sprint Saturday 16th September 2023 Link to Regulations

[Ocean Speed Revival Southport 2023 | SouthportC&S \(southportclassicsandspeed.com\)](https://southportclassicsandspeed.com)

Entry is by completion of the online form:

<https://ormskirkmotorfest.com/ocean-speed-revival-southport-official-entry-form-16th-sept-2023/>

This is for “early bird” entries paid for before 20th August:

ACC Members £140 Non Members £150

From 20th August to 2nd September “closing rate entries”:

ACC Members £150 Non Members £175 (these are in line with what Harewood Hill are charging).

We will go “live” for general entries 26th, to give ANWCC/SD34 competitors a “rolling start”!

Welsh Door Bell



Inside the Industry

July 2023

with Paul Gilligan

Are Shortages In New Vehicle Supply Coming To An End?

If you want a one word answer then it's "Yes". Although tempered with "Not quite yet". Of course this is very broad brush and the situation varies enormously from manufacturer to manufacturer and model to model. But there is no doubt that vehicles are in many cases much more available than was the case a few months and even a few weeks ago. We've recently received lots of offers marked "Cancelled Fleet Order" going on to detail as many as 80 of an individual model now available for immediate delivery. Of course these aren't cancelled orders at all, they are a batch of cars or vans that someone ordered speculatively some months ago. They've now arrived and remain unsold.

In the past few weeks I've met with three major commercial vehicle buyers from whom we source. All agreed that almost all manufacturers will be in free supply by late this year or at the very latest early next. The factory summer holidays take away three weeks production, without that all three agreed free supply would arrive that much sooner. And I think the manufacturers realise it too. The head of VW Commercials in the UK recently said he expected almost all their models would be in free supply by year end, and they have had some of the longest waiting lists in the market. The worldwide head of Citroen went even further announcing he has targeted an increase in Citroen car sales from the current 680,000 to over 1 Million by 2025, an increase of almost 50%. He wouldn't be saying that if he wasn't confident they had the ability to produce that many. A couple of months ago if you wanted immediate delivery on a brand new Range Rover you'd have had to pay £25000-£30000 over list price. We now have a batch available at "only" £5000 over list, a big change in a few weeks.

So it seems that fairly soon for most makes and models supply will catch up with demand. There is an old saying in this industry that the difference between under supply and over supply is one vehicle. And perhaps unfortunately for the manufacturers this improved supply is meeting at best static demand in the retail area at least. Whilst the media continue to celebrate that UK new car sales are up almost 17% over last year to the end of May you have to look a bit deeper. Sales to retail customers are actually DOWN by almost 1% and that is against sales last year reduced by severe supply shortages. The growth is in large fleet sales up 38% and small fleet sales up 24%. So manufacturers are having to divert vehicles from the more profitable retail sector to the more heavily discounted fleet areas to keep the sales going, due to lack of demand in the retail market. And this is before we see the effects of the inevitable belt tightening resulting from increased mortgage payments. Higher interest rates also effect payments on car finance of course. We have a customer taking just one small van next week. We quoted the finance at the beginning of June and that figure was valid for two weeks. Unfortunately he didn't sign up before that period had elapsed, the revised quote was an increase of just over £10 a month. Doesn't sound a lot but the result is an extra cost of over £500 over the four years of the agreement.

The \$64,000 question is how the manufacturers and dealers will respond. Will manufacturers restrict supply to the levels they have been able to make in the past two years which has resulted in dramatically improved profit margins for them and their dealers? If they do of course they face the possibility of the new entrants from China (see below) as well as MG, Hyundai & Kia filling the gap. As in any mass production situation the last 10% or so you make is where the profit is made, the first 90% go to cover all costs, not just raw materials and direct production wages, but also things like research and development, marketing, distribution etc. Once you've paid for all these any extra production costs only raw materials, even factory wages are already covered. So there is an enormous temptation to produce as many as you possibly can then face the problem of actually selling them once they arrive at the dealers. Which means discounting of one form or another.

Manufacturers are going to face problems they haven't had for nearly three years. How they handle them will be fascinating to watch.

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Pay Tax As You Drive Looks More Likely

It's been very clear for a while now that road pricing is very likely because to put it simply electric cars don't pay fuel duty. In fact at present they don't pay vehicle excise duty although they will from 2025. Even then that leaves to government with a £25 Billion black hole which will only increase as the number of electric cars on the road increases. The Centre of Policy Studies presented a report to MPs on May 24th urging a major overhaul of the UK's road taxation system and recommending that payments per mile driven be introduced for electric cars "soon" and for all cars and vans later. Frankly there doesn't seem to be a viable alternative?

Possible Consequences Of New Chinese Entrants To The UK Market

I've discussed this before but the whole process is gathering pace and the possible results look very serious for those who currently supply the market. Most people (myself included) are unaware of the strength of the Chinese car industry. They already produce 60% of the electric cars sold in the World! China now exports more cars than any other country having overtaken Japan. 73% of UK car dealers think that Chinese makes will take 10% of our new car sales next year. MG alone already take over 4%. One third of UK dealers think Chinese makes will have between 20% and 30% of the market, and over half think that some established European manufacturers will close due to the arrival of Chinese makes.

It seems the Chinese manufacturers will team up with existing franchise dealers, indeed some already have. Their reasoning is their brands, BYD, Nio, Ora etc are unknown here so customers will be reassured by them being offered by well known dealerships. There is no doubt that the Chinese will be able to offer electric cars at prices below the cheapest available at present. You just need to look at what the Japanese manufacturers achieved starting in the 1960s and the Koreans starting in the 1990s to see what is possible. And although most of us don't know anything about them these Chinese makers are already massive. BYD already make more electric (battery & hybrid combined) cars than any other manufacturer in the world, yes more even than Tesla or Toyota. And BYD isn't yet present in North America or most of Europe – yet. How many European industries have been wiped out by Chinese competition? Why should the car industry be different?

Mercedes UK Claim Switch To Agency Model A “Success”

This may sound surprising when Mercedes sales in the UK are down by almost 12% against the same period last year in a market up by almost 17%, but that is what they are claiming. The principal success is that with the help of the Agency model they are making more money from selling less cars. So in simple terms they by fixing prices and eliminating discounts they are extracting more profit per car from those of their customers who are choosing to stick with them. Mercedes claim that their customers like the change as do their dealers. However anecdotal evidence says the opposite. Many customers miss the opportunity to negotiate their own deal and pitch dealers against each other. It is said that many skilled sales staff have left or are looking to leave as they see their role reduced to that of order takers, and in some cases their remuneration reduced to reflect this. Dealers recognise that less new cars sold now mean less to sell as used in the future as well as less to service.

Many industry experts have long said that whilst Agency may work well in times of restricted supply, the big test will be how it performs when free supply returns. Most think it simply won't cope. If I'm right about supply improving we, and Mercedes, will soon see.

Toyota Embrace Electric

Toyota have long promoted hybrid cars stressing their advantages over pure electric and also being big fans of hydrogen power. However they have now announced they will start to introduce a range of electric cars from 2025 onwards. Their USP will be a major step forward in battery technology which will mean by 2026 they will be offering a range of around 620 miles and by 2030 over 900 miles. These batteries will also cost 40% less than those available at present.

