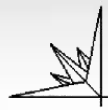


August 2023 spotlight



ANECCC
Association of North East
and Cumbria Car Clubs



ANWCC
Association of North Western Car Clubs

ANCC
Association of Northern Car Clubs



ANCC
.CO.UK



Image courtesy of Denise Moore

**Steve Wilson takes a tight line at the Longton &
DMCs Early Summer Sprint at Three Sisters**

www.sd34msg.org.uk

Volume 14 : Issue 8 August 2023 : © Maurice Ellison

Front Cover :- Three Sisters Sprint

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Chairman's Chat August 2023



The month started with **The Greystoke Stages by West Cumbria Motor Sports Club**. Whilst I was not out driving my car, the entry of Mark Johnson/Steven Butler, as it was in 2023, successfully complete the event. This event is grass root forest rallying at it best and whilst 'Rupert' (AKA *the red rally Micra*) did receive some under body knocks from the stages.... IT was a finish. It is worth noting that registering for both ANWCC and SD34 MSG championships gives those a chance in two championships as all SD34MSG are part of ANWCC championships. Whilst this crew, like many in motorsport are still doing motorsport for the fun! **Rallying now does tend to be a sport for pensioners, the self employed or mortgage free!**

The best thing I like about this rally is that they do look after their customers! The service area, having all cars allocated a service space and it is the same for all the entry! I for one, certainly value this organisation – Well done.

Many other events ran during the month, It is good to note that clubs are focusing on what their members want. The increase of touring assemblies just shows that as we are all getting much older, motorsport clubs need to evolved... and some do!

How do newcomers get involved?.... Letters to Maurice for next month's issue please?

This month's SD34 MSG meeting by ZOOM just shows how clubs can help each other and air their views about what works and what does not. Please read through the notes on page 6 I am always grateful for those who attend the SD34 Meetings, in person or on ZOOM. The small group of volunteers that run a motor clubs and our Regional Associations and Motorsport Groups have often more important calls on their time! At SD34MSG we get reports from the local Regional Associations and support our member club attending them to voice their views with hopefully a direct route to MSUK.... **However it would be nice to get answers back as well!**

Partnership work is possibly the way forward, as most clubs do not have the marshals to run their own events. Venues are a constant problem for clubs and it is getting worst!.... This is across all disciplines. In the North West the sprint and hillclimb world have a significant lack of entries to allow events to break even!

The current economic climate and the increase safety costs on competitors are cited by the member clubs as the main cause...

Track days for some clubs help them to make a small surplus; this is allowing them to continue to run events... Possibly a track day has more customers, as they are much cheaper to enter and the safety requirements are not as draconian as a MSUK sprint!...

Working with local councils is an options but who has the time for that? More volunteers needed here!

Motorsport clubs need your help now – Are you available?

Steve Johnson : SD34MSG Chairman





SD34MSG Delegates Meeting

Wednesday 19th July 2023



Present

Steve Johnson (SJ) chaired the meeting. Also present was the president, vice chairman; treasurer; secretary; championship compilers, and club delegates. Over 75% attendance!

Matters Arising

- **Awards night** – Steve (SJ) noted again what an excellent night it was in February this year, particularly under the circumstances of there being 3 lots of awards to give out. At present we have nobody to organise the 2023 awards night, and no venue confirmed. Please can clubs have offers for the September meeting.
- Plan B The league winner for 2022 runs the awards night - Clitheroe DMC?
- Plan C which is not ideal, would for the compilers to give the awards out at events early in 2024

Treasurers Report – Steve Butler (SB)

Not much activity at present due to the time of year.

Dates 2023

- SJ sympathised with clubs who have lost venues in Weeton and Warcop. Ken Wilkinson stated that they have had their 16th Sept date for their 061 Targa reinstated. However CDMC have still been told they will need to wait until 01/08/23 before finding out about their stage event. Alan Shaw stated they are in the same boat at Garstang, and presently have no confirmed date for their event.

PR

- Chris Woodcock has advised clubs to get their routes in early, and has also asked them to try to liaise more with their neighbouring clubs when planning routes for events, as there have been a number of roads used quite often of late.

Championships

Latest tables being circulated in double quick time. All on the website.

Spotlight Magazine

- Happily we have not had any complaints about the publication since.
- Maurice says we need to be sourcing more advertisers as a revenue stream, as over time we naturally lose a few.

Training

- Katy Mashiter said that MSUK have been told that they need to be running some Stage Commander training courses if they are wanting to issue licences to marshals from next year, as at present there are no courses to attend in order to have the relevant training.
- Additionally, MSUK published a half day course for safeguarding, however the nearest course was Glasgow, for a half day course... Katy suggested to them that she and another volunteer were trained on the course so that they could host it locally. This suggestion is to be discussed in September.
- **SJ had recently run practical training sessions at events; Lymm in June and Blackburn last weekend numbers were low and thankfully the event marshals did help make up the numbers. A stand alone training event would not be viable.**

Regional Association Reports

ANCC – Alan attended the meeting, of which there were 10 delegates. It was noted there was a distinct lack of road rally events for their championship. Noyna Ford near Colne is to become permit holder only re Junior Stage rally cars and not competing on sprint and hillclimbs! A 14 year old can compete on sprints and hillclimbs, with certain conditions, see section Blue Book S7, in a Standard car S7.1.9 **up to 1400cc**, which may or may not have a roll cage or other safety equipment in. These cars must run in a road legal condition S11.2 and Section S10. MOTs and taxed etc..

The query had been whether it was a bit out of order that Juniors could not compete on Sprint and Hillclimbs in their **1000cc** Stage rally cars, which had roll cages and all the safety gear, yet they could compete on stage rallies in them.

Surely the Junior rally car on a sprint or hillclimb, would be safer in an incident than a standard road car!

ANWCC – Date of next meeting is 08/08/23.

MSUK – Nothing key of note.

AOB

- Mike Ashcroft provided an update on their closed road sprint on Southport front on 16th Sept. Organisation is going well. They have just had a meeting with Sefton Council. Herris fencing from the airshow the week before is to be left up as a secure area for spectators. Some interesting and quirky entries so far, they are hoping for more as the date nears.
- Mike also added that there is a possibility of them regaining Jaguar Land Rover as an autosolo venue.
- James Swallow has the Road Rally Driver Championship trophy in his living room after Kris Coombes found it whilst moving house post-Covid.

- **Steve J asked that for the next meeting, consideration be given to the 2024 awards night so that things can start moving forward. We only have 3 meetings between now and the usual time that we have our awards night!**

See Matters Arising Following a general discussion, it was noted that recent sprints and hillclimbs have lost considerable money, and recently Barbon was only viable due to a strong spectator presence. As a comparison, John Harden opened entries for a trackday at 8pm this evening, and had over 40 entries in under an hour. It was asked why trackdays are proving more popular than competitive events, and James Swallow provided a simple answer, value for money. At almost £400 for 50 stage miles, with in date seats and belts required etc, just £175 for a rally trackday at Anglesey with unlimited mileage is a no brainer. The per capita permit fees being charged for events was also discussed with vigour.

The date of the next meeting is Wednesday 20th September 2023 at The Poachers. Starting at 8pm.

The meeting closed at 21:00hrs. Minutes recorded by James Swallow

I wonder where this year has gone, we're over half way through and so it's time to start looking to the Championships for 2024. Over the years we have added various championships and sections, and also altered the points systems a few times. Generally, we think that we have got it close to right, but there is currently a problem with our Speed Championship scoring.

The problem is not actually so much to do with the way things are calculated, it is more down to the fact that there are so many classes, and consequently many classes with just one or two competitors. Because we use an index of performance system the someone winning a class of one or two will end up with a score of 100 points, whereas the winner of a class of three or more will score more than 100.

So, is there a solution? We have tried bonus points in the past but that did not find favour with everyone – is it the fault of a competitor if no-one else wants to contest the class, so why should they be penalised. The fact that there is such a variety of cars, and power, creates a situation whereby competitors in the more standard cars suffer, so the index of performance does seem to be the fairest way of evening things up, however ...!

I will be trying out various ideas in the near future, apply them to this year's championship, and see if anything does come up with a better way of calculating points. My initial thinking is to base the index on all the cars in the same Category (S, 1, 2, 3, 4 and 5). But my initial thinking also suggests this may penalise the "slower" classes. There is also a possible problem in that not all our contenders contest those categories and classes, for example we do have contenders using cars that fall into Classic Marques and Rally Car classes, but I have an idea about them!

So ... for all you speed Championship contenders, have you any suggestions that are practical and, above all, fair to all competitors regardless of car and category? Address your suggestions to anwcc@talktalk.net – thanks.

Something I do when compiling the championship records is to download unseeded entry lists. Most rallies use rallies.info or MTC1.uk for competitors to enter events. When the event gets seeded I update my spreadsheets accordingly and there is something quite apparent and disturbing – that is the number of entries that "disappear" between the unseeded and seeded lists – having withdrawn or not paid their entry. Obviously, a few will have a very valid reason but it does seem that many competitors submit an entry so they can get on an entry list, and there are some instances where the same names crop up more than once but don't start the event. This is obviously not helping organisers who have enough worries about the viability of events these days. I don't have an answer for that issue, but you should only enter an event if you really do intend starting! It is also noticeable, when getting the seeded list, that many of the top crews are those that entered last minute, presumably knowing that because they are who they are then they will get a run.

We will soon be requesting clubs submit their calendar of events for 2024, this will go out next month, so hopefully we can formulate a strong Championship list and that the dates will stick. There have been so many date changes this year, for various reasons but generally down to venue owners, but have also include nesting owls. Many will recall all the argument last year about new regulation R1.1.11 and existing D11.2 and our calendar has shown just how ill-thought out and impractical those regulations are. We have had over 40 changes to our calendar yet not one compliant has been received. Thank you all for being so understanding and helpful to the cause.

Here's to more well-supported, enjoyable and, above all else, safe events for the remainder of 2023.

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

**Visit the ANWCC Website
and Register
for the 2023 Champion-**



Longton & District Motor Club

Early Summer Sprint

Three Sisters

June 11th

Longton and District Motor Club made the first of three visits this season to Three Sisters circuit, Wigan on Sunday, June 11th for the Early Summer Sprint. Held over the popular two lap circuit layout, over 60 drivers in a super variety of vehicles entered the event representing not only LDMC's Northern speed, sprint series and the opening round of the champion of Three Sisters series, but also competitors from a number of visiting championships including entrants in the MG Car Club speed championship, HRCR speed series, BARC Connaught Speed, Bert Hadley Memorial and the Triple M Pirelli NSCC Speed Championship.

The practice runs began on time and the field was headed, as at Blyton, by Daniel Taylor driving his Citroen C1 in the Junior class. Making a welcome return to Three Sisters were the Pre War Austin 7 club drivers chasing points in the Bert Hadley Memorial Championship. Eight Austin Sevens were competing and enjoyed close competition during the day. The MG Car Club class contained the usual array of MG TF's and was bolstered by Richard Watkinson's Austin Healey Sprite.

With the practice run completed the event ran straight into the first of the five timed runs and from the outset competition for class positions led to some outstanding performances.

The quest for honours in class 2A was led by Matt Bramhall who took the class honours ahead of Michael Bellerby with Chris Bramhall in third place in the class. The leading driver in class 2B was Nigel Fox driving his Caterham, pipping Stuart Gilks in his Westfield. Victory in class 3B for modified saloon cars went to John Graham in a Honda Civic. The racing car class for up to 1100cc cars saw some intriguing battles throughout the day with honours finally going to Jake Bellerby in his OMS. Second in the class was Wil Shuttleworth driving the T89 SSL. Third place went to Robert Duncan who was also in an OMS. Interesting to note that the class positions in 5A was also reflected in the overall standings with the six drivers in the class taking the top six positions overall.

Fastest driver in the Austin Seven class, Colin Danks took the class victory by over two seconds and set a new class record in the process.



Karol Bailey TVR M Series winning class 1D



***Peter Messer, Mazda MX5
on his way to a class win.***



***Steve Wilson takes a tight line
in his Lotus Elise S2***



Jake Bellerby took O/A FTD in his OMS

Continued on Page 9

Early Summer Sprint @ 3 sisters

Continued from page 8

As drivers tuned into the challenge of the two lap layout, other class record were to fall. Pete Messer lowered his own record in class SD and Daniel Taylor set the benchmark for future performances in the Junior class. It was also noticeable how many of the drivers in the event were LDMC members and entrants into the club's various championships.

Full results for the June 11th event can be found at: <https://www.longton-dmc.co.uk/index.php/entry-lists-results>. You can also follow the link to the latest championship positions at: <https://www.longton-dmc.co.uk/index.php/entry-lists-results>

Next event on the LDMC calendar will be the second visit of the season to Three Sisters on Sunday, July 23rd where we will welcome not only our own club members and championship contenders but also drivers taking part in the Classic Marques speed challenge, Cross Border Speed, Revington TR Register and the RSSOC Sprint and Hillclimb Championship.

Images courtesy of Denise Moore



**They Live Amongst Us !
But probably not for very long**



Darren A'Archambaud



The ever impressive Audi TT of Anthony Brown



John Graham



Lancashire A.C.

Kendal 100

18th June

Chris Lee : Lancashire A.C.

For the first time in almost 50 years I actually entered a Lancashire Automobile Club road event. Yes after organising for all this time I finally took a back seat on the day and entered.

My navigator for the day was Glyn Hughes, who is one of our regular marshals on these events so really we were both novices. Yes I know I devised the route (the outward leg being suggested by Nigel Bentley who had researched the original event which was held 120 years ago) and prepared the Route and Information Books but neither Glyn or I had actually driven the route.

It was great to turn up with the other entrants taking time to admire their cars and generally chat. I normally drive the Course Car on these events which means get their early, do a lot of work and set off 20 minutes before car 1. no chance to relax or socialise. There were some fantastic cars on the event and the Mini took its place in the paddock fuelled up and ready to go.

We had already received the Route Book and maps so Glyn was clued up on the route so we joined the waiting cars for the start line. Being flagged off by the newly appointed Lord Lieutenant of Lancashire felt very special and we were off. Anthony Taylor had asked if he could 'follow' us in the Aristocat as his navigator was, as yet, not confident but in getting into the start line up we got separated and we weren't sure if he was ahead or behind. We took it slow through Whalley to give him time to catch up but no Aristocat loomed into view so we speeded up assuming he was in front.

The scenery was great and the weather even better with some fine roads taking us along the route trodden by our forebears 120 years ago. Still no sign of Anthony though. Unlike the Course Car (which have to maintain the events average speed to sign on the marshals and help set up controls) we could travel at our own pace and stop to take in views or even wait for missing cars. After some time Anthony hove into view and we continued towards Kendal to pass the refreshment halt on the original run.

Continued on Page 11



Kendal 100

Continued from Page 10

When those early members of the North East Lancashire Automobile Club did the original run they simply retraces their steps back to Whalley to complete the 100 mile reliability trial. But current day regulations effectively prevent this as we can't reuse the same road within six weeks so our route back used roads from other runs staged in the early 1900's.

So we went south to our refreshment stop on the M6 services at Burton in Kendal who looked after us very well. After a coffee and comfort break we headed for Caton and on to the Trough of Bowland with Anthony in the Aristocat permanently in our mirrors – not going to lose him this time!

The Trough was, as always, entertaining and was followed by scaling Jeffry Hill where we passed one of our entrants dealing with 'issues' due to the Climb. Then down through Ribchester and back to the Mytton Fold.

It was great to meet up with other entrants in a relaxed atmosphere and to chat about the day's event and how we had got on. Then pie, peas and chips to round off the event. Mytton Fold made a great venue but I don't think the food was up to muster.

Then back out to set off home following a great day. Uh-ho droplets of rain, so I went back into Mytton Fold and announced to all present they had better get their sunroofs closed and roofs up.

By the time I got to the Mini it was gaining in intensity and half a mile down the road it was a monsoon with the road flooded from kerb to kerb. Thank goodness that didn't happen during the run. As always the Mini took it in its stride and we passed several modern cars which had 'failed to proceed' and were stuck after hitting deeper water.

I've really got to say two thanks. Firstly, to Steve Woods and Adrian Dean and Carolyn Taylor for all their work putting on the event and secondly to Alan Wilson of Whiting & Wilson, Silversmiths, for the fabulous replica medals of the first Kendal 100, I know they were very well received.



Chris Lee : Lancashire A.C.


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Brecon MC

Gremlin Rally

7th May

Colin Evans



On the 7th May it was the Gremlin Rally run by Brecon Motor Club and sponsored by the Old Ford Garage which has been a name associated with this particular

Rally for many years, Having not competed on a Rally since 2017 Le Jog, I had sold my M G B G T which I have campaigned for the last 20 odd years with some very good results, I thought that that was the end of my competing on Rallies but I would still be marshalling and as I am a Scrutineer as well, But a chance meeting with Duncan Wild at the H R C R open day at Gaydon back in January I mentioned that I was in the market for another Rally car as I would like another go at competing before I get too old, he then mentioned that he had a Triumph 2000 MK1 for sale if I was interested I said that I would think about it, I went away thought about it for about 6 weeks tried looking at some other cars but the price was right and the car is built as a Rally car and is well known, So I phoned Duncan up had a test drive the deal was done, So I thought that I would try it out on the Gremlin I don't have a Navigator at the moment but my ex missus Linda Evans is a very good navigator as far as maps and Tulip Road books go and also a very good Marshal But forget the Regularity timings!!? Anyway away we went to Scrutineering on the Saturday afternoon and suprise surprise the car sailed through Scrutineering we picked up Road book and test diagrams then went off to sort it all out, Apparently on some of these H R C R clubman Rallies you can get the whole route without having to plot it ,That's the reason why we entered because Linda wouldn't be able to cope with the plotting and timing But as it was a case of getting the car around and getting back into competing on Rallies,

Come Sunday morning we arrived at the start with the usual bacon roll and coffee, Linda was a bundle of nerves, and it was nice to see old friends and fellow competitors,

We were running at car 56 I think our start time was 09 24 so away we went to the first Regularity which started around Felinfach and wound it's way up to the Tests on Epynt,we went very well on the Regularity with Linda calling out the junctions with precision we got tangled up with a local in a van who pulled over for us but that was at the junction that we needed to turn right straight away Linda realised the mistake so we found a gateway whipped it around and got back on track in the meantime Bernard Northmore who was running behind us in a Volvo got ahead of us, the roads on this Regularity were really good, when we arrived at the first test on Epynt the test looked really good and the Triumph went very well the first three tests were fantastic, then it was more Regularity which were very good, The lunch halt at Builth Wells was very good with a packed lunch being handed out, There was a slight problem with the out control as it wasn't made clear to us that you could book out straight after booking in at the in control, so on our due time out no Marshal no clock but a query at the end with the C L O sorted it out, I hope that next year it will be clearer and the Marshal will make himself known?? One nice gesture at the lunch halt there was some Rally cars on display including Roger Clark's 1976 R A C winning Mk2 Cossack Escort having marshalled on that event I actually signed Stuart Peggs time card at the Cricket St Thomas stage finish,

The afternoon started with a test through a field then very tight through a farmyard through some straw bails making for a hairpin right with the family and friends spectating and laughing as I tried to get around the hairpin in one it then more Regularity on Epynt on and off the road, we used all the famous roads on Epynt Drovers Arms, Four ways, there was a sneaky control in the Irish village and we got that one also another one down a dip which Linda found so some more tests and then to the finish, The car went really well apart from the inlet manifold gasket blowing, and Linda did a fantastic job of Navigating us around, we are now going to do the Ilkley Jubilee in September which is another test for the car as I am getting some uprated hubs and drive shafts, as the car went very well on the way down and was first class on the Rally, But on the way home there was a knocking noise which I couldn't sort out but the wheel studs on the left back wheel sheared and we lost a wheel, But that's another story.

Thanks to Linda for going the right way.

I have an entry on Le Jog and I need a Navigator so anyone interested please give me a call on 07780431374,or email colinevans206@outlook.com

Colin and Linda Evans

Bala & DMC

PK MEMORIAL RALLY

24th/25th June

Greg Harrand : Lampeter & DMC

It was another successful outing for Arwel Hughes Jones and Dylan John Williams as they took a narrow victory over Kevin Kerr and Huw Manion on the PK memorial road rally, winning by a margin of 7 seconds with a total penalty count of 21 seconds. Clerk of the course for this year would be Emyr Hall and with Dylan Sion Richards as deputy Clerk of the course they put on a 85 mile route on OS landranger maps 116 and 125 that made up the fourth round of the welsh road rally championship. Starting from Corwen a strong 90 car field was attracted, with the number 1 slot going to David Iwan Jones and Andrew Lowe in their Mk2 Ford escort, right behind them were Arwel Hughes Jones and Dylan John Williams in their Mk2 Ford escort and at 3 were Kevin Kerr and Huw Manion, 4 went to George Williams and Cadog Davies, both also using Mk2 Ford escort and rounding off the top 5 were Iwan Roberts Jr and Tudur Griffiths in a toyota corolla T-sport.

The first half of the event consisted of 45 miles with five tight sections, the first being at section 2 Finish. A handful of the top seeds managed to pass through this section, although a handful of seconds of penalties were gained here and there by many. Sadly it was a short night for the crew of car 1, with the escort of David and Andrew firstly having the navigators "poti" failing within 200 meters of the first control and no spare being carried, then ending up in a ditch. Also not making it the whole way round was the escort of Arwel Evans and Richard Williams who were running at car 9 who retired with a broken track control arm.

Section finish 3 saw everyone gain penalties, with Kevin Kerr and Huw Manion doing best here and only gaining 2 seconds, Arwel and Dylan followed them on 5 seconds. Time control 4A and Section finish 4 gave some crews penalties but it was another where the top competitors passed though without gaining any, but section finish 5 would be the tightest of the first half as no one managed to pass through here cleanly. Arwel and Dylan did best here in their escort with 14 seconds gained, and Kevin and Huw were second on 22 seconds. They were matched by car 20, the escort of Deion Atkinson and Aron Jones who also stopped the clocks on 22 seconds.

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Photos Courtesy of Joseph John Gilbertson

At the petrol halt it was Arwel and Dylan that held the lead with 19 seconds of penalties, they were followed by Kevin and Huw who had 24 seconds. In third were car 6, another escort, this one being Richard Jerman and Alan James who were on 36 seconds. They had recently fitted a "dog box" to the escort in the quest for better times, sadly this would not work out for them on this event as they would retire with transmission issues a mile before the finish.

The second half wasn't quite as tight as the first with only one section where all but two of the leading crews gathered penalties. This would be at Time control 7C and here it was cars 16 and 17, the Ford escorts belonging to Ieuan Evans and Dafydd Sion Lloyd (16) plus Robi Wood and Osian Davies (17) that managed to pass through this control without gaining any penalties. George Williams and Cadog Davies were next in their escort, with one second gained, and Arwel and Dylan followed them with 2 seconds. As with every road rally sadly a few more names featured on the retirements sheet and these included the Toyota of number 19, Iwan Roberts and Jamie Mills who went a split fuel tank and car 30, the escort of Kevin Peacock and Barry Jones who retired with a broken differential.

At the finish it was declared that the winners were Arwel Hughes Jones and Dylan John Williams to add to their 2023 success with another victory on a penalty count of 21 seconds. Second place was Kevin Kerr and Huw Manion with 28 seconds, third would go to Ieuan Evans and Dafydd Sion Lloyd with 48 seconds of penalties. Fourth place would be the first non-Ford with the Toyota Corolla of Iwan Roberts Jr and Tudur Griffiths finishing with a count of 52 seconds. The escort of George Williams and Cadog Davies rounded off the top 5 with 54 seconds of penalties gained. Expert class winners were Deion Atkinson and Aron Jones who finished in ninth overall with 1 minute and 26 seconds. Semi expert class winners were Iwan Bowness and Thomas Shakespear who finished in twenty-second overall with 3 minutes and 53 seconds in their Peugeot 206 GTI. Novice class winners were Tomos Roberts and Jac Roberts who finished in an excellent seventeenth in their Peugeot 206. Their penalty count was 3 minutes and 11 seconds.

Everyone had agreed that it was an excellent and very enjoyable rally and made a welcome return to the calendar after five years of absence. Competitors were very much looking forward to it being a regular feature of the Welsh road rallying calendar again.

Greg Harrand : Lampeter & DMC

2300 Club

'Mullin' Around'

Thursday, September 28th

Nelson Cricket Club

The 2300 Club is planning a trip down memory lane in September.

An evening of 'Mullin' Around' is being staged at Nelson Cricket Club on Thursday, September 28 and, as the title suggests, it's all about the Tour of Mull Rally.

Anyone who has an interest in the event, be it competitor, official or spectator, is warmly invited to an evening of nostalgia about The Best Rally in the World, which the 2300 Club ran for over 40 years.

"It's a very informal evening, there are no guest speakers or forum. It's just the chance for Mull enthusiasts to get together and exchange their own stories," explained organiser Pete Kenyon.

"We will have a selection of films from old Tour of Mull rallies playing in the background, a raffle, and a potato pie supper."

All proceeds from the evening will go to charity in memory of 2300 Club member Simon Bibby, who recently passed away.

"Simon was a much-loved and much-missed friend. He was an avid supporter of the club and the Tour of Mull, volunteering as Chief Marshal for many years before fulfilling the same role on the Andy Mort Tour," explained Pete.

*'Mullin' Around' is at Nelson Cricket Club, Surrey Road BB9 7TY (the venue will be arrowed), starting at 7pm, with food served at 8pm Tickets are £7-50 per head and partners are very welcome





23rd/24th June

Mark Mathison

It's been a week already! ... since we finished at Argyll and what a rally it was! Despite the long drive there and strange weather on the Friday night, it was a great event.

We started on Thursday with us nearly running out of fuel on Recce which caused us to have a diversion to a questionable petrol station but it worked and that's the main thing.

On Friday, we had the horrible rain to contend with but our pace was strong despite the numerous stage cancellations with us finishing the night 58th overall which we were happy with as we had seeded 95th.

After the re-seed on Saturday morning, we were very confident in the car and knew we could easily push without having the risk of catching another car over any of the many blind crests that are on the rally.

This feeling didn't last long as on stage 8 a blind crest mid corner soon made the road disappear from underneath us and we ended up on a steep downhill grass verge. Luckily we got back on the road about 90 seconds later thanks to some spectators who were quick to run over and assist.

The rest of the event went fairly smoothed and we just tried to claw back the positions we lost after our 'off'. This went fairly well as there were many other crews that'd crashed but weren't lucky enough to get going again.

This was going well until we nearly ran out of fuel in a road section on the road section to stage 14 which was the last stage. But we managed to limp it to a petrol station and continued on with the event without losing any time.

We are all happy with our attempt at Argyll Rally this year as it is our first run on the event and going off the amount of cars that had crashed, we were happy to make it to the finish. We finished 58th overall and 9th in class which we are pleased with as we re-seeded 58th on Saturday so to climb back up to that position was great.

Tonight is the awards presentation for the Circuit Rally Championship so we will keep you all up to date with what we walk away with. (NB Oliver collected 1st place awards for winning the class 2 winter circuit rally championship.)

Mark Mathison



A Thing of the Past Caravan Rallying

John Roberts

Since caravanning gained popularity in the interwar period, the hobby has taken on an increasingly competitive nature, with endurance and speed events taking place from the 1940s onwards but becoming more prominent in the 1970s.

In 1954, the Caravan Club, now known as the Caravan and Motorhome Club, organized the first British Caravan Road Rally. By the 1970s, caravan rallying had become highly popular among caravanners and motorsport enthusiasts. In 1973, my dad, Derek Roberts, began working at Fawcetts Caravan Centre in York. Fawcetts served as Bailey dealers, along with several other brands, and was owned by two brothers, Malcolm and Peter Fawcett. Malcolm actively participated in caravan rallies and had progressed to competing with new Baileys and Volvos by 1973.

Fawcetts collaborated with rally driver Colin Grewer, based in York, who relied on a battle-scarred yet reliable Volvo 123GT rally car. For the 1973 British Caravan Road Rally, Fawcetts formed two two-person teams consisting of Colin and Alan Greenwood, as navigator, driving Colin's Volvo 123GT and towing a Bailey Mikado, and Malcolm, alongside navigator Chris Knowles-Fitton, with a Volvo 164E and Bailey Maestro. While Colin and Alan showcased impressive driving skills and finished an admirable 13th overall, Malcolm and Chris, unfortunately, retired early due to damage to the car's suspension caused by a collision with a boulder.

Caravan rallies included off-road forest stages, previously utilized in car rallies like the Lombard RAC Rally. Most caravan manufacturers actively participated in this sport. One competitor quoted: "Once you start the rally, you forget about the caravan and only check your towing mirrors when going through gateposts on a rally stage." However, rally rules mandated caravans to be equipped with plates, cups, and saucers, and points were deducted for any damage to these items.

Certain rallies incorporated tests conducted at racing circuits. A caravan magazine reported an event at Silverstone Racing Circuit, stating: "The stars of the show were two hairy drivers called Brian Charig and Colin Grewer. Charig in a Ford Mustang GT (and Cavalier caravan) and Grewer in a 'hot' Volvo (and Bailey Mikado caravan), who amazed the crowd with a daring dogfight throughout the main race. Grewer's incredible six-wheel drift as he hurtled through the bends held the growling Mustang at bay. But it was revenge with champagne for Charig, whose power on the straights took him to the trophy by just two yards."



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Caravan Rallies

Continued from Page 16

As time went on, circuit racing developed into an annual championship during the mid-1970s, featuring five rounds held at racing circuits nationwide, attracting crowds of approximately 10,000 spectators per event.

Bailey, in collaboration with Spondon Caravan Centre, sponsored a young racing driver named Andrew Higton. Higton towed a prototype Bailey, featuring a more streamlined bodyshell, behind his Vauxhall VX4/90. Two prototype Baileys were constructed for testing in the championship, attracting more than ten outfits per race from various caravan manufacturers. Unfortunately, one prototype rolled over during the final round of the 1974 Championship, driven by another team member. The remaining prototype Bailey, towed by Andrew Higton, emerged as the outright champion after dominating the leader board throughout the year. Despite its success, the prototype Bailey never entered production.

By the late 1970s, caravan rallying had become highly competitive, leading many caravan manufacturers to hire professional rally drivers such as Roger Clark. Consequently, the increased speed and competitiveness resulted in a higher risk of damage to caravans. As a result, manufacturers began exploring less expensive methods to test their products, such as using computer programs instead of rally stages. Despite these changes, Malcolm Fawcett, and Colin Grewer live on through the joy and excitement that competitive caravan rallying and racing brought to their lives. Their dedication also contributed to improvements in the durability and stability of caravans, which were tested to the extreme in these events.

John Roberts



Ella Tyson : Clitheroe & DMC

What a brilliant day on the Greystoke Stages Rally. I have definitely got converted to gravel rallying its so ace. A pretty much faultless day apart for SS3 about a mile from finish the throttle jammed open but were lucky to keep going to the end of stage. 15th overall and 1st in Class was the result couldn't of asked for a better result on my first Forest Rally

Then to top it off I got the Keith Baglee Memorial Spirit of the Rally which was a nice little surprise

A couple of thanks yours

Massive Thank you to John Cope for the helmet loan really appreciate that.

Thanks Mike Wolff Rallying for having me its been one hell of a blast and can't wait to do it again.

Paul + Steven on't spanners

Bootsy and James for advice and crack

Jack Morris for lending me a balaclava



Ella Tyson : Clitheroe & DMC



Barry Lindsay : Spadeadam MC

After a 4 month break (Thats a long time in my normal rally schedule) the Greystoke Stages was just to see what happened. But I had to do my 250th rally.

30 Years ago I did my first event which was also a West Cumbria MC event. (Workington DMC) as it was then a single venue on Gt Orton in 1993.

So today we didn't look at results all day I didn't want to get drawn into any battles. The first stage was going to be see how it feels both for me and after the car has been almost a bare shell rebuild after the Wilson Rally incident. Thanks to Paul Armstrong Motor and Agricultural Body Repair and Paintwork for making the car look "Too good to rally"

The ease myself in mindset didn't last long about two corners! Though a grass mowing moment near the end off SS2 and two wheels in the ditch at 60mph did make me draw breath... and pull it back alittle

Fantastic event as always and a massive thankyou to all the organisers, marshals, radio, rescue & recovery.