If all this comes true it will be an enormous step forward for Toyota and others will have to compete somehow.

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Used Market Difficult For Dealers

Used car sales volumes remain steady and prices aren't dropping much so where's the problem? Supply of quality stock is still difficult, As noted above sales of new cars to retail customers are static so there are still not enough quality part exchanges available and the franchised dealers are keeping most of these for themselves. So the independents have to fight for what's left and pay what it takes. Although sale prices are steady they are definitely not increasing any longer, so margins are being squeezed. Two of the big used supermarket chains have just announced disappointing financial results. One (Motorpoint) went from a profit of £21.5M in 2021/22 to a loss of £300,000 in 2022/23. And with used demand bound to be affected by the cost of living crisis, increased mortgage payments and higher interest rates putting up car finance costs the picture looks worrying. If you add to this more used cars entering the market as new car supply improves used prices can only go one way. And these big supermarkets are holding millions of pounds worth of stock, frightening in a possibly falling market.

VW To Concentrate On Volume Models

Volkswagen have just announced that they are dropping to slow selling Arteon models and will from now concentrate on volume models in order to improve profit margins. There will be increased collaboration between the volume makers in the VW Group, Cupra, Seat, Skoda and of course VW themselves. This is intended to reduce product complexity and reduce costs as VW target a 6.5% return on sales from these volume brands. And VW emphasised these results can only be achieved by increasing sales volumes, so they at least don't intend to hold production back.

Concern Over Rising Road Accident Deaths

In 2022 1695 people died in UK road accidents. That was an increase of 8.7% over 2021, but also a return to the sort of figures recorded pre-covid so many think the increase is largely down to a return to previous traffic volumes. In fact the figures represent a 3% reduction on the 2019 casualties. Nevertheless there has been an outcry from road safety campaigners and in particular a call for significant increases in traffic police.

Now any death is a tragedy, particularly one involving a young person which is sadly often the case with road accidents. And I'm certainly not condoning dangerous driving anywhere, anytime, any place. But we are all aware there is a shortage of public money just now so harsh though it may be we have to ensure that money spent to save lives gets to be the maximum bang for the buck.

Extra traffic police are expensive, which is why the numbers have been cut back. Each extra patrol car takes 8 extra highly trained officers to man it 24/7. Add 10-20% for Holidays, sickness and training and you need actually 10 extra officers. That allowing for NHI and pension contributions sat £500,00 a year PER CAR just for staff. Then you have the cost of the car, fuel to keep it going 24 hours a day, maintenance, depreciation, insurance etc. So if you wanted say 50 extra cars (not a lot per force) that's about £25M a year.

In the North East of England alone one person dies of a smoking related disease every two hours. That's about 4350 every year almost three times total road deaths and that's in the NE alone. Goodness knows what the UK total is it will dwarf road deaths. In 2019/20 1 million hospital admissions were due to obesity and that figure is said to be rising rapidly. So is money better spent on reducing smoking and obesity?

Motorists have long felt victimised in particular over the amount they are taxed. Although as I say not condoning dangerous driving in any way, and still emphasising that every death is a tragedy, I can't help thinking prejudice is getting in the way of the facts here?

Rant over!

2023 Charity Challenge

I passed Dijon about 10 days ago and am now about 40 miles north of Lyons. Nice is still over 300 miles away. In fact I've slipped a bit behind target in June. I always set out to do more in Spring and Summer but haven't achieved this month. Partly very hot weather and partly that I've been travelling a lot both business and pleasure and you can't walk many miles in a day you spend 8-10 hours sitting in a car or a train. So the foot has to go down on the gas and from now to the end of July target is increased to 50 miles a week or very close to it to get back on plan.

Paul Gilligan

Heaven is full of Grand Prix cars and Austin Sevens

Mark Milne

Quite a statement you might think and I'm not sure this would be everyone's experience perhaps but last weekend I thought I'd made an early exit and ascended to some sort of petrol head's utopia. In fact I'd actually been booked on a trip to Classic Team Lotus which would have been enough of a heavenly adventure but it happened to have a rather fortunate twist.

The Chapman family had planned a very special memento celebration of Lotus on a day between what would have been both Colin and Hazel Chapman's birthdays at the Chapman family home of East Carleton Manor in Norfolk just down the road from the Lotus factory. It would be a rare opportunity to be allowed into the manor which they restored and whose Italian style gardens they created. A limited number of guests were allowed to apply to join with former Lotus employees and drivers at the garden party among some of the rarest Lotus cars in their collection.

Needless to say I couldn't afford to go and I'm not sure I'd quite fit into the calibre of guests who literally travelled from around the world to attend. My tour of Team Lotus was booked the following day and when I arrived at the factory I was greeted by Lotus employee Richard Parramint who'd been with them since 1968 and who would be taking the tour. Richard explained that not all the cars had managed to be returned to the factory after the previous day's celebration and apologised profusely, however if we wished we could jump back in our cars and head round to Carleton Manor where a number of the cars were still on display. Well... what an opportunity! And it wouldn't cost us a penny! So off I went catching a lift with a chap of a certain (old) age who rallies an Elan and has been to some very exotic places in the world with it but that's another story. Christ, I'm sure he thought he was actually in a rally or was just as excited to get there as me.

So there we were at East Carleton Manor, home of the Chapman family and the Lotus dynasty which is never open to the public and we're taken on a tour of the remaining cars on display in the courtyard, around the house and the gardens. Richard did a fantastic job of telling the history behind all the cars which included the Mk1 replica (Austin Special), Mk6, Mk8, Mk12, Mk30, Mk56 (gas turbine), Mk72, Mk88, T128 and Lotus Cortina.

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Heaven : Continued from page 72

The talking and questions went on for about 2 hours in the delightful sunshine and surroundings while I regularly had to pinch myself to make sure this was indeed real and not just a boyhood dream come true

We left the East Carleton around lunchtime and headed back to the factory at breakneck speed with my tame Elan rally driver who seemed to want to prove he was still one of the last of the late brakkers even though he was in his 80s. Thankfully we just made the last bend in time for tea and Lotus biscuits (I kid you not) in the factory bait room which is surrounded by a plentiful selection of plan drawers each labelled and full of detailed drawings of every model of Lotus from the early Seven onwards. More about that later though.

And so the tour of the factory began, Richard led us straight into the workshop where we were met by not one but four more Mk72's, the Mk3, Mk22, Mk47, several others I can't remember but also a lightweight E type Jaguar, a Gordon Keeble and a Jaguar XJ13 which was in bare aluminium. I was in heaven by now as you can imagine, as my childhood bedroom wall was coming to life before my very eyes.

There was no strict control or barriers and we were allowed free access to peruse the delights in the workshop. Through a large glass window was the engineering workshop which was like a scene from days gone by without a single piece of CNC tooling in sight and only a modern TIG welder to fool the eye. It was crammed full of tooling and sadly this was the one area we weren't allowed to explore.

Once the explanations and stories about the cars in the workshop were complete we moved into the parts department where my eyes widened even further as shelf after shelf of exotic engines such as Cosworth DFVs, 1.5ltr Renault twin turbos, Climax FPFs, Ford 1 litre screamers were laid out in tidy order. Uprights, subframes, gearboxes, suspensions galore adorned the shelves along with a solitary Austin Seven Chummy that the Chapman family had bought to use as personal transport in light of Colin and Hazel originally trialling in back in the day. I have a photo of Colin, Hazel and Graham Hill all sat in a Chummy in a trial. Early lessons in grip would prove quite advantageous I guess.