My thanks also to a few that got me back onto the stages today, that some will know was in doubt the way I was feeling. The main one for sitting in with me Caroline Lodge. She's the brave one not in control (neither was I at a few points) always a challenge for navigators using maps on this event but she was brought up on road rally navigation and did a fantastic job. Carspeed autoparts for the support with parts during the rebuild. My service crew Jonathan & Michael always willing to get wet and muddy to check everything is 100%.

Andrew Wood Motorsport for the Pirelli tyres which worked so well today. Proflex UK for a first class service while it was off the car.

Result

14th OA.

1st in class,

1st Front wheel drive.

Barry Lindsay : Spadeadam MC



Photo above Courtesy of Charley Leavold



North Humberside MC John Overend Junior Memorial Stages 2nd July

Oliver Waggett



After a 2 month break. Sunday 2nd July 2023 saw the OWR team make the short trip south to Melbourne, York for the John Overend Memorial Junior Stages Rally. Seeded at Car 103 our intentions from the off were a podium in an attempt to reignite our championship hopes.

Arriving at the venue the day prior to the rally allowed myself and Co – Driver Callum Young to walk the stages to get a fairer idea of the surface we'd be competing on. A lengthy walk complete and we felt ready and prepared to start Round 4 the next day.

45 Miles on the cards across 6 stages and the instruction from the lads was a big push but most importantly have fun. SS1/2 complete and we were sat 4th Overall 17s down of the lead but more importantly only 4s of our podium target. A bigger push and a few exciting moments left us in joint 2nd place now only 3s down from the lead after Stage 4.

The decision was made to swap the tyres front to back to get maximum grip from the front wheels and to also remove the spare wheel to lighten the car ahead of the final 2 stages. Mid-way through SS5 we came across another junior stranded with a broken gearbox. OK board out. So we sped past knowing that all we had to do was finish the event to score a podium result. So a stage win in SS5 left us with a 1s lead heading into the final test. With no knowledge that we were in the lead I drove the stage exactly the same as the previous and ended up setting an identical time. Unfortunately this was 10s too slow as Rhys Jones found plenty of time over us in the last one to take his maiden rally win. Congrats Mate.

After a long day of rallying that left me and Callum 2nd overall which is a result we are both more than happy with and super confident we can carry this pace to Pembray in just under 2 weeks time.

Oliver Waggett



North Humberside MC John Overend Junior Memorial Stages 2nd July

Jack Birch : Clitheroe & DMC

Round 4 at the John Overend Memorial Rally where we started car 1 on the road at a familiar venue which we took into our advantage.

We set an early lead on stage 1 that grew over stage 2 and 3 to my surprise from being the sweeper car. Stage 4 started well with a good feeling in the car and flying but as we approached the last part of the stage we lost all gears apart from 2nd which we used to limp back to service.

The team set out to try and find the problem and hopefully fix it. The team found that there was internal damage to the gearbox which meant we could retire the car or drive the remaining 2 stages and hope for a miracle.

We started stage 5 with only one thing in mind. To win. As we drove more into the stage the gearbox started to feel like it back to normal allowing us to push more and more with some Scandinavian flicks on the gravel sections but it was all to end with the gearbox completely exploding coming out of a corner forcing us out of the rally and the win

Jack Birch : Clitheroe & DMC



Lancashire AC Coast to Coast 8th July

Chris Lee

Well it had to happen eventually. After over 30 years running the event we managed to coincide with the monsoon season in Yorkshire!

It might be worth describing the Lancashire Automobile Club's Coast to Coast. It is a Touring Assembly for Vintage, Classic and Cherished cars starting from the west coast and finishing on the east coast. Originally it ran from Blackpool to Scarborough but as we change the route every year to a lesser or greater extent we eventually exhausted the options and moved to a start from Morecambe and latterly a finish just north of Whitby. Normally we aim for around 170 miles with a planned average speed of 24mph. There is a comfort stop mid-morning and a lunch halt where entrants can purchase a pleasant meal. At the finish we have a buffet and hold a simple Concours where the President chooses their favourite car.



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Coast to Coast : Continued from Page 20

This year the start was at the Midland Hotel who make us most welcome. We start at 08.30 with two cars per minute from then on till the entry of 56 cars had all departed. We have to be clear of the sea wall by 09.05 as there is a 'Park Run' with over 100 runners coming along the sea wall shortly after.

The run winds its way to Helwith Bridge for a comfort break via Bolton le Sands, Gressingham and Clapham so plenty of roads to challenge the navigators following a 'Tulip' style road book.

After a 15-minute break for coffee at Helwith the cars departed towards the lunch halt at The Inn South Stainley just north of Harrogate. Again the route couldn't exactly be called direct as it took in Halton Gill, Grassington, Summerbridge and Markington. It was as the cars came down from Halton Gill that they ran into a torrent of water with the rain bouncing a couple of feet off the road. Quite a challenge for some of the open topped cars!

The lunch halt had a partially flooded car park and even inside towels had to be deployed to stem the tide. The marshals did a sterling job despite the rain keeping the event running smoothly.

After South Stainley the route when through Boroughbridge via Wormald Green and then northeast past Byland Abbey and Wass Bank to Helmsley. From Helmsley the route followed the A170 for a short distance then went north at Wreton into the Yorkshire Dales. We passed through Croptonj Forest to arrive at our penultimate Control outside Scripps Garage in Goathland. From there it was a comparatively short hop to the coast at Sandsend and onto our finish at Dunsley Hall.

We had been worried about parking arrangements at Dunsley but, fortunately, the lawn was dry enough to permit parking of the finishers. Despite the truly awful weather encountered with heavy rain, thunder and lightning almost all the entrants made it to the finish and enjoyed a more than ample buffet.

Eileen Dyson our Club President made her selection from the assembled cars and after considerable deliberations finally chose the immaculate Volvo P1800 of Alastair and Rebecca Scott to receive the President's Award in the Concours.

All in all a great, if somewhat damp day. All we have to do now is find a route for next year.

Chris Lee

PS there is a great video of the day's proceedings:

<https://www.youtube.com/watch?v=Wj2uYF311tw>



Photos Courtesy of Tony North

Caernarvonshire & Anglesey MC Matthews Auto Salvage Car Trial

21st June

Lee Matthews

2023 saw Caernarvonshire & Anglesey Motor Club return to organizing Car Trials after a 5-year break.

It was decided to host a small club event first, just to see if we still had all the equipment, marshals, competitors and even... "Did we remember how to put one on?"

So, we started off modestly with a summer midweek evening affair at our old venue, Rhuddlan Bach Farm on the Isle of Anglesey, in June, aimed at the local Clubman competitors. This boasted 24 entries on the night, running 2 timed tests and 3 normal climb tests, and turned out to be a really fun event.

It was apparent that after blowing the dust off the club store shed much of the Trials equipment would need replacing or replenishing. With this done we were ready to put on an event for the National Car Trials competitors who come from all over the UK, which was to be held just two weeks later.

By 09:30am on Saturday 8th July twenty drivers had signed-on for our Matthews Auto Salvage Car Trial, being a round of the BTRDA and ANWCC championships. The number of championship entries was reasonable considering we are a long way from the regular circus of trialling, and hosting on a Saturday was not the best idea in hindsight as many of our helper's work Saturday mornings.

Our biggest concern in the planning stage was who was going to marshal the planned seven test sites. It doesn't sound hard to get seven people to volunteer to marshal at a simple Car Trial from a club boasting hundreds of members, but there are many other distractions these days, other motorsport interests, work, family life and hobbies but a few. So, I personally want to thank the marshals, Gruff & Karen, Paul who was supposed to be painting his house, Tex who was meant to be at a running event, John who should have been working (no time off for the self-employed) and my wife Yvonne who got roped into buying, collecting and arranging the awards, organizing tea & things for the dinner break, and then at the last minute having to marshal Test 7 when there was just no-one else left. Oh, and not forgetting Duncan, the Steward.

"Don't Panic Mr Mannering!"



Continued on Page 23

Digressing a bit here, but please bear with me. Some films have famous “lines”, such as “I’ll be back” (Terminator). For those of you who have watched it, one of my favorite quotes from the film “Shakespeare in love” is when Will is having a very bad day, everything is going wrong, and he is told by the theatre owner in a very positive tone “Don’t worry, everything will turn out fine in the end”, to which Shakespeare in desperation questions “How will it?”. The owner responds with a shrug of the shoulders, “I don’t know. It just does”. I seem to envisage that scene a lot these days. But somehow, by the 9:45am drivers briefing “everything was looking fine’. By 10am we had all the cars lined up at the 7 tests and we were ready to go.

Then, as if by magic the rain came. Dough! Not a lot really, and it only lasted about fifteen minutes, but it was just enough to wet the grasses appetite and made the hills very slippery. It hadn’t rained for ages and the tests were initially set out on a bone-dry surface, so some of the less experienced drivers were struggling to get half way up the hills now, although a few of the top drivers were getting to the tops of the steep climbs. Drivers on the first run at the timed tests were 20% slower on the wet grass compared to half an hour later when it dried out.

Despite the initial damp spell, at the end of round 1 there were six drivers still in single digit penalties, with Kevin Roberts in his blue Mazda MX5 automatic in the lead on a solitary point.

For round 2 the tests remained the same, but much drier now as the sun had come out and the light breeze was blow-drying the field. Kevin let the lead slip from his grasp as he knocked a rear tyre off the rim on one of the timed tests, then again on the next. In fact it took three blowouts and a maximum for Osian with whom he was sharing the car before they decided to increase the tyre pressures.

This meant at the lunch break after two rounds Aled Charles had taken over the lead on 3 marks in the red automatic MX5, 1 mark ahead of Nigal Jones who was sharing that car.

In the Front Wheel Drive class Garry Preston and Rupert North had cleared most of the Hills, but Rupert was slightly quicker than Garry on the timed tests, so at the half-way break Rupert was on 5 marks and Garry on 7.

The Hills were tweaked during the lunch break, to be a tad more challenging on the bone-dry surface. In fact, dust was becoming an issue in the afternoon as some drivers tried to dig their way to Australia at fail points.



C&A MC Car Trial

Continued from Page 23

By the end of round 3 the dry conditions suited the RWD cars and they cleared most of the Hills. Nigal beat Aled on one of the timed tests, meaning they were level pegging on 5 Marks with one round left to go. In fact, Rupert North should have joined the 5 Marks club, but he made a rare misjudgment at the 1 gate on Test 5. He was now on 6 total. Could be costly!

Final round. We had gone from coats to jumpers, to t-shirts, and now suncream!

Even the newcomers to the sport were climbing out the top of the hills now, although even the experts had to work hard at it to be able to punch the sky in joy. Nothing like the sound of a ZERO after a tough fight to get there. Very rewarding.

The main incident on round 4 was something catastrophic breaking on the Fiesta Mk6 of Elis Matthews and Iwan Evans upon landing after the Dukes of Hazard yump on Test site 1. We suspect the diff exited its casing.

Rupert North meanwhile had cleaned the final round with Zero penalties. Nigal, Kevin and Aled had all cleared the hills, but all dropped 1 mark on a timed test. This left a remarkable three-way tie for the win on just 6 Marks total. The number of Zero's and furthest cleanest were required to separate the three.

Everyone stayed for the awards presentation, done a little unconventionally as we first gave awards for the Clubman event from two weeks ago. Kevins speech as winner of that event was mercifully short but sweet. Well Done Kevin who collected the H.W. Roberts Memorial Shield as winner.

Then onto the MAS awards, starting with the winner, as everyone was waiting on tender hooks to see who had won. Take a bow..... Aled Charles in the red MX5. Well done. Whilst holding the enormous MAS Shield his speech was truly ..short. These Welsh boys let their driving do the talking.

The remaining award winners were offered an array of "gifts" that were on display on the table as they were called up. Now you know why we gave 1st in class awards ahead of 2nd etc.

All the marshals were called up too, John Evans from Test 1 deciding he fancied the Tin of Beans for supper, only to find a twenty quid note Sellotaped to the bottom. Some booby prize that one!



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C&A MC Car Trial

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Of the other competitors... 2nd Place, and 1st Class C (RWD) went to Nigal Jones who was sharing the winning car, and Rupert North ended 3rd in that very competent little Suzuki Alto, winning Class B (FWD).

Despite the close competition at the top there were mini battles all the way through the field. Garry Preston tried very hard all day to keep his FIAT 127 in touch with the Alto but ultimately Rupert was just that little bit quicker on the timed tests. Garry finished 5th O/A, 2nd FWD on 10 Marks, with Kevin one position higher in 4th on 8 Marks.

3rd in the FWD class and 8th O/A was a dark horse. I had to take another look at his results to believe it. Our good friend and all-round nice guy, Mr. Mark Campbell, who is new to Car Trialling, and only really having a go so that he could teach his daughter, Ela, who is 14 years old to drive. She finished 20th. Very well done.

Rounding out the top 10 was Baz Green, baby-sitting young Frankie Talbot who didn't stop smiling and laughing from the start of test one until she got home. I will include a photo of her official score card that they handed in to us. They collected awards for 1st in the Rally Car Class using their Proton Satria.

Sion Matthews, better known as a rally driver, was consistently quick or quickest on the timed tests, but finished just 1 Mark behind Baz to be first loser, as he didn't get a trophy in 11th spot, whilst Winnie Chen shared his Nissan Micra to collect the First Lady award. She picked the closed envelope award which turned out to be a free entry worth £35. Bet the rest of them wished they had picked that one rather than the bubbly or biscuits.

12th was Endaf Davies who claimed to be a novice at the start, until we pointed out his name is engraved on the MAS Shield for winning this event in the past. His 12-year-old son Iwan was riding shotgun in the Ford Ka on his first event, and turns out he is just as competitive as his dad, and can't wait for the next one.

Jake Turner won the first Novice award in 13th place while sharing the black Fiesta Mk6 of Jon, who finished 16th.

1 Mark behind Jake was young Sion Griffith in the red Micra Rally car. Sion is no newcomer to trialling, but I think he may have got his girlfriend, Lowri Barnet hooked now too as she passengered for him.

There were a few drivers who didn't have a passenger. Having less weight can help I suppose, but having someone moving their weight around, or assisting with "bouncing" can have it's advantages too.

John Charles was one of these one-member-crew entries in the pretty yellow Liege. S. This car was wonderful to watch going. He finished 6th O/A on 24 marks and an award for 1st in Class D.

Another solo crew was Nick Pollitt in his new FIAT 500 TwinAir, where the 2-cylinder modern car showed great ability at climbing hills and bombing around the timed tests. He received a maximum score on the first timed test which was 12 marks, so a hefty penalty for one test when his total was just 24 from the other 27 tests. This event was set out to be non-damaging to the underbody, so we are very grateful to him for using the car to show it is possible to use a modern car on trials if the venue and organizers set the courses out with this in mind.

Another low car was also a single occupant drive, Noel Watson in the Golf Mk5 diesel, who used the low-down torque to good effect. I am not sure he touched the throttle pedal at all to climb through most of the hills. He was a lot more cautious on the timed tests than the other cowboys, so collected most of his penalties there, and finished 15th.

Many congratulations to the award winners, but you were all winners in my eyes. From the positive comments and smiles all day, despite all the pre-event worries "everything did turn out fine in the end".



Photos Courtesy of Dafydd Edwards

Lee Matthews – Clerk of the Course.

An Up Hill Struggle

Rupert North : Airedale & Pennine MCC

After a promising start to the season it most definitely has been an uphill struggle....pun intended!!

I find myself heading off 200 miles south on a Saturday afternoon to meet with a fellow trialler at a beautiful pub and campsite in Gloucestershire for the Wye Valley Trial. We tend to camp overnight for this event as it's a little far to do in one day, for me I would have to leave at about 5.30 and not get home till nearly 9 pm and i'm not that keen! The pub campsite is only 10 minutes round the corner from the venue so I don't even have to get up till after 8.