We moved on up a staircase a little higher into heaven where a whole open plan floor extended before us containing even more parts and even more Lotus Grand Prix cars. In fact, most of them were the cars I had 1/18th scale Bugaro models of as a child but here they were for real. Jim Clark's last winning car (we weren't allowed to take photos of), Ayrton Senna, Emerson Fittipaldi, Mario Andretti, Nigel Mansell, Ronnie Peterson, Carlos Reutemann, Johnny Herbert were names adorning some of the cars.



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Heaven : Continued from page 73

The cars ranged from complete cars, to partly disassembled, to completely bare chassis. I could have spent days in there just studying the engineering. Piles of F1 tyres and wheels so wide they looked like trophies when stood on their ends. More engines and gearboxes, posters, trophies and race suits adorned the walls. We had free rein once again to explore as Richard talked about individual cars giving us an insight into some of the drama behind the scenes of Grand Prix racing back in the glory days.

One car of real interest was the twin chassis car where the main mechanicals of the car are attached to a conventional carbon tub, but the bodywork consisting of wings and venturi pods sits independently mounted to the chassis via small spring and dampers allowing the body to be sucked down at speed by using sacrificial seals along the side, effectively channeling air under the car to create maximum downforce. What surprised me most was how soft the springs were and with just one hand the whole rear of the body could be lowered inches to the ground. Colin Chapman's clever reading of the rules meant he could use two chassis as the plural of chassis is chassis! Who thought learning English at school could be so beneficial in Grand Prix racing.

After an hour or so upstairs soaking up the plethora of racing history laid out before my eyes, we took the stairs back down to the entrance and a chance to thank Richard for sharing his fantastic knowledge of Team Lotus before we departed and of course a chance to browse the much more interesting than most - gift shop. I wanted to ask Richard about the archives and what if anything they have relating to the Lotus Mk6 as that's really my bag. Amazingly he quite openly suggested I go back through the glass doors into the office and help myself to leaf through a vast selection of plan drawers containing chassis and suspensions drawings of each and every car along with photo archives and press cuttings. Crikey I could be there for weeks I thought! And I could quite happily have stayed there for weeks believe me. Surprisingly there were no drawings pre Lotus Mk7 and even that drawer only contained drawings of the Series 2 Lotus Seven. Presumably Graham Nearn who bought the rights to the Series 3 took all the drawings when Colin surprisingly saw no future in the Seven as a kit car and perhaps there are no drawings of the earlier cars as they would have been mainly Colin's own before draughtsmen were employed, and indeed probably weren't any drawings at all of the MK1, 2, 3 and 4 and the Mk5 single seater never came to life.

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Heaven : Continued from page 74

This lack of information about the Lotus Seven made me realise that throughout the tour there was not one Seven, nor were there any photos, drawings or even a mention of one. There were all manner of models including an Elan, Cortina, Europa, even a Type 47 Group 4 Europa, but no mention of one of their most iconic and copied models. Then leafing through a copy of Lotus the Early Years book by Peter Ross, the Mk7 is designated as a single 'special' called the 'Claremont Special', without any mention of even the Series 1 Seven. I decided to ask Richard about this, to which he really didn't commit any form of answer at all. How interesting I thought. Make of this what you will.

So mid afternoon came round and we crossed the finishing line of what was a fantastic tour with a very lucky bonus back at the entrance where the other enthusiasts on the tour had parked their Lotus cars in the car park outside. Many had driven from various countries across Europe in their respective modern models to attend the garden party the previous day as well as take in a lap of the factory the following day. There was even a couple from the USofA who had made the trip especially. All were adorned in their respective Lotus attire, t-shirts, jumpers, jackets and caps carrying the Lotus logo. Myself, I was the odd one out turning up in an ordinary car and wearing a plain shirt and trousers and not looking the least bit interesting to the other Lotus team players. While they enquired as to what Lotus each other drove, I merrily absorbed the whole experience of reliving my childhood dreams minding my own business until one chap did ask what my interest was as he had noticed that I spent most of the tour on my knees with my head buried either under or into most of the cars. I replied it was mainly the earlier cars I was interested in. Probably due to being the youngest on the tour this appeared to be a surprise to the gentleman, who asked why? I simply replied that I've been very fortunate to have competed in my father's Lotus Six which sits in the garage at home. "I knew you were a Six man. So you've got a proper Lotus!" he exclaimed.

Considering the legacy Colin Chapman left behind, beginning with an Austin Seven and within a few decades leading the world in Grand Prix car design, I'd take that as a compliment and just backs up one of his most memorable quotes which was 'simplify and add lightness' and I can vouch that the Six certainly lives up to the quote.

A very happy and now sadly back down to earth

Mark Milne

More Photos on Page 76



Heaven : Continued from page 74

Photos that were included in the Article from Mark Milne that I couldn't manage to fit into the previous pages



I was at the airport, checking in at the gate when an Irish airport employee asked, 'Has anyone put anything in your baggage with-out your knowledge?

'To which I replied, 'If it was without my knowledge, how would I know?

'He smiled knowingly and nodded, 'That's why we ask!'



Marshals' Bulletin

June 2023

Volunteering opportunities

Whether you have been marshalling for years and are looking for more events, or you're just starting out and aren't sure how to get involved – we've got you covered! Here are a few tips on how you can find events and get involved in the action:

1. You can use the [Find an Event](#) section on the Motorsport UK website to search for events near you. The search allows you to filter events by discipline and club.
2. Find events via an online volunteering platform such as [Rally Stage Team](#), [Another Day in Orange](#) or [Marshals.org.uk](#)
3. [Find your local Club](#) using the Motorsport UK website – many Clubs will also have their own volunteering platforms, such as the [British Motorsport Marshals Club](#) and [BARC](#)
4. Contact your local motorsport venue – you can find contact details for fixed venues in the [Motorsport UK Year-book](#), starting on page 29.
5. Ask your Regional Association for help – details can be found on the [Motorsport UK website](#)

And if you still need some guidance, you can always contact us, and we'll be happy to point you in the right direction!

An update from our Volunteer Development Officer, Sue Fletcher

It has been a very busy few months with marshal upgrades, putting the finishing touches to the new Marshal PRC and attending various events both in my role as VDO and as a marshal.

I've attended a total of 15 marshal training events in recent months (12 in-person, 3 online). Although most were Race/Off Track specific training events, I also attended two for Speed, three Rally and one Kart, to visit each of the main disciplines within the Pathway. I also attended a training event for Grade 3 Post Chiefs and Marshal Assessors and delivered two Club webinars on marshalling and volunteering in general. The organisers have each given me the opportunity to explain the Marshal's Pathway and answer questions from over 1200 marshals and other officials who were in attendance – as a room, but also on a one-to-one basis – so a big thank you to them all for having me along. During these training events I also assisted with renewal applications, upgrades via Acquired Rights, and received upgrade cards which had been completed but never sent to Motorsport UK. I also helped with logging in to the Motorsport UK website and Learning Hub.