Once the pre-event formalities had been dealt with we headed off to the 8 sections laid out for us. The ground was dry and the weather was sunny but I was finding grip at a premium, the venue is steep in places and is one of places that doesn't suit the smaller CC cars. My performance in the morning was mid class at best, failing to make it past the points in the sections which really counted. I found myself laying 4th in a class of 10 which wasn't the best but certainly not the worst either, I was 35 and the guy at the front of the class was on 7! The nearest competitor in front of me was on 19. There was the slimmest chance of catching him if I were lucky.

The afternoon was a bruising experience.....the hills had been changed, finding ever steeper parts of the field and it was now even drier. This tends to lend itself to the bigger CC cars, there's no light tip toeing driving to be had here, I couldn't maintain enough speed to climb the sections nor could I power my way up them. The score sheet was reflecting this badly. I don't think I drove particularly well if I was to be honest with myself, I can think of a few places that I could have done better. By the end I had dropped to 6th in class. I do think with better driving there was the possibility of a 3rd in class as the winner came from class B which promoted everyone up a place.

A surprise from the day was a very well driven 17 plate Fiat 500 twin air running in the new car class which if it had been in class B would have taken 3rd in class. The long haul home passed without incident.

The next event was the Matthews Auto Salvage car trial, returning to the BTRDA national calendar after a few years absence. Held on a Saturday at the quarry site on Anglesey Island. As a stand alone event it was always going to struggle to attract the more southern base of the national drivers with only a handful of geography close enough to make it.



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Up Hill Struggle : Continued from Page 26

Yet on the morning of the event 20 people assembled to tackle the 7 sections set out ahead of us. Five of them were what you could call traditional car trialling sections and 2 of them were the very, very underused and often overlooked speed sections. Basically a car trail section laid out on the flatter areas of the field where you run against the clock. The fastest person sets the base time (a zero on the score sheet) and in this case every 2 seconds slower you drop a mark. There have been other variations of this with bogey times to get to the end of the section. Certainly adds a different element to the event.

For one you can't change your tyre pressures once you begin, being sub 1 litre in the Alto I normally run on 12 psi, good for the hills but a bit too low for a timed test, on the day I opted for 16 psi still low enough to have some effect on the sections but not too low I roll the tyre of the rim on the fast corners.

The field was very dry and cow trodden, with hoof divots rattling the car all day, the speedo said I did 5 miles and think the suspension did 15K !! The trails section were challenging yet just about cleanable, and the speed tests were great fun, I never got out of first, but I was touching the rev limiter for an odd couple of seconds in places, trying to balance control and speed while slipping and sliding through the section was a blast.

It was the first time I've ever really pushed the Alto since I got it, but my god does the engine rev, it doesn't have a rev counter being the most poverty stricken car I've ever owned! Even though it was made in 1999 it has manual everything. Doors, windows, mirrors the only real thing that separates from a 80's car is the fuel injection. I was either setting the quickest times of matching them whilst giving away a fair few horsepower.(expect one place).

The second of the speed tests was a work out!! the last 5 gates to the finish made to go from lock to lock over and over again..... *I really needed a knob.*

The rain was kind and just about held off for the day, we had maybe 15 minutes where it nearly got going. After 4 rounds were done it was smiles all round, everyone really seemed to have enjoyed themselves. As there were a lot of younger people out too, this event must have had the lowest average age for a while.

Being a dry day the scoring was close at the front of the event, very nip and tuck and ended up going to count back on the number of zeros dropped followed by furthest cleanest. Local man and BTRDA competitor was first overall on the day on marks dropped and I took first first overall with the "index" scoring system applied.

A thoroughly enjoyable day out and an event which will continue to attract entries in coming years.

Link to a video on the speed test.

<https://www.youtube.com/watch?v=Xjxo8LQ7TAQ>

Rupert North : Airedale & Pennine MCC





21st / 22nd July 2023

Carryduff Forklift Down Rally

21st / 22nd July

Steve Wood and Neil Roskell separated by just 0.1 seconds after a dazzling Down Rally battle

Asphalt Rallying

Reigning champion Steve Wood and Prot tyre Motorsport UK Asphalt Rally Championship leader Neil Roskell were separated by just 0.1 seconds after a dazzling battle on the Carryduff Forklift Down Rally (Saturday 22 July).

The top Prot tyre Asphalt position swapped several times – and neither driver escaped the eight challenging Northern Ireland stages unscathed as they pushed hard in the often damp and slippery conditions.

Having been 1.8 seconds quicker on the opening stage, Wood was 5.5 seconds behind Roskell at mid-distance – thanks, in part, to understeering into a tree on a square left-hand corner. The Aberystwyth driver fought back and, thanks in part to a few mistakes by his rival, regained the advantage.

It was an especially pleasing maximum points score for Wood, who was making his first Prot tyre Asphalt appearance in his new Citroën C3 Rally2 and was co-driven for the first time by Rob Fagg.

Roskell and co-driver Andrew Roughead were on equally inspired form and battled hard for top points in their ND Civils/Burdens/Witham Motorsport Ford Fiesta Rally2. And the Blackpool ace may well have left with the full 30 driver points, had he not spun on SS5 and fluffed a handbrake turn on SS6.

Stephen Simpson/Patrick Walsh used all their vast experience to master the closed roads, which included the famous Hamilton's Folly stage, to take third place Prot tyre Asphalt points in their Tudor Glass Ford Fiesta Rally2.



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Down Rally : Continued from page 28

Will Hill/Richard Crozier have moved up to second in the overall standings after another magnificent drive in their 1.5 litre EcoBoost engined Hills Ford Fiesta Rally3. They are also the provisional class B14 champions, despite an over-shot up someone's driveway on SS2!

Callum Black/Jack Morton had established a healthy Prot tyre Asphalt lead of just over a minute when they failed to slow their Pirelli-shod Pallas Connections Ford Fiesta Rally2 down enough for a right hander on SS4 and slid off the road and out of the event. The mishap sees them slip from second to fourth in the standings, although their title challenge remains very much alive.

Richard Clews (co-driven by Carl Williamson) scored fifth place overall points after an excellent run in his Chevron Motorsport-prepared ITG Subaru Impreza STi.

Darren Atkinson was the top 2WD finisher, taking home sixth place points to move up to third in the overall drivers' standings. Reunited with co-driver Phil Sandham, the Haldane Fisher Escort Mk2 driver has taken the lead in the Escort Challenge and also heads the competitive B13 class.

Sam Adams has provisionally clinched the Fuchs Lubricants / OnThePaceNote supported Prot tyre Asphalt Junior and class B12 titles after another fantastic drive in his Pinto-engined Escort Mk2. It's been a truly wonderful debut season by the Ballymoney driver and co-driver Michael Johnston.

Anthony Eaton took home eighth place Prot tyre Asphalt points after a good run in his Autotest Ford Fiesta R5, which was the perfect birthday present for co-driver Ian Jackson.

Andy Scott/Ian Robertson finished a very impressive ninth overall Prot tyre Asphalt crew and second in B13 in their P.A.C.E. Escort Mk2 to strengthen their class title challenge.

John and Rachael McCullough completed the Prot tyre Asphalt top 10 in their Hoosier-shod KPR Mechanical Escort Mk2 – winning the Dynamic Fluids Best Presented Car Award and provisionally securing the runners-up spot in class B12.

Also netting a well-deserved finish was Geoff Glover/Keith Barker in their self-prepared Vauxhall Astra RWD. Lee and Cole Hastings crashed their John Gibson & Sons-backed Subaru Impreza on the opening stage, while Michael Harbour's faultless class podium finishing record came to an end when he and co-driver Ian MacDougall crashed their VS Pro Pressure Washing Services/Miller Waste Water Escort Mk2.

Action from the Down Rally is available to view on the Special Stage TV Facebook and You Tube pages, with commentary from Paul Woodford and special guest presenter John Stone.

The 2023 Prot tyre Motorsport UK Asphalt Rally Championship will conclude with the double header JDS Machinery Rali Ceredigion, which will host Rounds 7 and 8 on 2/3 September.

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

Top 10 registered 2023 Prot tyre Motorsport UK Asphalt Rally Championship finishers:

1. Steve Wood/Rob Fagg (Citroën C3 Rally2)....55mins 53.7secs
2. Neil Roskell/Andrew Roughead (Ford Fiesta Rally2)....55mins 53.8secs
3. Stephen Simpson/Patrick Walsh (Ford Fiesta Rally2)....58mins 04.7secs
4. William Hill/Richard Crozier (Ford Fiesta Rally3)....58mins 39.9secs
5. Richard Clews/Carl Williamson (Subaru Impreza STi)....58mins 55.2secs
6. Darren Atkinson/Phil Sandham (Ford Escort Mk2)....59mins 37.9secs
7. Sam Adams/Michael Johnston (Ford Escort Mk2)....1hr 00mins 27.8secs
8. Anthony Eaton/Ian Jackson (Ford Fiesta R5)....1hr 00mins 28.6secs
9. Andy Scott/Ian Robertson (Ford Escort Mk2)....1hr 06mins 05.9secs
10. John McCullough/Rachael McCullough (Ford Escort Mk2)....1hr 06mins 24.6secs

2023 Prot tyre Motorsport UK Asphalt Rally Championship

Top 6 drivers' overall after Round 6:

1. Neil Roskell....157pts
2. Will Hill....133pts
3. Darren Atkinson....117pts
4. Callum Black....115pts
5. Sam Adams....87pts
6. David Wright....86pts



21st / 22nd July 2023

Carryduff Forklift Down Rally

21st / 22nd July

Phil Sandham : Morecamber C.C.

After winning the Protyre Btrda tarmac rally B13 class last September I decided as I had competed on 16 events that year I would have some time out this year, so after co-driving for Darren Atkinson for over 16 years I told him I would be taking a break. That was in the theory.

So this year I teamed up with a fellow pensioner Steve Ward in his immaculate Ford RS 1800 and have been competing in the woods and not on tarmac.

Darren teamed up with another experienced co-driver and competed on the East Riding Stages which they duly won. I thought I would not be envious but I was.

On the following round in the IOM I accompanied Richard Slinger, who is a fellow another competitor to go and watch.

Darren came away with winning one of the double header rounds (the event was over two days with each days results giving out points)

Darren unfortunately had a problem and did not score on the Friday but made up for it on the Saturday.

I was now really regretting not being in the car.

On the following round in Scotland the Jim Clark rally I was able to compete on this rally with Phil Jobson from Carlisle but unfortunately we retired on the second day where Darren and team went onto win the class.

Early in the year I had been invited to be a pundit commentator assisting Mark James for the Special Stage team on the Argyle rally which was another rally that Darren would be contesting and they duly won the class by a fluke because Darren's rival had not kept an eye on the times and when they crashed out on the last stage it enabled Darren to score maximum points.

So two weeks ago due to unforeseen circumstances Darren contacted me to sit in with him on the Downes Rally this weekend.

Darren had contacted a couple of Irish co-drivers but both I believe were competing this weekend on another Irish rally so it was quite late when I ended up sat in the hot seat.

We arrived on Thursday late afternoon with van and shuttle. Up early to sign on for the reconnaissance which was started best part of 1 hour late as Darren had to have a cooked breakfast. After the reconnaissance we had to get the car scrutineered, no problem there as this rally is run for the competitors



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Down Rally : Continued from page 30

Then had to set up in the service area on the council headquarters car park in Lisburn and then driving up into the town centre for the ceremonial start. Late to bed then up early for the rally

The stages were ultra slippery with wet leaves under the trees, farmers busy with their harvest making the roads very slippery. Not for 4 wheel drive brigade but bum twitching time for the 2 wheel drive brigade.

Darren had come to the rally with a game plan and that was to take maximum class points and not worry about the other crews not registered.

Wrong tyres on the first 2 stages as the roads had dried so we did a crafty tyre change after stage 2 in a re-group. Driving out of the rear entrance and quickly changing the rear tyres before resuming our place in the queue. From here 2 more stages and back to service.

Nothing to fix on the car only fuel up..

Then a repeat of the mornings stages

This time the stages had been rained on and this made fast driving quite tricky. We had one great stage time which was pleasing but lost 20 seconds on the last stage as it was so slippery.

Arriving back to the final control in Lisburn about 6.00pm. The Protyre event officials wanted us to drive up to the town centre to be presented for 1st in class so we were able to show off our new sponsorship decals for **Haldane Fisher (Building Supplies)**

So we were then formed into a cue and we drove up to the town centre to receive awards(this being champagne) After posing for photos and spraying the champagne we beat a hasty retreat back to load the rally car onto the shuttle. Ready for the drive back in the morning.

We finished 31st overall. 3rd in class 7

1st Protyre class 13 (engines over 2000 cc)

So it was a great rewarding day for me.

Phil Sandham : Morecamber C.C.



Hexham & DMC

Northern Dales Targa Rally

(Old Blue Circle Cement Works)

9th July

Sunday 9 July saw the running of Hexham & District Motor Club's Targa Rally at Eastgate. Apart from it being an excellent event, which has been praised by both competitors and marshals alike, the event was notable for HDMC in reaching a significant milestone. One of the competitors, Jake Simms from Derbyshire became the 100th HDMC member in the 2023 membership year. Jake will receive a complementary 2024 club membership.

This is the first time in recent years that this milestone has been achieved. It reflects the hard work of the past and current HDMC committee members who have strived to move the club forward by organising a varied programme of motorsport and social events with wide ranging appeal.

The Club has built up a reputation for organising first class events such as the John Robson Road Rally, the Northern Dales Targa and the renowned HDMC 12-car series. Add the recently run Coronation Scatter, the current tabletop rally navigation training series, the forthcoming Keilder Targa Rally and the club's presence at local shows as well as other planned social events and you can see why the club membership list continues to grow.

If you would like to become part of HDMC please contact the club's membership secretary, Andrew Magee (membershipsecretary@hexhammotorclub.co.uk) or from the membership enquiry link from the club's website: (hexhammotorclub.co.uk)

For all of our members, please remember that you can purchase your own club branded clothing from <https://www.logo-co.com/>

They have a great range of t-shirts, hoodies, hats, jumpers, hi-vis tabards and much more. Check out their website, order what you want and get the club logo on it.



Hexham & DMC

Northern Dales Targa Rally

(Old Blue Circle Cement Works)

9th July

Geoff Bateman : West Cumbria MSC

Our annual trip to the old Eastgate Cement Works site for Hexham & District's Northern Dales event started, as always, with the challenge of actually getting there. As well as the usual interesting journey through such romantically named places as Slaggyford before reaching Alston and then the roads over through Nenthead towing the trailer it had also been a very challenging week beforehand trying to get the 205 rebuilt in time to do the event. At 11pm on the Thursday it became apparent that it wasn't going to happen so Plan B, or rather Plan MGB was put in to action and Friday was spent servicing the B and replacing the damaged exhaust front pipe which had been crushed on Mull and further flattened in Otterburn on the Shaw Trophy event. The work went better than expected, a rare thing indeed, and all was ready for me to load up on the Saturday afternoon just as the heavens opened and we had a long and loud thunderstorm whilst I got wet through loading and strapping the car.

We got up at 4-30 on Sunday for the 2 hour trip over to Eastgate where the site opened at 6-30 with scrutineering scheduled for 7-00 am and arrived in good time and managed to get a good spot in the trailer parking area and get unloaded and scrutineered very quickly. Documentation was picked up a short while later and I left Maggy alone to mark up the diagrams and enjoy her bacon roll in peace whilst I cleaned off the dirty windscreen and windows and put the numbers on the car.

There was a short driver's briefing given by first time Clerk of the Course, Liam Charlton before car 1 made it's way to the start of test 1. The format for the day was to be 2 tests ran twice then some course changes before the next 2 tests ran twice before lunch. The afternoon session was to see the 2 tests joined to make one long test which was planned to run 4 times making 12 tests in all.

The Hexham organising team always do a great job of laying out good flowing tests of a good length on what is a relatively compact site and this year was no exception to that. We were able to watch most of the cars in front of us go through the tests as the site is pretty flat and we were seeded 48 out of 49 so we had plenty of time for a change.