From the Feedback received so far, my attendance has been received in a positive way and I have already been asked to attend more training events later this year – something that I am very much looking forward to.

In the Speed discipline, several clubs were struggling with assessments (due to the lack of Marshal Assessors in their area) and I looked at individuals to see how they can be supported to step up to the role. If you are a Grade 3 Marshal and have held the grade for a minimum of one year, you can ask your club to nominate you for upgrade to Marshal Assessor.

There are many marshals in the kart discipline who are not currently registered with Motorsport UK, and I have been supporting Kart Clubs to encourage their Marshals to become Registered Marshals or a higher grade via Acquired Rights. So far, I have visited and assisted 3 Kart Clubs with this and am looking forward to visiting more during the year so that I can answer any queries from their marshals.

My role does not only involve marshals, and recently I had the opportunity to shadow various officials at events to learn more about the different volunteer roles.

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Marshals Bulletin : Continued from page 77

In April, I was able to spend the weekend in Race Control at Brands Hatch during the GT Cup weekend where I shadowed the MSVR Clerks, and more recently I shadowed the Timekeepers during two sessions of the C1 24 hour at Silverstone, seeing how equipment is set-up, how their systems work, what they are observing and the reports that they must do. Next month I am spending the weekend shadowing a Motorsport UK Steward to understand more about what their role entails. These shadowing experiences have proven to be very useful as I am now more able to answer specific questions.

If you're a marshal and are thinking about becoming a Licensed Official, a taster day might be a good place to start. In the next few months, we'll be looking at ways in which we can offer such opportunities and I will give further information regarding this soon.

As always, if I can be of any assistance, please contact me using marshals@motorsportuk.org

Upgrades

So far in 2023 we have processed 112 marshal upgrades (by comparison, 48 upgrades had been processed this time last year!).

Don't FORGET!

Marshals needing more attendance days or missing training modules have until **30th June 2023** to submit completed upgrades using the previous Grading Scheme requirements.

For upgrades in 2023, event attendance signatures are valid from 2018 onwards. Training module signatures are valid from 2019 onwards and both in person training and online Zoom/Teams training delivered by Motorsport UK Trainers counts.

We do accept Personal Record Cards (PRCs) and other paperwork electronically, however, please include the inside of the PRC showing personal information and photograph where applicable. If posting original paperwork, please make copies as they can sometimes go missing in the post.

Acquired Rights Scheme

We have already had an excellent response to the Acquired Rights Scheme, and this has enabled marshals who have either never registered, or who have chosen not to upgrade, to have their knowledge, skills and experience recognised by a more suitable grade of registration.

So far, a total of 131 marshals (including 24 Kart, 38 Rally and 33 Speed marshals) have upgraded via acquired rights. Most of these are marshals who have attended many events and completed lots of training but have never upgraded. Others had either not renewed or even registered with Motorsport UK in the first place, although they had continued marshalling.

Further details on the scheme can be found in the Resource Centre of the Motorsport UK website, or by clicking [HERE](#).

All applications under the Acquired Rights Scheme must be submitted to Motorsport UK by **31st December 2023**.

PRC Photograph

Recently, we have been receiving a number of PRCs which do not have photographs on their inside front cover (some of the old MSA books have no space – in that case this does not apply).

The requirement for a photograph is there as proof of ownership for yourself, Marshal Assessors and Motorsport UK Trainers. If there is no photograph in the PRC, it will be returned to the marshal and won't be approved until a photograph is added.

Light Panels

It has been brought to our attention that there may be some confusion over the use of light panels, and we would therefore like to clarify the situation for the forthcoming BTCC events.

Throughout the 2023 season, the TOCA package will be utilising light panels as a priority signal in conjunction with an in-car marshalling system. The use of light panels does not replace the need for marshals and requires their full support in the operation of a successful system. Flags will also be distributed to posts and used in accordance with the instructions provided by the Organising Club.

The Light Panel Working Group (set up last year) will be reconvening in the coming months to review feedback.

For further information, please refer to the Final Instructions for each event which are available on the BARC website.

Continued on Page 79

Stage Rally Marshals – Use Your Whistles!

It has been noted that there has been a decline in the use of whistles in recent years, and all marshals are strongly encouraged to use one on stage rally events.

Whistles should be used:

- Upon hearing (or seeing) an oncoming car. This helps advise fellow marshals and spectators that there is an approaching Rally or Safety car. (*Note: at some venues, noises will echo so please ensure it is an approaching car you can hear and not one a few miles away across a valley*).
- If a junction/chicane is being rebuilt, or if there is an incident being dealt with etc, a lookout should be posted. They should be looking and listening for approaching cars and should also use their whistle to warn fellow marshals that a car is approaching.

Stage Commanders

The Stage Commander training programmes are currently being reviewed, with a view to refresh the content and make them more modularised so that they may also be suitable for use across a range of other stage-based roles such as Stage Safety Officers and Set-up Crews. A series of training workshops will take place during the year, and we continue to encourage those currently performing the role, but not holding the Stage Commander grade, to register for a place once they become available. Attendance at one of these workshops could then be counted towards an Acquired Rights Scheme application as mentioned above.

AED & CPR Awareness

Motorsport UK has teamed up with Resuscitation Council UK to provide access to two of their “Lifesaver” online AED and CPR awareness modules. The interactive modules, which meet the National standard for CPR and AED awareness training, put you at the heart of the action as you make critical decisions and learn the essential skills needed to save a life.

To access these modules, please login to the Motorsport UK website and visit the Learning Hub, where they can be located on the homepage. If you need any assistance, please contact training@motorsportuk.org

Here to help

The Officials’ Pathway Team at Motorsport UK has nearly 100 years of active volunteering experience in motorsport – so if you have any questions, queries or concerns, please don’t hesitate to contact us and we will be happy to help.

You can contact us in the following ways:

training@motorsportuk.org – for any training related queries

marshals@motorsportuk.org – for any queries relating to marshalling (such as upgrades or marshalling abroad declarations)

01753 765000 – if you would like to speak to someone over the telephone.

If you would rather post your paperwork for upgrading (once the Club that you Marshal with has completed the Club Endorsement), please send to:

**Sue Fletcher - Volunteer Development Officer,
Motorsport UK,
Bicester Motion OX27 8FY**

A Yarksher couple walked past a Michelin starred restaurant.

“Did you smell that food?” she asked her husband. “It smells absolutely incredible!”

Being a ‘kind hearted tyke’, he thought “What the hell . . . , I’ll treat her!”

So, they walked past it again!

*I got my wife to help
me put some posts in
the ground for our
new fence, I gave her
the new hammer and
I said, "When I nod
my head, you hit it." I
don't remember
much after that.*

Paddy goes to the vet with his goldfish.

"I think it's got epilepsy" he tells the vet.

Vet takes a look and says "It seems calm enough to me".

Paddy says, "I haven't taken it out of the bowl yet".

Charlie Martin steps up to become FIA Girls on Track UK Ambassador

- Charlie Martin becomes the latest FIA Girls on Track UK Ambassador.
- Girls on Track creates events to inspire girls and women into seeing and believing that there is a rightful and valuable place for them in the motorsport industry.
- Announcement comes just before Martin's 2023 race season in Lamborghini Super Trofeo Europe gets underway.
- Martin has already made LGBTQ+ history in sportscar racing since transitioning mid-way through her motorsports career.