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Norther Dales Targa

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Test 1 was just over half a mile in length with a bogie time of 72 seconds and with 23 cones to negotiate and saw a fastest time of 1-33 from Ali Procter with us in a not too shabby 1-51. Test 2 was slightly longer at just under a mile with mixed surfaces and 32 cones to deal with, starting on concrete and finishing on loose gravel at the western end of the site. Best times were put up by Barry Lindsay in his 206 and Craig Stamper in his C2, both managing 2-34, 39 seconds off bogie with us managing 2-56.

Test 3 was a repeat of test 1 and saw Ali going a couple of seconds faster with 1-31 to just pip Barry by one second whilst we managed a 3 second improvement to 1-48. Test 4 saw Ali once again get the better of Barry by one second whilst we managed to trim 3 seconds off our test 2 time so we were quite happy with that. The MGB was going well and handling better than I expected.

A short break was taken and a chance for a coffee and some chat before attempting test 5 which was pretty much test 4 in the reverse direction so, starting on the gravel at the west end of the site and moving on to the concrete towards the end. By now the grip on the concrete areas seemed to be becoming a bit more variable as dust came and went as the threatened rain never materialised and this resulted in some slightly unplanned excursions for us at times!!

Test 5 saw Barry with 2-05 get it by a second from Ali, boy this was going to be a close run thing before the end of the day. Our run saw us manage 2-29 which was nearly the slowest even though we didn't feel as if it was that slow, other people were just going faster!!!

Test 6 was virtually the reverse of test 1 and unfortunately I made a mistake at a stop astride and incurred a line fault which was a bit of a nuisance. Barry did it in 1-32, 2 seconds up on Ali with several crews managing times around the 1-35 mark. Our 1-47 was reasonably respectable but would be weighted down by a 10 second penalty which moved us down to 25th overall and 3rd in class but still way above our seeding.

Test 5 was repeated for test 7 and this time saw Barry with 2-01 ahead of Ali by 4 seconds, gradually clawing back the time he had lost on test 1 with the competition for top spot really heating up. We improved by 6 seconds but were still in the 3 slowest times for the test despite being only 22 seconds slower than the fastest time. There was certainly a lot of well matched crews out there.



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Photos Courtesy of Tony North

Norther Dales Targa

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With test 8 being a repeat of test 6 the first cycle of 8 tests was complete. Barry did it in 1-29 and managed to get another 2 seconds back from Ali before everyone stopped for lunch. We had managed it in 1-47, the same time as test 6 but this time without a penalty and were now sat in 25th overall and 3rd in class.

The morning cycle of tests had taken longer than expected and during the lunch break it was announced that tests 11 and 12 would not be run due to running out of time which left just the two long tests to do after lunch.

Tests 9 and 10 were a combination of test 5 and test 6 with a couple of cones added as well as a further stop astride where the original finish of test 5 had been. Having already done both tests individually the navigation was relatively straightforward despite the length of the test being nearly 1.5 miles with a 2-50 bogie and with a total of 48 cones to negotiate with a couple of stop astrides as well as a 360 and a 540 rotation. The competition for first place had been red hot all day after Barry Lindsay lost 10 seconds to Ali Procter on the first test of the day due to a minor mistake. Barry had been chipping away at that 10 seconds all day with Ali not giving an inch. Test fastest times had been shared between them all day and so the last 2 tests would be the decider. Ali was on 15-25 just 2 seconds ahead of Barry who sat with 15-27. Test 9 saw Barry take over the lead recording a 3-34 to Ali's 3-39 and establishing a 3 second advantage. Test 10 saw almost identical times of 3-33 for Barry and once again 3-39 for Ali. The closeness of the test times showed just how hard both crews were trying, having probably reached the minimum limit for both tests.

Barry eventually took the day with a total of 22-34 just 9 seconds ahead of Ali with 22-43, whilst John Gornall who had been very consistent throughout the day took a well deserved third place only 23 seconds behind Ali with 23-06. The first 5 crews were only separated by just over a minute and the whole day had seen some really good performances all round. Meanwhile we ended our day with a 4-15 for test 9 followed by a 4-10 for test 10 and as a result of several crews wrong testing improved our position to 22nd overall and 2nd in class which has been the third year in a row when we have managed 2nd in class so we must be pretty consistent!! The MGB had, once again, not missed a beat all day despite a couple of trips in to the banks and verges and with conditions remaining dry all day it had also remained fairly clean which was a pleasant change after the last few events.

Liam Charlton is to be congratulated for his first event as C of C going so well and being so well contested as must all of the Hexham organising team and the army of marshals who turned up on the day to ensure the smooth running of the event. Even the flies which had made an early appearance during scrutineering buzzed off for most of the day as the breeze which sprang up persuaded them to go elsewhere. All in all a good day out well worth the effort of dragging the trailer over the fells to get there. Big thanks to all involved and we'll see you again next year as long as the venue is still available.



Photos Courtesy of Colin Greenway

Hexham & DMC

Northern Dales

Targa Rally

(Old Blue Circle Cement Works)

9th July

Neil Raven : Ilkley & DMC

Going Round in Blue Circles!

After a fab overnight stay at the Pennine Lodge campsite in the glamping light pod, we set off to find the old cement works near Stanhope. We had recce'd the location Saturday night in our search for food and found our way back to this fascinating place without much bother. A huge substation is the first thing to greet you then a drive up some old railway lines, which were also part of a test, before turning off in to the parking area. Being only 15 mins away we were one of the last to arrive but Ray and Ben Jude had reserved us a spot next to them on some smooth flat concrete.

Which was just as well because as we made our way across I caught the exhaust on the top of a ramp which pulled the exhaust back and hooked the centre silencer around the bolts holding the harness eyes in place!! This in turn pulled the down pipe off the exhaust manifold making the normally smooth purring Peugeot in to a tractor rumbling noise box which grabbed everyone's attention as we made our way through the service area! At this point I wasn't sure what had happened but after borrowing Chris Dodds impressive jack, the car was up on its side and the spanners were flying! The fact the exhaust pipe and manifold were red hot only added to the fun and swearing.

While I was rolling around on the floor, christening my new Peugeot top Mrs Rave had bought me for my birthday, the team manager headed off to get signed on and to explain to the scrutineer why we hadn't been to see him. The organising team were very understanding and the scrutineer actually came to us to check the car over to ensure we could start on time, and we did. Claire Nevar was busy marking up the maps as I tightened the clamps up on the exhaust and by the time the drivers briefing started we were all back together and ready to go.

We were seeded 7th with a very talented field in front of and behind us, including East Wolds winners Peter Clegg and Sarah Clegg in their trusty Corsa.



Photos Courtesy of Tony North
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Norther Dales Targa

Continued from Page 35

The sun was shining and there were nearly as many marshals as entries, 48 marshals to 50 teams, positioned around the site to keep an eye on us as we sped around the tests. It just goes to show how much manpower it takes to run these events and that doesn't include the organising team who spend months preparing for the actual day. It's a huge undertaking but from where we were standing, at a great 360° turn, there were plenty of smiles on faces.

The first test went well and the exhaust stayed in the position Peugeot intended, which was a relief. The second test started with a square around the edge of a particularly slippery concrete surface, which we had been warned about, but we did tap a curb on the way out, nothing too bad, and we set off on our way. Mrs Rave was calling out the notes and cone letters at just the right time and although she had her head down she was keeping an eye on me and helped out with sighting some of the less obvious cones. We had a great run but the Peugeot was becoming hard work as this was a much tighter test. Excuse number 1, no power steering and a standard steering rack. Actually I could make two excuses out of that I sounded like a spoilt brat, whining and moaning as the steering wouldn't respond to my input quick enough, I was all over the place!

A very poor run left us way down the leader board and me with my head up my arse! As this was a single venue event after each run we got the opportunity to discuss our performance with other competitors and have a good laugh. This helped no end and cheered me up a bit but I was still at a loss as to how I was going to drive as well as Claire was calling the notes. Then it dawned on me, I was trying to drive the front wheel drive Peugeot like the rear-wheel-drive MX5! Doh! Test three was a repeat of test one and a huge improvement. I started to drive the car properly and we started setting times I was happier with. Test four was better again, no rear wheel to curb interaction this time, resulting in another good time.

I was still sulking a bit as my ikle arms were struggling to turn the steering quick enough but as I'd reduced the amount of handbrake action I didn't need to spin the steering wheel as much. I've been autotesting for the best part of 20 years and I'm still learning. Pete suggested getting into the loose stuff on the outside of the tight turns as the cars were gripping too much on the sunbaked concrete surface and he was right! The car came round quickly and didn't need as much steering input resulting in a much smoother maneuver.



Photos Courtesy of Tony North

Continued on Page 37

Norther Dales Targa

Continued from Page 36

Thanks Pete, top tip. Unfortunately this was on the penultimate test of the day and worked very well but was a little bit too late. But its in the memory banks for next time.

Test 8 was one of our better runs but it didn't start off too well. I have a switch to turn the ignition on and off and a switch to turn the radiator fan on and off, they are identical in appearance but on opposite sides of the steering wheel. I always put the fan on whilst waiting for our run to keep the car cool before we set off into the test. As the countdown started at 10 – 9 -8 etc. I flicked the fan off and got ready to go. But I actually turned the ignition off and of course the engine stopped. I had two seconds of wondering what the hell was happening then realised and quickly flicked it back on and pressed the start button. Sticky doesn't like starting up when hot and was spinning over until the timekeeper had got to 1 then she fired in to action and we sped off! A close shave and a very confusing 10 seconds!

Other than a few lairy maneuvers and a bit more swearing we had a good day, once I drove the car like a front wheel drive one and listened to Pete's advice. The tyres were getting a bit of agro and everyone was using a different type but all had similar outcomes time wise and wear wise. The day ran really smoothly and the competitors generally seemed to behave themselves with only a few cones requiring re homing after being nudged out of the way. We had a prime viewing spot for a fast entry 360° turn and got some great video footage showing various degrees of commitment, control, and direction, most not all present at the same time!

A great days motor sport, although I must admit to pining for the MX5 as she would have been ideal for this event, as Claire will testify to, I was a pain in the arse to be fair. As it was I learnt a lot more about driving the Peugeot and we had a great time chatting with other competitors and enjoying the glorious Weardale sunshine. Claire really got to grips with the diagrams and was pacing the note calling to the speed we were going, making sure we found all the cones.

To add to Mrs Raves things to think about, she had her arm in a sling after breaking her collar bone throwing herself off her mountain bike 3 weeks ago! Getting her harness on was a task in itself and prodding me in the leg with her pen was almost impossible A top job and very brave, thank you for trusting me not to bugger up your part healed bone, although we came close a couple of times You are bonkers

All that was left to do was load up the car with swimming gear, overnight bag, tools and wheels and head off towards the A66 at Barnard Castle and home. This in itself was a highlight as the fantastic late afternoon sun lit up the barren yet beautiful landscape as we followed the tarmac ribbon weaving its way up and down Dale. Brilliant. Thank you to the Hexham & District Motor Club organising team, officials and marshals, it was a great day in the cement works, a fab venue. There's so much that goes on behind the scenes beforehand, and on the day, that we don't see when whizzing around cones but is much appreciated and helps us improve what we do, enjoy the cars we love building and take part in our beloved motorsport.

A final thank you to everyone who offered to help out with the exhaust issue and to all who sent us videos and pics through. It's much appreciated



Neil Raven : Ilkley & DMC

Hexham & DMC

Northern Dales Targa Rally

(Old Blue Circle Cement Works)

9th July

Barry Lindsay : Spadeadam MC

Great days motorsport at the Northern Dales Targa at Eastgate. Very well ran event by Hexham & DMC. Great tests and the last two long ones were something else.

We had a poor start dropping about 10 seconds on the first test running car 1 is never easy but after that it was catch up to get the time back against some fantastic competition. Got quite a few fastest test times but only gaining the odd second per test so were up there with the best but don't think we could have gone any quicker. Results to be published later in the week. Martyn was in fine form on the maps and not a wrong call all day.

Big thank you to all the marshals and organisers.

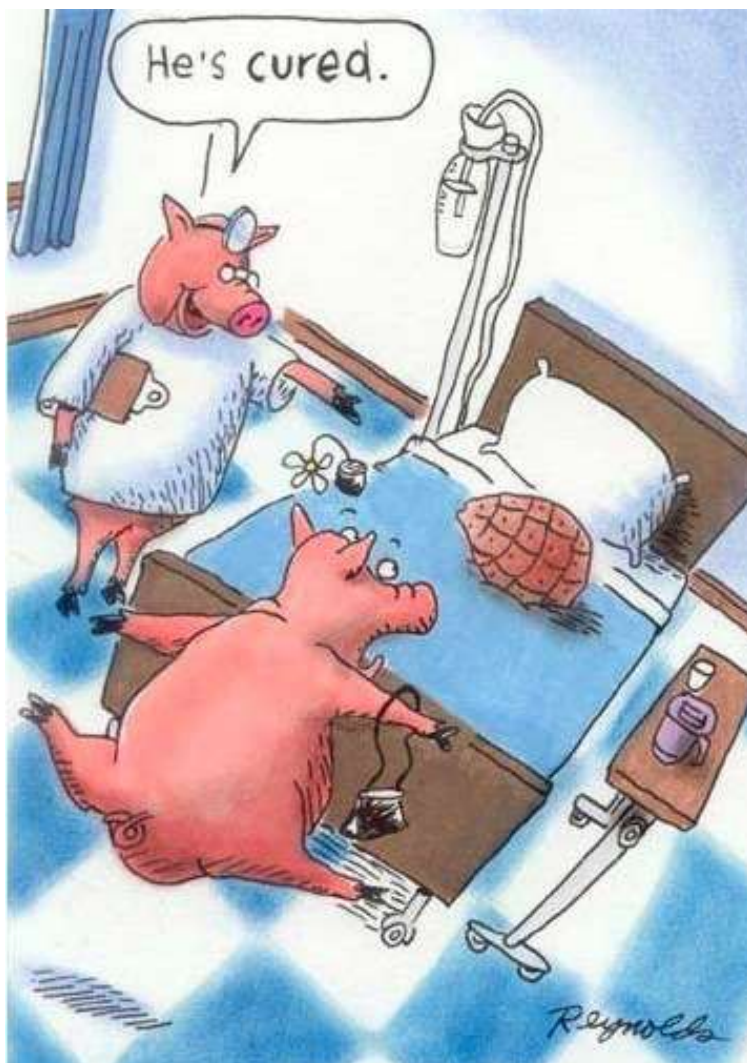
Barry Lindsay : Spadeadam MC



Photos Courtesy of Tony North



Banks should do more to keep their ATM's filled. I have been to five today and they all said 'Insufficient Funds'



RSAC Scottish Rally

22nd July

Keith Cowan : Chief Marshal

Thank You

Its the morning after, what was a hell of a long day. The 77th RSAC Scottish Rally had moved after a long time in Lockerbie to its new home in Dalbeattie, it was based at Iain Wilsons premises. Here the rally had its Rally HQ, scrutineering an service area. It could not be more ideally based, right across the road from the Dalbeattie Stage.

This would be my second time as Chief Marshal on the rally, after being thrown in at the deep end last year, literally lastminutedotcom, I was slightly more prepared this year. If anyone reckons being Chief Marshal is easy, you are more than welcome to take on the role. Some ask why

do Marshals need to register, why cannot they just turn up, well, as Chief Marshal, I like to have all the contact details, so I can send out all relevant information, what grade of Marshal they are, experienced or brand newcomer, so I can appoint them to a role accordingly, what roles have they done, (timekeeping, mid stage, etc) what stage are they wanting to go to, this way I can see which stages have better coverage than others, this takes a lot of juggling. I had just finished another rally as Chief Marshal, two weeks prior to the Scottish, so it was pretty much finish one, then start planning for the next one, and several hours in front of the computer every day, for a week and a bit, answering emails, creating matrix's, making up signing on sheets, juggling names, making sure all my T's and i's are crossed and dotted.

Turning up on Friday afternoon at Rally HQ, seeing the service area in full swing, you realise, maybe we have got this right.