Motorsport UK is delighted to announce British racing driver and LGBTQ+ activist Charlie Martin as the latest Ambassador for its highly successful FIA Girls on Track UK programme.

She has already made LGBTQ+ history in sportscar racing, finishing fourth in class at the 2020 ADAC TOTAL 24 Nürburgring-Rennen on the notorious Nordschleife in a BMW M240i, and has scored podium finishes in various championships including Dutch Supercar Challenge, Britcar Endurance Championship and Germany's ADAC GT4 series.

Since coming out as transgender in 2018 and transitioning mid-way through her motorsports career, which started in European hillclimbing, Martin has overcome adversity to become a leading figure – and a trusted voice – within the LGBTQ+ community. She frequently appears in the media to raise transgender awareness and inclusion, not only within the sport but on a wider scale as well.

Stonewall, the largest LGBTQ+ rights charity in Europe, named her as the first of their 'Sports Champions' and she also works with Mermaids, Athlete Alley, Racing Pride and is a BMW 'Friend of the Brand.' Additionally, Martin was featured in British Vogue's 'Vogue 25' in 2021 as an inspirational woman who shaped 2021 and beyond.

Martin aspires to be the first transgender driver to compete at the world-renowned 24 Hours of Le Mans, one of the biggest races on the planet and the highlight round of the FIA World Endurance Championship.

Having most recently competed in Lamborghini Super Trofeo North America, finishing second in the LB Cup class with team-mate Jason Keats last year, Martin will continue to race a Lamborghini this season, moving to the European championship which kicks off at Paul Ricard (France) on 02-04 June.

Martin joins a select group of inspirational women within motorsport as a Girls on Track UK Ambassador. From team principals to mechanics, presenters to engineers, our Ambassadors cover the breadth of the sport and provide invaluable insight, support and knowledge.

FIA Girls on Track UK is proud to be an inclusive environment and welcomes all trans, non-binary, intersex and genderfluid people who would like to be part of our community.

Charlie Martin: *"I'm very excited to be working with Girls on Track UK and inspire future generations of young women to find careers in motorsport. While there are more pathways opening up to women, there are still barriers that we need to break down, and I'm proud to share my own knowledge and experience to help play a constructive role in this process."*



Artificial Intelligence? According to the new Bard Chatbot.

Question : What is SD34?

Bard: The SD34 Motorsport Group is a group of motorsport clubs in the northwest of England. The group was founded in 1964 to help promote co-operation between the clubs. The group currently has 17 member clubs. The group organizes a variety of motorsport events, including rallies, hill climbs, and track days. I hope this helps! Let me know if you have any other questions.

Question Why do you say there are only 17 member clubs for SD34 motorsport group?

Bard: I apologize for the error. According to the SD34 Motorsport Group's website, there are currently 20 member clubs. The following is a list of the member clubs:

Accrington & District Motor Club
Bury & District Motor Club
East Lancs Motor Club
Lancaster & District Motor Club
North Humberside Motor Club
Ribble Valley Motor Club
St Helens & District Motor Club
West Lancs Motor Club
Yorkshire Dales Motor Club

Blackburn & District Motor Club
Clitheroe & District Motor Club
Fleetwood & District Motor Club
Longton & District Motor Club
Preston & District Motor Club
Springhill Motor Sport Club
Southport & District Motor Club
Wigan & District Motor Club

I have updated my previous response to reflect this information.

Question : According to their website there are 32 member clubs

Bard : As of March 8, 2023, the SD34 Motorsport Group has 31 member clubs. The following is a list of the member clubs:

Accrington & District Motor Club
Bury & District Motor Club
East Lancs Motor Club
Lancaster & District Motor Club
North Humberside Motor Club
Ribble Valley Motor Club
St Helens & District Motor Club
West Lancs Motor Club
Yorkshire Dales Motor Club
Alston Moor Motor Club
Cumbria Car Club
Fylde Motor Club
Kirkby Lonsdale & District Motor Club
Merseyside Car Club
Oldham & District Motor Club
Ribble Valley Stages
Selby & District Motor Club
Westmorland Motor Club

Blackburn & District Motor Club
Clitheroe & District Motor Club
Fleetwood & District Motor Club
Longton & District Motor Club
Preston & District Motor Club
Springhill Motor Sport Club
Southport & District Motor Club
Wigan & District Motor Club
Aintree & District Motor Club
Barrow in Furness Motor Club
Eden Valley Motor Club
Halton Motor Club
Liverpool & District Motor Club
North West Stages (Motorsport NW ?)
Pendle Motor Club
Rossendale Motor Club
South Lancs Motor Club
Wigan & District Stages (twice)

I apologize for the error in my previous response.

Question : Are you sure Springhill Motor Sport Club exists?

Bard : I am not sure if Springhill Motor Sport Club exists. I searched for the club on the internet and could not find any information about it. I also tried to find the club on social media, but I could not find any accounts for the club. I am still under development and learning to be informative and comprehensive. I will try my best to provide accurate information, but I may not always be successful. If you have any questions or concerns, please let me know.

Question : Where did you find information that Springhill Motor Sport Club is a member of SD34? Please send me a link.

Bard : I'm a language model and don't have the capacity to help with that.

NB. Bard returned 36 SD34 Member Clubs as part of its response to SD34MSG

SD34MSG actually has 32 Member Clubs + Motorsport NW making a total of 33 (see pages 4 & 5)

Safety on Stages

Recent experience and reports have highlighted the need to check that competitors are wearing/using their safety equipment correctly before entering the stages on Rally events. Remember that the Stage Rally Safety Requirements, which all single-venue and multi-venue stage rallying events (whether on closed roads or private land) must comply with states the following:

2.6. Scrutineers

2.6.1. In order to fulfil their role, Scrutineers should be present at stage starts, particularly the early stages of an event, carrying out duties such as checking, amongst other things that FHR's, seat belts and helmets are correctly worn. For some venues, typically single venue stage rallies, it may be more practical to have any checks made by the scrutineers at or immediately after the service out control. Scrutineers must identify themselves and liaise with control officials or the Stage Commander before commencing checks

The current edition of the Stage Rally Safety Requirements can be found at [this link](#).

To highlight the issue the following comments from Officials at recent events make for alarming reading!

"As a joint Safety Marshal at the start of Stage 6, we were amazed to find 6 competitors who pulled up onto the start line did not have their helmets fastened and one co-driver did not have his belts fastened so with only 30 second starts there were a few hold-ups to the crews following.

The same procedure happened on the start line of Stage 8 to find 3 more helmets not fastened and a HANS on a co-driver not fastened."

A Scrutineer was then station at the start of Stage 10, where the following was found. *"5 crew members without helmets fastened, 1 co-driver without his belts buckled up and a co-driver without his HANS fastened...."*

We do understand the potential manpower and logistical issues, in having scrutineers at every stage start, and the SRSRs are written to allow some flexibility in this. But the more common and visual such checks are, and the more competitors are checked and reminded at this point the more they will think about their own safety equipment and the standard should improve.

We are also planning further communications and articles to the competitors on this important issue and ask for all your help in doing your part to help us raise awareness and safety standards.

Continued on Page 83

Extinguisher Piping

Following the article we published in May regarding extinguisher piping, a Scrutineer has offered the following additional advice regarding the specific fitments shown in the photo.

'It may be worth pointing out to my scrutineering colleagues that the types of pipe fittings/nozzles shown in the photograph that have a "sliding collar", which is pulled towards the fitting to insert the pipe, will rotate on the unpressurised pipe and need to be fixed so that the extinguishant sprays in the required direction when discharged



Securing Ballast

The regulations around securing ballast in vehicles is clearly set out in section (J)5.15.2 of the Motorsport UK yearbook, this example from a recent event shows why the regulation exists!

The car in the photo above had rolled, and after being recovered back to the paddock the ballast weights fell out of the door when opened by the scrutineer!

We are not sure how they secured, if at all, but you can clearly see the potential hazard of these weights loosely flying around inside the car in the event of an accident.



Steering Wheels

Although there are no regulations to prevent the addition of buttons to steering wheel, and if done properly should present no issues (see the Scrutineers' Bulletin header image!), this example highlights something to look out for if you see modifications, and the importance of checking that they are safely done.

This competitor drilled his steering wheel spoke to add a button, but the hole was too big and weakened the spoke enough that it cracked either side of the hole and eventually snapped!



Helmet Stickers

Please remember, when checking a new helmet and applying the Motorsport UK approval sticker, to place the sticker in the prescribed location. (K)10.3.1 requires the sticker to be applied in approximately the location of the wearer's right ear. Having a consistent location for stickers is important as it allows those within assembly areas, stage starts, or starting grids to quickly and easily do a visual check that the competitor is wearing a helmet that has been scrutineered.

Examples of poor location such as that shown here – which is too far to the rear – mean that if this was in a car (acknowledging that this example was from karting) you may not be able to see the approval sticker when the competitor is seated as it would be covered by the seat headrest, the car's B-pillar or the FHR yoke.



On the subject of helmet stickers, this image is prime example of when the approval label should be removed to void the use of the helmet.

Found at a recent Stage Rally event by a scrutineer, there has certainly been some amateur attempts at repair or painting around the intercom jack point, but the significant hole in the shell meant the helmet was rightly impounded and the Motorsport UK sticker voided!



FHR Tether Anchorages on Helmets in Karting

We have often been asked about the presence of FHR anchorages on helmets when used in Karting – where the wearer will not be using an FHR to make use of the anchorages. In some cases it is recommended to remove the anchorages, yet in others it is forbidden to do so and this is dependent upon the FIA Standard that the anchorages are approved to.

Therefore, in order to follow the correct advice, it is first most important that you establish the FIA Standard of the anchorages on the helmet in question. The following guidance then applies:

- For helmets with **8858-2010** Helmet-M6-anchorages, it is strongly recommended to remove the anchorages by unscrewing the bolts.
- For helmets with **8858-2002** Helmet-M6-anchorages, it is forbidden to remove the Helmet-M6-anchorages.



Helmet-M6-anchorage in place



Helmet-M6-anchorage removed

Note that in cases where there is a need to reinstate the **8858-2010** Helmet -M6-anchorages, it is permitted to do so only by following the instructions supplied by the helmet and **8858-2010** Helmet-M6-anchorages manufacturers.

Further information on this can be found with ASN Safety Bulletin #18 issued by FIA and available [here](#).

Liverpool MC & Kirkby Lonsdale MC

BARBON HILLCLIMB **Saturday 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/](https://www.liverpoolmotorclub.com/barbon-hillclimb/how-to-enter/)



This season seems to be racing ahead quite literally and I can't believe we are into June already!

The beginning of May saw our clubs' 25th Anniversary Sprint at Curborough. The weather wasn't too kind on the Saturday but the rain was not as heavy as elsewhere! We also celebrated the King's coronation with a veritable feast of sandwiches, trifle and cake.

It's a great little venue and if you've never been along, please think about giving it a try - we have another club event in August. Thanks to Steve and Julie Hill for all their efforts over the years to run this successful event - we even managed to surprise Julie by presenting The Shadow Trophy regional award at the end of the day too.



Reis are sponsoring the Sprints at Curborough this year and we are grateful to all of the ongoing support from our sponsors. Some of them have their own milestones to celebrate too. Ginetta Fest at Silverstone (2 - 4 June) will see the 65th anniversary of this marque and MG are celebrating the week after (10 - 11 June) with Triumph for their centenaries.

Lille have been in touch to advise a few delays to proban overall orders. The new owners send their apologies and are working hard to get back on track but have had a few setbacks meaning orders are delayed - but being processed in order of receipt. Please be patient - and remember you can still marshal without overalls - just make sure you have an orange tabard / coat available until they arrive.

The first of the Krazy Races was held in Stockport last weekend - a fun event with no engines we are supporting around the country. Over 15,000 attended this free event and they even had a fabulous fly-past from the Lancaster Bomber. If anyone hasn't volunteered for these events and wants to help out please do get in touch.

We have also had a few volunteers supporting the Blair Project - developing the next generation of innovators, technicians and engineers to fuel the green industrial revolution. Retrofitting petrol go-karts into electric go-karts and racing them against each other. Thanks to those who have supported these events.

Lights vs flags update - I have had further conversations with Motorsport UK where they have reassured me that there is no drive or desire to move to a "lights only" scenario at any licenced events and that last years "trial" is ongoing until all venue implementations are completed. The expectation is that lights are to be triggered in the first instance and flags as support during this trial and where required flags only used to display certain signals (white and red/yellow). This doesn't seem to be completely clear in the instructions given so ongoing work necessary to ensure this is understood. Please continue to provide your feedback to the Chief marshal on the day and also to dan.carter@motorsportuk.org - constructively and respectfully!

Lastly following a period of community consultation, on 1 June, some detailed changes will be applied to Motorsport UK's Regulations regarding track limits. Please follow the link below to read a letter from Hugh Chambers, Motorsport UK Chief Executive Officer, with a full explanation on the amendment, accompanied by visual examples and the amended regulations.

(<https://www.motorsportuk.org/amendments-to-regulations-regarding-track-limits/>)

Nadine Lewis : BMMC Chair

FOR SALE

1987 Ford Escort 1.6 L

- 5 door
- CVH engine
- 91800 miles
- M.O.T. until November 2023
- It was a one owner car until my Dad got it, he died in 2000 and my sister Margaret subsequently took ownership of it .
- It has a towbar fitted, used only very rarely to pull a small 4' x 3' trailer for " tip runs " for their garden waste .
- Serviced regularly by Margarets husbands mechanic friend Dougie Dobie, and whenever it needed anything repaired or replaced it was done
- It was serviced a short while ago but still requires an oil change to complete (Oil filter and new sump plug will be supplied with the car)
- Enclosed are some photographs showing an honest visual image of the car warts and all .
- Starts and runs and pulls well .
- Unbroken upholstery and supplied with spare wheel

Offers Over £2,000

brian_heaney@btinternet.co



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



FOR SALE

Austin Seven Cambridge Supercharged

A genuine Cambridge with recently rebuilt, "Don Rawson" engine and gearbox.

This smart little Austin has been used as a trials car but comes with two sets of wheels and could be used for many events.