The forecast was somewhat damp on Saturday, and sure enough it was a bit dreicht on Saturday morning, but handing my precious L200 to Colin Christie to drive round the stages, I was somewhat nervous, not so for Colin but more so, I hope I have done everything right, it was my first time as a navigator, so I had to learn how to read the road book, read the Set Up Notes as we drove through the stage, demonstrate how to fill out time cards to the Marshals, use the Management Radio, explain to our Recreation Forestry Representative, Katie Koehler, what were doing, why we were doing it, what would happen if we didn't do it, (who turned out to be a great back seat navigator, she was loving it). A few delays, a few hiccups on the way, meant our schedule slowly went backwards, and we were chasing our tail, but as we were told at the Safety Car Meeting, if we see a problem and we cannot deal with it, pass it on, which we had to do on a few occasions.

Driving through the stages, seeing all the Marshals and Radio Crews, standing out, holding red flags, thumbs up as we passed, was nothing short of fantastic, I could say quite emotional, maybe I have got this right, I certainly hope so.

Anyway, enough rambling, a few thank you's. Colin Christie for not ditching the L200, although there were a couple of moments when the sump guard connected with the ground, !! Graham Pollitt for stepping in at the last minute to take on the role of Stage Commander for Kinharvie, when Stewart Robertson had to pull out, Ian Evans and Elizabeth Klinkenberg, for running Dalbeattie and Ae, as ever fantastic job, Marshals were where we needed them. Alistair Reid and Julian May for setting up and running the service area, although every time I saw Julian he was eating !!! I'm kidding Julian, and of course to all the Marshals and Radio Marshals, you were the stars of the day, thank you all very much indeed, you made my job a success. I really hope you all enjoyed the day, the sun did eventually make an appearance, so it wasn't too bad after all.

I always say this at all rallies I am Chief Marshal for, I can only do this, if I have your support, I try and make sure you have a great rally, but I can only do this if I think I am getting it right, but if there is something, you think I could do to improve, no matter how big or small, please tell me, and I will endeavour to tweak the way I do things.

Once again, thank you so much indeed.

RSAC Motorsport
SCOTTISH RALLY

Dumfries
& Galloway

KNC Groundworks
@motorsportuk Scottish Rally Championship 2023

22 JULY 2023 DUMFRIES & GALLOWAY



Keith Cowan : Chief Marshal

Liverpool MC + Kirkby Lonsdale MC

BARBON HILLCLIMB

Saturday 15th July

The weather forecast for this Barbon Hillclimb was full of doom, so some competitors decided not to attend. What an excellent event they missed!

We dropped one practice so that we could try to get more competition runs in before the 'doom' arrived, and for most drivers, we managed it too, completing one practice and two competition runs before lunch.

After lunch, we completed another two sets of dry comp runs before we decided not to push our luck and called it a day at 2:45. The rainfall radar featured high in our decision making and just 40 mins after the last car returned to the paddock, the deluge arrived.

What a superb day, pleasant temperatures in the sunshine, a great atmosphere in the paddock (which didn't get too soggy), and great competition on the hill. One practice, 4 comp runs, what more could you ask for given the weather that nearly all passed either side of us.

Goodwood may have cancelled, but Barbon was the place to be..... Club motorsport at its best!

An enormous vote of thanks goes to our fantastic marshals. Without you, we simply couldn't have done it!



Photos: courtesy of Mike Bevan

York MC Club Day Autotest

16th July

Neil Raven : Ilkley & DMC

Great day at the York Motor Club day Autotest/ Targa practice Alastair and Andy were planting the poles today and plenty of fuel and stop watch batteries were needed

The tests were flowing and the 360° turns kept you on your toes as they weren't all clockwise. After adding a 360° turn in to my run, resulting in a wrong test, Ray Jude pointed out that it seems to be a trend with me at the moment as the exact same thing happened last weekend! There was a great reverse flick which was completed to varying degrees of success and a few nice bits of reversing to challenge us all

A few hit cones also added to my tally of penalties to give a poor result. However, Gary Vatinen and David Ruddock were driving so well I doubt I'd have been in the running for a decent result anyway. Great drives today by both

Gaz Wriggo was the best on Bobs Nob, he was smooth yet aggressive, just what's needed to satisfy Bob There was a big water splash in the Bob a Nob run and Steven Draper was calling for a 10 second penalty for anyone who drove around it instead of head first in to it

Great day with plenty of banter and sideways shenanigans Thank you to Alister and Andy for setting it up and marshalling and to Ian Young for marshalling and passing on some sound advice Even if the science did disagree

Neil Raven : Ilkley & DMC



Knighton M.C.

Pacemaker Road Rally

8th/9th July

Barry Allman : Clitheroe & DMC

Yeah, finally actually doing a Welsh rally I had done last year, this saw Chris Way and me in his trusty (so far) Honda Civic. This time it was the Knighton Motor Clubs Pace-maker Rally on the 8th/9th of July. A different start venue from last year being the Knighton Community Hall, a great place with lots of car parking too.

The route was on the Ludlow map 137 and the Newtown

map 136 and so lots of great lanes to chose from. Chris and his dad Mike got there early with the car going through the required checks all OK again.

The BIG job to do on Chris's car was to take off the Spotlights, as spots were not allowed on this event, just like in the county of Avon too. After doing the last few events using the latest PIAA spots it was going to seem dark. I have found it is a ruling from the local RLO as the LIGHTS where the biggest complaints from residents on the route not the Noise, strange but true ?

Always which tyres was our decision of the night the faithful Michelin Pilot Sport 3's or some gravel type Coopers.

There had been some rain before the event but finally we went with the Sport 3's. We would find out very quickly if that was the right choice ?

With Chris's seeding we got into the Expert class (think I would still in the novices, who get extra plotting time) running Car 26 out of 60 that meant we had 25 sets of tyre marks to follow. Hopefully no cars blocking the route this time.

Our focus on this event was to commit to getting a fail FREE run with just ONE of my last six Welsh events fail free. I keep managing different ways of obtaining a fail, at least I keep learning so that is positive ! Time to fuel up on lots of coffee for me, Chips and Red Bull for Chris.

We had the usual wait for the route (MC0) at 22.59 with 75 minutes to plot the 80 plus mile route, with no halfway halt, that is a shame as it allows some recovery time. We got the Time and Passage control cards 28 time controls and 48 passage/codeboard/DSO controls too. A busy night for just 80 miles it was going to be fun.

The plotting went well with even a few minutes to check over the first few sections, it always amazes me that the Welsh clubs manage to get the mileage in such small area's. All of the first two sections, most of the long third section and the end of the fourth section where all contained on a fifth of OS map 137. With the remainder of section three and the start of section four just on the edge of OS map 135. This means very careful route marking and LOTS of very small writing, plus a few tricks I have picked up recently. The actual plotting I can do quite quickly it's working out the approaches / departures, usually complicated which takes up the time but pays dividends later.

We left Knighton (MC1) at 00.14 heading North on the A488 for a mile or so (no time to recheck the route) to SS1 a delay meant we left a minute after our due time.

Hopefully not a sign of things to come ! Just a few hundred metres in was Passage Control A (PCA) a NAM (Not As Map) diagram, slot right onto a muddy white to reach the PC, maybe NOT the right tyre choice. PCB was at the side of the road, this section was full of potholes and very muddy, good FUN on the Sport 3's. TC1a was another NAM we had dropped 1:31 we did struggle with grip on this section.



Photo Courtesy of John Joseph Gilbertson

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Pacemaker : Continued from Page 42

The first Route Check (Codeboard) was next, located so tight to the actual board we lost seconds having to reverse but cleaned this section to TC1b, PHEW. PCC was another NAM, LWR (Long Way Round) really slippery which meant Chris had some fun! We pushed on past RC 2 as best we could, not catching our minute man or being caught by our minute man either. The last bit was a MAZE which we got OK dropping 2.21 at SF1 due to it being so slippery.

A neutral section through Clun heading north on the A488 again lead to SS2 arriving on time but held up for another minute. It was another shorter section with two RC's and two PC's we got to TC2a clean, dropping 1.23 at TC2b then a quick bit onto SF2 which we cleaned.

Neutral again back up the A 488 through Bishop's Castle onto the A489 to find SS3 the start of a longer section, Oh yes, this time on our actual due time.

With 8TC's, 13 PC's and 5 RC's this was going to be the crucial part of the rally and still up to this point OK on timing and NO fails! We started off really well with Chris getting some amazing pace from the 100 bhp ? NON VTEC engine and me pointing us down the right roads too. Getting clean to TC3a a few rough sections followed and Chris thought we had picked up a puncture, the tyre choice bite us on the bottom. Some little moments meant we dropped 3.33 at TC3b got through the next lanes before we got back onto the A488 and pulled over to change the wheel. Which cost us another 3 minutes at TC3c but couldn't be helped and at least saved the tyre. Happy with the handling again, Chris got us back on the pace quickly dropping just 1 minute at TC3d still not being passed, always a good sign.

Most of the PC's where NAM junction a few LWR and a few farm entrances where Chris could have some more fun battling his Honda. Another 1.07 dropped at TC3e we struggle with the tight uphill bends/sections due to lack of grunt but still good fun. 2.01 dropped again at TC3f with a spectator point just after, I'll have to stop telling Chris when those points are near, he he he such a showboater! The section to TC3g was a 15 minuter moorland roads bit which we cleaned, happy days. Followed by a maze which we did OK dropped 1.02 to TC3 h on the hilly roads which doesn't suit our car. Then we missed the control board for SF3 we where on the correct road but the board was on a left crest grrrr (the end control of the section). A hundred metres was a crossroad where we saw another crew, maybe some help? but they where lost and so at least we showed them where they where. Choice was go back straight away and look for the control or push on a bit farther?

We pushed on, way to far with hindsight, totally focused on staying Fail free. We turned round and retraced our steps going the other way the control board was easy to see and we got SF3 control. But that lost us 15 minutes, gutted.

The last section SS4 to SF4 was another long section but time was against us now. This section was another 5 TC's 8 PC's and just one RC. What to do now?

We got to TC4a clean but the next few sections where complex mazes and so easy to lose even more time, which we didn't have to lose!

Time to cut again to at least get us a finish, that would be seven finishes from seven starts.

The route dropped onto the B 4356 we then missed a section getting back on route for TC4e which we got there clean. Arriving at SF4 within our time limit straight into the damage check, with no damage to report even after a moment or three!!

Back to the start venue and MC2 for our final time check and another finish Phew. Gutted as we where going so well even with the tyre issue, the Cooper gravel tyres next time. Coffee and breakfast, then wait for the results.

Another result which doesn't reflect the pace we managed to generate but at least more championship points gained and no damage too.

37th o/a out of the 60 starters, Next Time ??

A super route and event as always, great drive from The Lad. Thanks to the club and all the folks who helped on the night. Another rally I would recommend such a tough challenge. I'll be back.

Barry Allman : Clitheroe & DMC

Knighton M.C.

Pacemaker Road Rally

8th/9th July

Gregory Harrand : Lampeter & DMC

The Knighton Motor club organised Pacemaker road rally taking place over the weekend of the 8th and 9th of July, and would make up the fifth round of the welsh road rally championship. Starting from Knighton the 60 entrants would undertake a route of around 80 miles made up on OS maps 136 and 137 using some of the most demanding but enjoyable lanes available.

Car 1 would go to 2022 winner Richard Jerman, who was with regular navigator Alan James in their Mk2 Ford Escort, and they were followed by five further escorts as well as the VW Golf belonging to Mark "GT" Roberts and Dylan Jenkins at 7 and the Ford Sierra of Richy Williams and Robbie Pugh at 10 which broke up the escorts.

There would be four sections to the rally, with the first taking place between Knighton and Clun, and looped around Sowdly Wood. There would be a couple of tight section here which saw the front runners gather penalties, with the first being at Time Control 1A, and already the rally was becoming

a two horse race between the escorts of Richard Jerman and Alan James, and George Williams and Cadog Davies who were running at number 6, with Richard and Jerman gaining 21 seconds of penalties, and George and Cadog getting 25. Mark "GT" Robert and Dylan Jenkins would wrong slot their golf just before Time Control 1B so they would pick 27 seconds of penalties which would see them drop down the leaderboard a little. The Section finish, which was located the village of Clunton, would also see competitors gain penalties, and here it was the sierra of Richy Williams and Robbie Pugh that did best with 56 seconds gained, hot on their heels was car 3, the escort of Arwel Hughes-Jones and Dylan John Williams just one second down on 57 seconds.

From here the route went North of Clun and used the lanes to the West of Colebatch where the section would finish. Mark Lennox and Ian Beamond running at car 5 in another Ford escort had a wrong slot here and lost a minute of time, this put them down the leaderboard at the finish. For everyone else there would be another tight section at Time Control 2B, located near Churchtown. Richard and Alan would extend their lead here with another best time, stopping the clocks on only 8 seconds, Mark and Dylan were clawing back time and managed the next best time of 16 seconds, and George and Cadog, who held second place at this point, achieved 17 seconds.

Now came the longest section of the night. Beginning on a small piece lane between the A488 and A489 and would then cross the A488 and loop North around Linley big wood. After this competitors would then travel in a South West-erly direction through Clun Forest and through Betws-y-Crwyn. The section finished just before arriving at Felindre. There would be eight Time controls along this section as well as the section finish and the front running competitors would gain penalties at three of these clocks. The first of these was at Time control 3B, and here it was Richard and Alan that were setting the pace with 39 seconds gained. Car 2, Iwan Jones and Andrew Lawe, another escort pair, were next with 47 seconds, and the golf of Mark and Dylan followed them on 56 seconds.



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Pacemaker Road Rally

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Time Control 3E was the next tight one, most competitors gained penalties here but the escorts of Ieuan Evans and Dafydd Sion-Lloyd and Arwel Hughes Jones and Dylan John Williams passed through without gaining any. Iawn Jones and Andrew Lawe were next best with 2 seconds gained. This is where the rally came to an end for car 9, Stefan "DR" Davies and Kieran Price who's coil had failed on their escort.

The final part of the event began with a straightforward section from Felindre down to Crossways. Time control 4E was the final one in the rally where competitors gained penalties, well everyone apart from George Williams and Cadog Davies, who were on a mission! They would be the only competitors to pass through the last section penalty free. Unfortunately the rally leaders, Richard and Alan would retire in this final section as they went off the road and were unable to rejoin, forcing them into retirement.

George Williams and Cadog Davies would be declared winners of the event with a winning margin of over a minute with a total time penalty of 3 minutes and 29 seconds. Second place would go to Arwel Hughes-Jones and Dylan John Williams who finished with a penalty count of 4 minutes and 31 seconds, a great result for them as it was Arwel's first time on the rally. Third was to go to Richy Williams and Robbie Pugh in the Ford Sierra who would have a penalty count of 4 minutes and 44 seconds, they would also win expert class. Semi-expert class would go to Andy Morgan and Al Gwilliam who finished in twenty-second place with a penalty count of 21 minutes and 50 seconds. Novice class winners were Barry Quibell and David Lee who finished in thirty second overall with a penalty count of 35 minutes and 36 seconds, they had also gained two fails



Photos Courtesy of John Joseph Gilbrtson

Gregory Harrand : Lampeter & DMC

Road Repairs in Lancaster



A teacher asks the class to name things that end in 'tor' that eat things.

The first little boy say's, Alligator'.'

Very good, that's a big word'

The second boy say's 'Predator' '

Yes, that's another big word

'Little Johnny say's 'Vibrator, Miss'

After nearly falling off her chair, she says, 'That is a big word, but it doesn't eat anything' '

Well my sister has one and she say's it eats batteries like there's no tomorrow!'



Le Mans Classic 2023

30th June/1st & 2nd July

Stuart Bankier : Berwick & DMC

I have written before about the Le Mans Classic but this year it was the 100th Anniversary of the first race and the event promoters Peter Auto and Automobile Club de L'Ouest worked hard to make this something special with supporting races including one specifically for Bentleys.

For the record the first race, in 1923, was won by a Chenard et Walcker Sport driven by Lagache and Leonard with their quickest lap of the 19km gravel circuit averaging 67 mph. Renowned for their sporting saloons C et W only made trucks post 1945.

I have never seen so many classic cars parked up in the infield at this event and we have been going to since 2010. They sold a staggering 235,000 tickets, over 110,000 more than in their average gate for the biannual event. However, it is a big circuit and they were well geared for that number of people so it never felt that busy and the car park, food outlets and toilets coped easily.

Our journey started on 29th June straight after my younger daughter's very last day at school. Off with the jacket and tie and my elder daughter, Siobhan, and I headed south. The Premier Inn at Ashford is a long way from Berwick but 11.30pm saw us draw to a halt in the car park. Waiting at the ticket booths at the Channel Tunnel next morning a Ferrari pulled up alongside us, Ferraris are not my specialist subject but I realised that this was a 250GT0 and in fact it sported the registration number 250 GTO. One of 39 remaining, it belongs to Nick Mason who bought it for £ 37,000 in 1977 from the proceeds of album The Dark Side of the Moon. He turned down an offer of \$30m for it in 2010 and more recently a similar model has sold for \$53M.

We weren't the only Berwick & DMC members heading for Le Mans and much to my shame the others were taking classic cars. My excuse was that this was just the start on my holidays and a trip to Italy was probably just one step to far for my Volvo Amazon. David, Lynda and Matt Alexander had headed off a week earlier in their recently acquired 1958 MG Magnette, a lovely car and modified with a standard MGB engine, Ford five speed gear-box and disc brakes to make it a real comfortable tourer.

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Ewen Getley's 1929 Bentley 4.5 litre tourer waiting in the pre grid for Friday practice



I had never seen a BMW 1600GT but a few minutes later another one past us.

Le Mans Classic

Continued from page 46

Travelling just ahead of us and using the Portsmouth – Cherbourg ferry were Ken Forrest with his son Alan and brother-in-law Robert in a Triumph 2000 Mk1 automatic which came from a TV production company a couple of years ago and which had featured in Endeavour. Ken is a Triumph Stag man through and through but when Alan's travelling companion dropped out mid-week they realised that three in a Stag complete with camping gear wasn't a great idea so the 2000 was dusted down and pressed into service.

We arrived in Le Mans by 4pm and after dropping our kit off at our Airbnb we headed for the circuit as all of the drivers must take part in the practice sessions and they run from Friday morning right through till the early hours of Saturday morning so that they all get acclimatised to the circuit both in the daylight and the dark. There is nothing quite like the pre-grid as dusk is falling and the Plateau 1 cars (1923-1939) are assembling.

The trip to Le Mans is interesting because of the range of cars racing, the huge variety of cars parked around the circuit, the access to the paddocks, the atmosphere off the circuit with classic cars everywhere you look for miles around and the great family atmosphere at the circuit with spectators from all over Europe and beyond. The next event is in July 2025 and if you fancy going you probably need to book your accommodation a year in advance to get a good deal. Always buy a paddock access ticket but a grandstand seat probably isn't necessary. We shared a table at the food court on the Saturday evening with a chap from Stornoway who had booked up a couple of weeks beforehand and was paying £ 250 per night bed and breakfast !

Stuart Bankier : Berwick & DMC



1955 Cooper T38 of Manuel Elicabe



1949 Aero Minor Sport 750cc of Zdenek Kaspar



Citroen DS rally car shortened by several feet. For those with long memories Peter Dalkin rallied a similar shortened version in the North East in the early 1970s and apparently they were used as mules in the development of the SM.



1955 Triumph TR2 of Geoff Gordon

Under 17 Motor Club (NW) Blackburn Autosolo 16th July

Colin Moreton

Despite the best efforts of a Lithuanian lorry driver Steve Johnson and his team from the under 17 motor club managed to put on a weekend of motor sport at the M65 Blackburn services. For this event Steve seemed to be suffering in the same way as many other events, in that it was not particularly well supported with entries. Whether this is due to the financial climate or three events of a similar nature running on the same day; only time will tell. As is usual final instructions etc arrived nice and early, surprisingly an email arrived Saturday evening advising of a modified course for the Sunday event. Everything was explained when you saw the positioning of the offending truck.

We were blessed with good weather with the threat of inclement weather in the afternoon, because of this the running order of the event was altered enabling everybody to get the same weather. Just meant we got a late lunch break. Because of its tight nature Blackburn services favours the smaller cars, ie TEAM MICRA.

This was not to be as Steve Price had a very sick sounding Micra at the end of one test and later on in the day Hazel managed to beat Steve's Micra into submission. It was a tossup between a crank or a damaged gearbox. Surprisingly I managed to pip the Micras of Scott MacMahon and James Williams by a mere 4 seconds over ten minutes of tests.

Come on the Mazda's, - THIS ONE IS FOR THE OLDIES.

Colin Moreton - FTD



CLASSIC NOSTALGIA

Keith Thomas

Shelsley Walsh in the beautiful Teme valley Worcestershire is the oldest Hill climb venue in the country and has been running events since 1905, in the past it attracted all the worlds biggest motor manufacturers to send cars to compete because successes in the Hill climb ensured successful sales of their products and being located close to the major manufacturing factories especially in and around Birmingham and Coventry all the top motor industry owners and executives tended to be members of the Midland Automobile Club who ran the events. However not only did it attract British manufacturers but manufacturers from Germany, France and other countries sent their cars and works drivers too. Auto Union who are now known as Audi of course sent their top driver Hans Stuck to compete, in 1930 he put up Fastest Time of Day in a 3.5 litre Austro-Daimler and just a few years ago Audi once again sent their works driver Hans Stuck junior to drive one of their Silver Arrow Auto Union cars from their museum that his dad drove before the war as well as their ultra successful Le Mans Audi race car that won so many events with Hans Stuck junior at the wheel, such is the esteem this venue holds in the motorsport world.

Since Classic Nostalgia was instigated in 2007 it has again attracted the cream of drivers and personalities many of them like Stirling Moss keen to re- acquaint themselves with the hill or others such as Stig Blomquist who was there this year keen to see just what the this iconic venue was like, in the past Hannu Mikkola and many other rally drivers have competed up the very steep narrow road that climbs up this iconic valley.

It is by far the biggest hillclimb event in the country and these days it attracts thousands of spectators because each year there are not just the cars racing up the hill like many other weekends but famous cars from the past to see and hear going up the hill, last year the V16 BRM, this year the ex Durex sponsored Surtees TS19 from 1976, 1978 Elio De Angelis ShadowDN9b, Hepworth BRM P167, 1968 LolaT160, Chuck Parsons Can Am 2003 Chevrolet Nascar Cup car, McLarens and others.



Continued on Page 50

Shelsey Walsh : Continued from page 49

It was the 60th anniversary of the Mini Cooper there were literally dozens of the little cars, the very first Cooper S driven by all the motoring magazine road testers, Mini with 8 port Arden Head and twin choke Webers sticking out in front of the bonnet and Harry Ratcliffes Cooper- Buick, this is a innocent looking Mini Cooper but peek in the rear window in the attached photos, there you will see the V8 Buick and a series of Ram pipes sticking up, the induction would just about be capable of sucking in a small child !

The Austin A 30 is not as it came out of Longbridge either it has a 5 litre v8 under its bonnet and sounded absolutely wonderful.

A vast class of famous rally cars many of them Ex Works type such as TR7V8, Audi Quattro, A1 and a Quattro S1, Lancia Delta, Ford M Sport Fiesta and a Puma, Hyundai Coupe, Firenza Can Am, Porsche 996 GT3, Escort RS1800 and an Escort Cosworth, Peugeot 205, the list goes on, in another class no less than 4 McLaren's, 3 M12s and an M18 all there for everyone to see and get up close to and chat to the drivers as they are all keen enthusiasts not people who are whisked away by females carrying smart phones recording every word the drivers say to their interviewers as happens in F1.

Many of the historic cars are really famous perhaps the most famous one is the ex Basil Davenports Spider this fearsome contraption has been putting up FTDs at Shelsley since 1926, lots of exposed chains and cog wheels, skinny wheels and tyres, external gear lever and alongside is a similar lever that operates the brakes, the driver sits on a piece of wood right on top of the drive chain to the rear wheels. This chain often flies off at events and if the chain came through the wood it would perform rather more than a vasectomy ! Only the very very brave can drive this machine as it puts up quicker times than most of the modern racing cars which is unbelievable and quite frightening to see in action.

Saturday was wet, very wet at times even my Bucker was getting wheelspin going up out of Top Ess on the steepest part of the course, Sunday was lovely dry and warm but I never up as far as Top Ess as after climbing strongly on the first part of the course absolutely flat out through the sweeping bends and up the straight on the first part of the course and having removed the rev limiter to allow the old supercharged side valve to rev over 6000rpm it started popping and banging then coasted to a halt between bottom Ess and Top Ess. I freewheeled under marshals instructions into where the ambulances and recovery trucks are stationed got out of the car and removed the bonnet but couldn't see anything wrong , no wires coil leads or anything obvious amiss.

Continued on Page 51



Shelsey Walsh

Continued from page 50

As I have a spare coil mounted alongside the one in use I swapped over the wires then tried the engine, it fired up instantly and sounded great so was duly sent back down the hill with my batch as they returned after a pleasant chat with the ambulance and recovery crews. In the paddock several people came to see what the problem was including some expert engine tuners such as Terry Griffin renowned Austin 7 engine builder. Just to be sure it didn't happen again I replaced condenser with a new one, did a compression test, all at 130 psi so all in order, checked and replaced ignition lead and even fitted a set of new plugs, car started perfectly and would rev freely up to over 6000 rpm in the paddock. Fingers crossed for a decent run in the afternoon as because of all the other attractions we were only getting two runs each day in stead of the usual four.

Second run was an exact repeat of the first it popped and banged then expired just in the same place so back down to park beside the same marshals again only this time there was "Spider" the Health and Safety officers nightmare parked there too ! At this event it was being double driven by the owners best mate and not being used to driving the car much at the critical time he leaned out pulled what he thought was the brake lever but had found the gear lever so ended up in the barrier but fortunately without injury or too much damage other than a bent steering arm.

I got a bit of stick from the ambulance and recovery guys as you can imagine having enjoyed my previous chat with them and one guy called Graham had travelled from Kendal to be on duty, he was Robin Jaegers brother in law, many of you will know Robin who is a superb trials driver from our area but recently moved near to Malvern. I later learned from Fred Bell from Waverbridge when he broke down lower down the hill a marshal there was from Silloth which is just down the road from Fred what a coincidence, it shows the dedication of all these volunteers, it is 262 miles from Branthwaite to Shelsley so its even further from Silloth.

It was a great event and full credit to Annie Goodyear the comp sec and Rebecca Leppard the event co-ordinator both of them could be seen all weekend running about organising things and of course a big thank you to all the marshals and people behind the scenes who worked equally hard but were less visible or obvious.

Usual clerk of Course Dave Nursey was competing in a mate of his Morgan 3 wheeler, he would find that vastly different from his usual car which is a beautiful 1951 Jaguar XK Reg number EHH633 which is of course a Carlisle reg number, it was first owned by John Burns or Burrow 9 Fisher St Carlisle then by Dr Rattrie of Maryport who was my doctor when I was born 76 years ago, my auntie was Dr Rattrie's housekeeper, what a small world isn't it. Anyone know anything about the first owner of the XK as Dave would be keen to hear about its early history.

Looking forward to another Classic Nostalgia next year but first have to sort out my cars reluctance to go past bottom Ess !



Carmarthan M.C.



FAIRFIELD MERLIN STAGES RALLY

**Caerwent
23rd July**

Callum Young : Clitheroe & DMC

Both Oliver Waggett and myself made the long trip down to south west Wales for the next round of the F1000 Junior Rally Championship, the Fairfield Merlin Stages at Pembrey race circuit. We arrived the day before, knowing it was another new venue for us both, so had a little walk around to see what it was like, and then going through the maps with previous in car that evening, to properly prepare ourselves for the next day.

A late start time on the Sunday meant we could be up and watch a few of the top seniors on the stage before we had to get ourselves ready. With the rain we had the day before, and overnight the stage was very slippery for the first stage, meaning we had a cautious approach trying to find out where the grip was, and where it wasn't! The circuit was fairly dry after the 60 senior crews had gone over it, but the off circuit sections were very slippery, with it being wet and muddy. We set a steady time 10 seconds off the leaders after the first stage, which we were both happy with, and knew we would get quicker throughout the day. Stage 2 was the same layout of the first stage, so we knew where we had to use caution, and where we could go faster. We ended up going faster by 25 seconds on our previous time, but crucially, we were now 7 seconds away from the podium, which would now become the aim, to get us both valuable points towards our championship.

Stage 3 now used sections of the venue that we hadn't used yet on the event, so we used caution again to find the grip on these sections, we ended up trying to carry a bit too much speed through a right left kink, and ended up losing the rear end and hitting a tractor tyre, meaning we lost around 10 seconds with that, and also losing a couple of seconds being behind a fellow competitor that had hit a tyre wall.



Photos Courtesy of A.P. Photographic

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Fairfield Merlin Stages

Continued from page 52

This all meant that we had now dropped to 5th overall, and now 13 seconds off a podium position. Stage 4 was exactly the same, we knew where we could push more on the new sections, and where not to push as much! We ended up going 18 seconds quicker, and were now only 5 seconds away from 4th overall.

Stage 5 used another new section of the venue, but everywhere had dried up significantly now, so we knew we could push on and try and gain some time back. We felt like we were really pushing on during the first lap of this stage, but once we had come through the merge, we caught up to a fellow competitor who had just started the stage, and wouldn't let us past at all, just sitting in the middle of the road. This meant that we had probably lost around another 15 seconds to the leaders, effectively ending our fight for the podium, which was disappointing for us both. We went into the final stage knowing that anything could still happen on the stage, so just went out to see what we could do. The stage was going really well, and we were flying on the stage, catching the car that started in front of us until disaster happened! We had been going flat through a left right kink all day, but it had been tightened up for this final stage, and with only a single tyre there on its own, it launched us into the air and into a tyre wall. Luckily for us we went in at an angle, so the radiator and engine seemed fine, so we checked everything was ok and set off again. We were only a short distance from the finish of the stage, so we decided just to drive steadily round, knowing that we had a 2 minute buffer to the car behind, and also not knowing if anything mechanical had broke on the car due to the impact. We ended up in 5th overall, but this could have been a lot better if not for catching cars, and little mistakes, but it is all learning that we will take to the next round in a couple of months time.

Callum Young : Clitheroe & DMC



Naan bed for sale, comes with two Pilau cases.



The Matra Museum at Romorantin Lanthenay

Stuart Bankier : Berwick & DMC

Whilst Linda and I were on holiday last year we passed a sign which said "Matra Museum" on the edge of a small town just south of the River Loire. I made a mental note and thought I must go back sometime. This year I was able to do that and I was surprised to find a very good museum hidden down a back street in the middle of town. Spread over two floors the museum has a lot of vehicles that relate to its own history as well as a reasonable collection of other, primarily British, cars which were all well presented. Why Romorantin, well apparently the Matra factory was here and between 1961 and 2003 they built over a million vehicles most of which were Renault Espaces. The Espace was developed by Matra with the aim of selling the concept to Peugeot but they weren't interested and Renault took it up. Remember the Matra Simca Bagheera coupe with three front seats and the Talbot Rancho ? They were made at Romorantin with a body consisting of fibreglass and polyester, the forerunner of techniques to be used in the Espace and the ill-fated Avantime. For the record there are apparently seven Bagheeras and two Ranchos still on the road in the UK.

However, from the early 1960s they made a lot of their own small sports cars, some Rene Bonnet cars as well as specialist cars for racing and rallying. They ran in Formula 1 from 1967 to 1972 winning the drivers and constructors championship in 1969. Their most successful small sports car was the M530 which looked rather like a Ginetta G21

The museum is well worth a visit if you are on holiday in the Loire. It was I thought a well set out with a lot of interesting exhibits and interpretation panels in both English and French. They have a good web site which gives you the opening hours and the directions.

Stuart Bankier : Berwick & DMC



Matra M530 powered by a Ford V4 1700 cc engine which was mid mounted with a transaxle



MS620 Prototype – the later MS670 was very successful and won at Le Mans in 1972 driven by Graham Hill and Henri Pescarolo. They won again in 1973 and 1974 and also won the World Championship for Makes in 1973 and 1974



Blue was obviously the brand colour

Radio Mutterings July '23



Ian Davies

Gem 23 and MSUK Radio Controller

It's an overcast Saturday morning as I head north up the M6 to link up with Stuart, Gem 13 in Greystoke Forest to set up Gem Rally Control for the Sunday event. Following last years event when I joined up with the late Gemini 1, Stuart and I join forces to runs this years Rally Control.