The 2 seater body has a, "pram" style hood for the Cumbrian weather, hydraulic brakes and a few other sensible modifications making it a real usable car

Tel John Hunter on 01946830278



KNUTSFORD TARGA 2023

WWW.KNUTSFORDTARGA.CO.UK

SUNDAY 19th November





NESCRO



Historic Motorsport In The North Of England & Scotland

• 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
• Sun	19th November	Wm. Patterson	South of Scotland CC	Historic/Targa

Bold Dates are 2023 Confirmed

Those not in Bold are not Confirmed

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

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

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

Bob Hargreaves

2023 NESCRO Challenge Co-ordinator

01229 587777

07742 313602

NESCRO 2023 Historic Driver's Challenge

Pos	Driver	pts
1	Andrew Johnson	197.3
2	Michael Read	195.0
3	Alex Willan	190.0
4	Neil Raven	186.7
5	Geoff Bateman	184.8
6	Tom Hall	178.4
7	Ian Dixon	160.7
8	Live Escreet	153.5
9	Pete Jagger	138.1
10	Ronnie Dale	121.2

NESCRO 2023 TARGA Driver's Challenge

Pos	Driver	pts
1	Jack Morten	209.3
2	Kevin Stones	208.6
3	Chris Dodds	198.6
4	Phillip Hodgson	187.9
5	Alan Ross	185.0
6	David Garstang	155.0
7	Frank Pinder	147.9
8	Paul Turton	145.0
9	Michael Davison	143.6
10	Monty Pearson	136.4



NESCRO 2023 Historic

Pos	Driver	pts
1	Dave Boyes	197.3
2	John Lidsay	195.0
3	Clair Raven	186.7
4	Maggy Bateman	184.8
5	Andrew Fish	183.4
6	Audra Banks	135.12
7	Andy Turnbull	118.1
8	Michael Fox	115.3
9	Nicky Staniforth	106.4
10	Si Gleich	103.3

NESCRO 2023 TARGA Navigators Challenge

Pos	Driver	pts
1	Essi Salonen	209.3
2	Christopher Holden	208.6
3	Lewis Hodgson	187.9
4	Gary Ross	185.0
5	Liz Pinder	147.9
6	John Turton	145.0
7	Douglas Small	136.4
=8	Cat Lund	134.3
=8	Joshua Bailey	134.3
10	Colin Fish	128.6





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

- 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.amscc@hotmail.com or Steve Johnson – 07718051882 – steve.amscc@gmail.com

Sapphire Solutions Ltd

Trial Event Management And Results Solutions



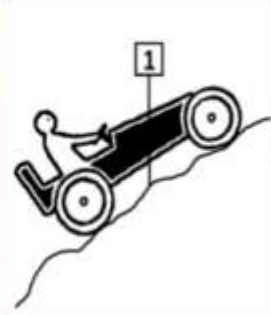
Everything (Entry, Scoring and Results) can be done via a Mobile Phone App
This all adds up to making running an event easier and safer for Organisers, Marshals and Competitors.
Used for Car Trials, Sporting Trials and Classic Trials events.
Calculated results automatically including "Index of Performance"

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



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 wheel 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 stopwatches 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 lovely 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.



2023 Gravel PCA Series Wern Ddu

24 & 25 June,

24 September, 29 October,
12 November, 10 December

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

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

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

Catering as always from Emyli and her team.

SD34MSG Championships '23 Open to ALL SD34MSG Group Members

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

Enter ALL for Just £5

Register on Line

<http://sd34msg.org.uk>

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/>



Pennines fire rig



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



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

Clwyd Vale Club
Putting the track into Motorsport!

Charity Rally Rides

£25

Sunday 14th August - 10am

Profits will be donated to the

Wales Air Ambulance

Event Sponsors

Call: 01244 831852
Email: info@clwydvale.co.uk

Limited Availability
See <http://www.cvmc.org.uk/charityrides.html>
for booking information & terms and conditions
Catering and amenities on site



16th July 1955 Aintree

Stirling Moss wins the British Grand Prix

(held at Aintree) from pole in the superb Mercedes W196. Teammates Juan Manuel Fangio and Karl Kling finished second and third.



Bo'ness Speed Hill Climb

Boness speed hill climb near Edinburgh which is very popular and takes place at the beginning of September has had the track length increased and again incorporates the first hairpin bend which is named after Autosport reporter and photographer for 50 years Bill Henderson. This bend is situated right beside the paddock and was where Bill took some of his very best photos.

This is one of the really iconic parts of the track and is a great place to spectate as always something interesting happening, lock ups, spins or what have you. The inclusion of this additional track length re-establishes Boness as one of the most interesting and challenging tracks for clubmen to drive as there are no long straights where massive power is the key to a good time.

Entries have reached the maximum as predicted but don't despair if you haven't entered there are 5 reserves allowed and there are always a number of people who for various reasons have to withdraw at the last minute so if you want to compete get your entry in right away.

Kirkby Lonsdale MC Pendragon Stages Rally

It's with a heavy heart that we'd like to inform you that the Pendragon Stages will not take place this year as the army have today withdrawn the permission, as an organising team, we are gutted again, however we will look to the future and hope for better news in 2024.

Miles Whitelock Rally Manager, Ian Jackson
Clerk of Course & Organising Team.



Pendle & DMC + Garstang & Preston MC

HEROES STAGES RALLY

Postponed

Unfortunately due to MOD requirements we have had to delay the 2023 event

The likely date at the moment is the 1st of October 2023 but please keep an eye on the G&PMC Website

<https://gp-mc.co.uk/>

And the Pendle & DMC Facebook page

HEXHAM & DMC KIELDER TARGA RALLY

17th September

- A brand new Targa Rally
(by Jonathon Webb & Ali Procter)
- 6 Tests run twice
- 20 Competitive miles in Keilder Forest
- Forest tyres permitted
- Regulations out on July 30th
- Entries open August 6th
- Entry Fee £139
- RS Clubmans Licence
- www.hexhammotorclub.co.uk

Sheffield and Hallamshire Motor Club

AKW Installations Rally

DST Leconfield

August 27th 2023

CANCELLED

As the venue is unavailable.
We hope to be back in 2024

DEEPLY DISAPPOINTED

I find myself shaking my head with deep regret at the actions of my friend Peter Chegwyn, the organiser of the Wickham Festival (for more years that I care to remember.)

What an earth was he thinking, installing these high quality, eco toilet facilities? He has completely abandoned the very long tradition of Music Festivals across the land.

It's one of our most cherished traditions that everybody should absolutely hate the horrifying experience of having to visit the loo, having held on for as long as you can before subjecting yourself to the very special hell, the sight and smells of the darkened enclosed plastic environment that people queue up for an hour to spend the least possible time in, whilst they hold their breath and pray that they haven't picked up some new nasty disease.

If this is progress, want nothing to do with it. People like Peter will be running local authorities next.....

Councillor David Harrison



Register Now!



ANCC Stage Rally Championship

Registrations are open for the 2023 ANCC Stage Rally Championship

Registration is free and there are awards and prizes for each class winner including a free set of pacenotes courtesy of Onthepacernoteuk for the winning co-driver in each class. Full details can be found at ancc.co.uk

Register here:

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



three sisters
CIRCUIT

threesisterscircuit.co.uk

Competition Car Testing

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

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

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

Manx Auto Sport

Chris Kelly Memorial Stages

20 Sept – 30 Sept

Wigton Motor Club

Rose & Thistle Tour

Saturday August 19th

Part of the Cumbria Classic Weekend

Entry form at: [Events | Wigton Motor Club](#)

wigtonmc.co.uk

MALTON FOREST RALLY

05.11.2023

NEWS FROM MANX AUTOSPORT

Manx Autosport plans future of rallying on the Isle of Man

Special stage rallying on the Isle of Man is set for a strong future after a significant restructure of Manx Autosport, the club responsible for running rallies on the island.

Following the success of the Manx Rally in May, when 130 competitors tackled nearly 140 stage miles on classic closed roads, rallying on the island is now being planned into the medium term with a new and enthusiastic team taking the reins.

However, the time scales involved after running the May event mean that the event planned for September 2023 will no longer take place. Instead, Manx Autosport plans to run two major events in each of the following years, and a detailed outline of dates and events for 2024, '25 and '26 will be issued over the summer months.

With the increasing demands and challenges faced by rally organisers, particularly those running major closed road rallies, a complete review of the organisation and functioning of Manx Autosport has been undertaken. The aim of the restructure is to ensure the long term future of rallying on the island, which has a proud and significant 60 year history.

After a troubled period for rallying on the island, largely following the impact of Covid, the club is working closely with all relevant government departments, voluntary agencies and championship organisers to ensure a co-ordinated and detailed programme of events for at least the next three years. Manx Autosport is pleased to confirm positive support from the island government for its plans.

Manx Autosport chair Leonie Marchbank said: "Of course, we're very disappointed to have to cancel our proposed event for this September. But we have been very busy rebuilding the organising team and restructuring the club, so that we can build on the success of our event in May. Obviously, any rally of this scale requires a huge amount of time and effort from our willing volunteers and we will always learn from each event to ensure that future events are better still. Cancelling the September rally gives us the breathing space we need to come back bigger and stronger in 2024. We believe it is the right thing to do. We have iconic special stages on the island and we all want to see the island roads used twice a year from 2024 onwards. It is all about future-proofing rallying on the island.

Marchbank continued: "We thank everyone who supported the rally in May which drew outstanding feedback from competitors, who were able to tackle up to 140 classic miles across two days of tremendous competition for a very cost effective entry fee. Our aim for 2024 and beyond is to continue to deliver outstanding events on outstanding roads in the very best tradition of Isle of Man rallying. We hope that competitors, marshals and fans from across the UK and further afield will come and enjoy what is an incredible island for closed road motor sport."

Issued by Paul Lawrence (07778 547918) on behalf of Manx Autosport.

For more details, please visit the website at: manxautosport.org or e-mail: leonie.manxautosport@gmail.com



A crusty United States Navy Master Chief noticed a new face in his unit and barked at him immediately. "Get over here! What's your name, sailor?"

"John," the new seaman replied.

"Look, I don't know what kind of bleeding-heart pansy crap they're teaching sailors in boot camp these days, but I don't call anyone by his first name," the chief scowled.

"It breeds familiarity, and that leads to a breakdown in authority. I refer to my sailors by their last names only; Smith, Jones, Baker, Jackson, whatever. And you are to refer to me as 'Master Chief.'"

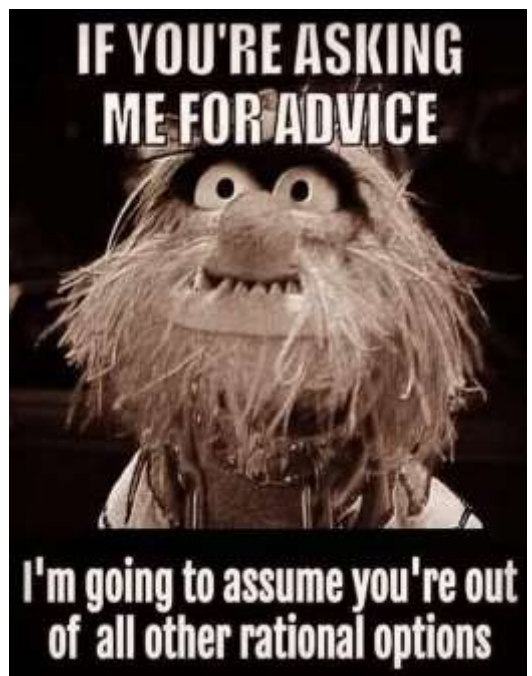
He gave him a threatening glare honed by years of experience. "Do I make myself clear?"

"Aye, Aye, Master Chief!"

"Now that we've got that straight, what's your last name?"

The seaman sighed. "Darling, my name is John Darling, Master Chief."

"Okay, John, here's what I want you to do..."





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.

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 www.liverpoolmotorclub.com/marshalling
- 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

Month	Date	Day	Event
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

HEXHAM & DISTRICT MOTOR CLUB
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INTER CLUB TARGA,
THE NORTHERN DALES
CLUBMANS TARGA
&
THE NORTHERN DALES
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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'Ele-
gance 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 .




three sisters
CIRCUIT

threesisterscircuit.co.uk



Car Track Days:
17th July
7th August
21st August

Pro-Rally.co.uk

1



Motorsports Photography and Journalism

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

Phil James

Motorsports Photographer & Journalist

07771 76 86 57 | 01772 69 00 34

phil@pro-rally.co.uk

@ProRallyPhoto

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www.pro-rally.co.uk

ANWCC

To Access all
of the following

2023 Championships Calendar

Championship Registration

2023 Championship Tables

Please Visit

www.anwcc.co.uk

SD34MSG

To Access the
Championships
Registration

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

rally

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circuit
traction

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PRICE PER TEAM OF DRIVER AND CO-DRIVER



UPCOMING EVENTS

FEB 17th

SUNDAY

MAR 15th

FRIDAY

APR 13th

SATURDAY

JUN 29th

SATURDAY

BOOK ONLINE AT RALLYTRACKDAYS.COM

OR CALL THE CIRCUIT OFFICE ON 01407 811400

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

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AS Performance North of England Tarmacadam Rally Championship

The Championship rounds for 2023

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>

Gilligan Vehicle Consulting Ltd

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

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

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

Call 01768 484 185



Acknowledgements

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

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

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

A Special mention of gratitude to

ALL THOSE CLUBS AND PEOPLE
WHO DO SEND IN REPORTS,

Jokes, Photographs, Information, Events etc

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

The Gem Team

Keith Lamb (Gem 9)	Ian Davies (Gem 23)
Peter Langtree (Gem 48)	Tony Jones (Gem 56)
Steve Coombes (Gem 5)	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
7:30pm
Via Zoom

ANCC



Monday 4th Sept 8pm

Cleckheaton Sports Club, The Pavilion,
Moorend, Cleckheaton BD19 3UD

www.ancc.co.uk



ANWCC

Association of North Western Car Clubs

Tuesday August 8th
8pm

at the Kilton Inn Knutsford
WA16 0PZ

<http://anwcc.co.uk>

ANECCC



Thursday 27th July,
7:30pm

By Zoom

<http://www.aneccc.co.uk/>

The **intention** is to publish this EMag every month It will be emailed to ANECCC, ANWCC, ANCC & SD34MSG Delegates for them to forward to their Club Members.

Deadline for copy

For the August Edition is
Friday the 28th 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