The organisers have arranged for two steel site cabins, with mains power to be located a short distance from the service area, one for results / rally office and the second in which we can set up Control. This is the first year I've directly organised the radio cover for the event and I'm very grateful for the 14 radio crews who volunteered to join the event, including a couple of 'late' reserves who stepped in when other crews became unfortunately unavailable.

After carefully assessing the site, we decide to initially set up two telescopic masts, one on each cabin for the 81 MSUK safety frequency and the Gem tracking channel, we hold setting up anything for the event 'management' channel as this kit is coming with Extractor 3 in the morning. Being of short stature, I clamber up an up ended wooden pallet as Stuart holds the mast base steady and secure the masts to the corners of the cabins. A bit of a 'health & safety' nightmare and I'll try and remember to bring a ladder next year !. Once the masts are secured top and bottom we bag up the cable ends in surgical gloves (what else would you use) to keep them watertight overnight (well this is the 'Lake' District after all) and then install the multiple radio sets and others assorted equipment in the cabin, ready for final install in the morning. By late afternoon all is set up, Stuart heads home for the night and I get to my digs.

Sunday looms windy and overcast as I head the 30 odd minutes back into the stage and meet up with Stuart and Richard the CoC. We discuss final arrangements for setting up the Control and set about connecting the radios and checking all is good to go. As the radio crews arrive, we check them in and Stuart sorts out a tracking radio from the back of his Discovery for Gem 55 on the start line.



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Radio Mutterings

Continued from Page 55

When Andy arrives in Extractor 3, he drops off the management sets and we manage these very well with a mag mount aerial, helpfully stuck to the steel cabin roof.

By 08:00 I'm ready for a radio check and Gem Rally Control is formally 'live' and operational. I settle down to manage the 81 safety channel and Stuart looks after monitoring the tracking and management channels. Richard and / or his Deputy Roger are always on hand in Control and it makes for an effective set up, with various other officials such as the Safety Officer, Chief Marshal and Safety Delegate calling in as required, but always in radio contact, via one or more of the channels. We also have direct radio comms with Mark, Gem 26 the Stage Commander at or near the Stage Start. As the Spec Safety, Delegate and 0 car transverse the stage we manage one or two minor changes, but by 08:58 all is in order and permissions given.



At 09:01 the first of a strong and varied 'international' 54 car field fire off the Millfield end Start line for the first pair of stages, a reverse set up from the previous years event. Sitting in the cabin all we can hear is the noise of angry engines resonating around the forest. Maverick 99 at Junction 19 is first to call in as Dave reports that Car 16 is "well off" somewhere around Junction 21+, crew out and apparently OK. With the stage clear, triangle and OK Board displayed all appears well. It's only later that another competitor calls into HQ to report that they stopped at the scene as they thought that a crew member was holding an SOS Board. In conversation it emerged that this was in effect a 'false alarm, but good intent'. As a crew member walked to display the Board it would seem that the next car caught sight of the SOS side of the Board being carried. The crew did the absolutely right thing and stopped but were told that the crew were OK, so they proceeded through the stage. A short while later Dave has to call in Car 27 stopped with perhaps a puncture, but after a brief stop they resume competitively. In the end Gem 55 reports 54 cars in and Sprite 2 on the Stop Line confirms a creditable 53 cars out, with only Car 16 stopped in stage.

As event policy and a sensible action, the Spec Safety Car / Closing Car (Trooper 2) does a quick run through the stage to ensure all is OK and also to check the location of Car 16 before the 0 car completes a run through and we get permission to begin SS2 at 10:21. In light of the location of Car 16 runners are given a verbal warning by Mark's team at the Start Line. With everyone else apparently enjoying an enjoyable and quiet event, Maverick 99 takes to the air once again to helpfully report that Car 2 heading for the Stop Line has "flapping" bodywork, so a warning via Sprite 2 is in order. This second run passes off without any real drama and all is calm in our little cabin. This time it's 52 cars safely in and out of the stage and the stage turnaround can commence. Conversations between Stage Commander Gem 26 and Stuart Gem 13, on management soon becomes a family affair as 'Dad and Son' exchange messages.

With the start, finish and a couple of radios relocated for the next pair of stages and a slick turnaround we are ready for the safety vehicle convoys to begin their checks around 12 o'clock. There is some drama when I ask crews "for any reason we can't start the stage", to get a message back that there is a tractor and trailer who has been moving bales still in stage ?. After further investigation the tractor is apparently to pull off in "a dead leg", the only problem we have in Control is that we aren't clear which particular dead leg the tractor is heading for and not every Junction has a radio car. After some creative thinking with the Clerk the problem is resolved, and we get confirmation from Jay Jay 1 at Junction 10 that the vehicle is safely clear of the stage.

At 12:22 Car 1 restarts the action into SS3. By now the renowned Cumbrian weather is providing all four seasons in an hour, as we exchange sun, rain, heavy rain and high winds. Bob, Jupiter 14 is the first radio to call in with an advisory as Car 38 passes with assorted loose bodywork. Gem 16, although not a tracking radio is on the ball and checks if a 'missing' Car 14 has started ?. Upon checking it seems that they have not started and have retired with a head gasket failure of some sort. .

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Radio Mutterings

Continued from Page 56

By half one we have Trooper 2 into the stage following the last of the 51 starters into the stage. We then get a shout from Rede 43 at Junction 24 that Car 54, one of the last three cars is stopped close to their location with some sort of mechanical malady, that proves terminal and we add them to Mark's recovery list, making for 50 cars out of this third stage.

Once we have Troper 2 and the 0 car safety through the stage, SS4 commences at 13:38, maintaining a steady battle rhythm for the event. The first car to hit trouble is called in by Jupiter 14, as Car 23 stops around Junction 11 with a half-shaft gone. The car pulls off into the Junction and unfortunately blocks in the radio car and marshals who have to relocate after the stage has finished to a new location. After discussions with the Clerk and Stage Commander we arrange for Lake 3 Recovery to move the vehicle clear once the stage is closed. Meanwhile the action continues at a pace, as crews really get to grips with the tight, twisting and fast forest roads. The airwaves then crackle with a 'safety' shout from Lake 3 Recovery, followed by an update from Gem 59 that Car 42 has rolled a "ridiculous" distance around Junction 12. Marshals are quickly in attendance and confirm that the crew are out of the car, understandably shaken but OK. In light of the severity of the accident, it's decided that Trooper 2 will collect the crew as they run through to close the stage and deposit them at the Stop Line, where the Doctor can check them over (no issues thankfully subsequently confirmed). With a calm descending over the last runners, we see 50 in and a total of 48 cars out of Stage 4, before the final change rounds can start as we head towards the final pair of stages of the day.

By half two the safety vehicles are back into the stage to carry out their essential roles making sure that all is in order for the final pair of stages. Just after three Car 1 enters SS5 and the action resumes. However before they can start there is some debate as to the setup of the chicane around Junction 13 and a written amendment is organised to advise competitors that the chicane entry might not be exactly what they perhaps envisaged. With a swift mobile phone photo from Trooper 2 of the scene back in Control, it's perhaps clear that the set up is open to some interpretation versus the roadbook and stage diagrams.

Continued on Page 58



To be honest, I understand why the question was raised and it was the right call to make. A flat diagram of a chicane and the real life set up of large bales and cones can look a little different on the ground, particularly at rally speed, so one for Richard's post event team debrief.

Dave, Maverick 99 who seems to have the near monopoly of calls so far, calls in an early shout as Car 11 passes him slowly on hazards ?. A short while later the event Spec Safety Officer Ian calls into the cabin to report that Car 11 is on fire in service and extinguishers are being deployed !!. Roger and Richard understandably head out to investigate and Stuart and I 'keep calm and carry on'. It turns out that the car had severed a rear brake line and when they stopped in service the brake fluid spayed onto a hot brake disc and ignited to everyone's somewhat surprise. Roger reports that the fire is extinguished for now and that they are watching the wheel cool with some caution. With Emmu Rescue 2 in the service area we are confident that all bases are covered. Back in stage normal service resumes and to be honest the stage passes off without any further drama or real incident and it's 49 cars in and out of this penultimate stage.

Our final stage of the day starts a little after four o'clock, excellent progress given the perhaps unexpected low numbers of cars stopping on stage or otherwise retiring. To be frank there is really little if anything to report from this sixth and final run of the day, it's a very creditable 47 cars in and out of the stage by 17:02. The event has run quite smoothly, with some fine organisation, well disciplined radio crews, all in all making for a most enjoyable event. As the stage begins to pack up, we keep the 81 safety & medical channel open as the recovery crews, with Emmu Rescue 1 and medical backup begin the process of recovering the "ridiculous" Car 42 out at Junction 12. Stuart and I can derig the tracking and management channels as we wait for this recovery to be completed. By just after 6pm we are able to fully stand down and I begin to head south back home. A last call from who else but Maverick 99 advises that there is a full closure of the M6 around Junction 31, so helpfully informed (thanks Dave) I rely upon the satnav to take me around the huge tailbacks (due to a milk tanker overtraining earlier that morning). What should be an easy two hours drive, extends to three hours plus but it doesn't spoil my experience of the Greystoke Stages.

Ian Davies
Gem 23 and MSUK Radio Controller

RIP

Simon Bibby



2300 Club are deeply saddened by the news that Simon Bibby passed away on Monday night (10th July).

Our most sincere condolences go out to Simons family and friends.

Simon volunteered as our Chief Marshal and for many years organised 250 marshals for his beloved Tour of Mull Rally and later the Andy Mort Tour. It was a job he loved!

Simon was not only our Chief Marshal but a kind and gentle friend to us all.

He will be sorely missed.

Rest in peace

The Lion-Peugeot VX5.

The motor was so tall the exhaust system had to be routed over the top of the car, and the co-driver had to navigate left hand corners because the driver couldn't see over the bodywork!



GEM Rally Radio : 2023 Events Calendar

RALLYING



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, Brenig, Alwen etc

Bolton-le-Moors CC

Sat 4th November

Neil Howard Stages

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

Trac Mon, Anglesey

Golden Microphone Trophy

O/A	Call Sign	Operator	Score
=1	G 23	Ian Davies	40 points
..	G 59	Maurice Ellison	40 Point
3	G 4	Ian Winterburn	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
..	G 13	Stuart Dickenson	20 points
..	G 25	Chris Woodcock	20 points
..	G 25A	Heidi Woodcock	20 points
..	G 55	Steve Broadbent	20 points
..	G 70	Davis Mainprize	20 points
..	G 71	Phil Smith	20 points
=15	G 12	Richard Jones	10 points
..	G 38	Sean Robertson	10 points
..	G 62	Colin Evans	10 points
..	G 26	Mark Dickenson	10 points
..	G 16	W & R O'Brien	10 points
20	G 51	Gerry Morris	8 points
=21	G 17	Robin Mortiboys	5 points
..	G 41	Jerry Lucas	5 points
..	G 58	Geoff Ingram	5 points

Everyone Else still to Score

Bike Rides



Marshals Needed

Tel. 0117 422 1472

paul@bike-events.co.uk

Saturday 2nd September

Manchester 100

<http://gemrallyradio.org.uk/>

West Cumbria MSC : Greystoke Stages : 2nd July

Up bright and early and a short drive down to Morecambe to collect Rob Eltringham. Then a 1 hour trip North on the M6 to J40 and we are at the entrance to Greystoke Forest by 7am

We are doing Radio at Post 12 for the first four stages and then relocating to Post 11 for the last two stages.

No dramas all day other than SS4 when one of the Mini Challenge cars arrives at Post 12 (a 90° Left) and when he goes to press the brake pedal discovers that he does not have any (brakes that is). The car hits the verge on the right hand side and is launched high into the air (rotating end over end, front to back) lands nose down on its roof and the bounces over again onto all four wheels. It is a very long way off the track (see Radio Mutterings (pages 55 - 58) The crew get out a little shaken but fine and dandy - I was expecting a lot worse.

Quinten MC : Nicky Grist Stages : 8th July

Steve Broadbent, Steve Lewis, Steve Frost, Martin Young and I are all marshalling on this one (Martin is Stage Commander, Lewis is Deputy, Frosty is Stage Safety and Broady is Start Radio). Its a four and a half hour journey to Builth Wells for me . We had arranged to meet up at the Show Ground on the Friday at 3pm so I was away at 10am just in case there were any holdups. As I pass Forton Services there is a report of a wagon causing an obstruction roundabout Junc 20 and traffic is backed up along the M62. I decided to divert via the M58 and the Mersey Tunnel. I arrive at our B&B (Llangammach Wells) at two thirty and await a phone call. The crowd eventually turn up at five thirty and we eat at our B&B. Off to bed relatively early.

We are on SS1 & 5. All the others are at the stage start but I am at Post 3 (about 2 miles in). No dramas all day other than for Car 203 on SS1 who breaks a track rod arm and goes off on a 30 left. The service crew come in after SS1 and fix it and they are back out and come through SS5.

The journey back home was OK until I got to the M56 and traffic is moving at no more than 15mph because the M65 is a ford with at least 6" of water across all six lanes.

Hexham & DMC : Northern Dales Targa : 9th July

Another early start to drive up to Eastgate in Weardale for my 5th visit to Marshal on this event. My first was back in 2017 and I think this was the first time it ran. There were the two Covid years when it was not possible to run (2019 & 2020) The venue is brilliant for a SV Targa and these days fills up quickly. The only problem is that because it was a cement works the dust can be a problem but on this occasion didn't cause many difficulties

Grumpy Old Git

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



Continued on Page 61

Grumpy **Continued From Page 60**

The new Organising Team have split the whole site into sectors and the various cones & routes that the competitors have to traverse are under the 'control' of specific marshals. Seemed to work well

I am teamed up with Ray Jude from York MC (He runs Auto-tests at Acaster Selby) and his son is competing on this event.

SD34MSG member clubs had a very good entry and it looked as though Kris Coombes (Preston MSC, Car 18) might have got the Victory but a clutch release bearing failed 150m before the finish of the final Test and all was for nought (Reports on Pages 28 - 32)

Fire Training : Darwen Services : 15th July

Fire Training at Darwen Services was a shorter than usual course. We only had the basics of theory and more of the practical aspects from Pennine Fire Services. For me, that was a lot better than previous years and as a bonus we all got to take away both a Dry Powder and a Foam Extinguisher for FREE. Well worth the trip to Darwen.

I let others do the additional 'Set-up' Training provided by Steve Johnson.

Bridge House Tea Rooms, Wray. 20th July

I arrived about 2:30 pm and was surprised at how many cars were there. I had to leave at 3:30 (my youngest daughter was treating me for Dinner at the Eagles Head in Over Kellet). I returned about 7:30 and was lucky to get parked. The place was heaving. Bumped into Tony Harrison, Dave Skai-fe, Mal Graham, Charlie Woodward and more friends from the rallying world that I hadn't seen for years as well as lots from today's Rallying scene. However, if I lived in Wray I might not have been so enthusiastic - Visitors Cars were parked anywhere

VSCC & Preston & DVCC Bowland Rally : 22nd July



Marshals 'Signing On' started at 7:30 at the Cross keys Inn at Whitechapel. Competitors started from Bleasdale Parish Hall. Our first Location was an ITC about 1³/₄ miles into the Trough of Bowland (*Water Works Bridge*). It rained all the time we were there.

Our second location was at Bentham Auction Mart (and dry for a while. The test was a series of 8 cones set out as a ladder. Competitors had to work out their own route but could only pass over any of the ladder lines once. Competitors mainly took 1 of 2 different routes. (we worked out there were 4 different ways) They were all a lot slower than the HRCR boys on this Test (seen it a few times now)



Inside the Industry

August 2023

with Paul Gilligan

Farewell Fiesta

I'd be willing to bet that many of you reading this, perhaps even most of you, will have owned a Ford Fiesta at some time since it was originally introduced in 1976. I'm sure almost all of you will have driven one. Early July Ford made the last one. Not only is this the end of Fiesta, it's the end for the moment at least of small Fords in Europe with no plans for a replacement so the Puma will be Ford's cheapest car with UK prices starting around £25000! Ford may at some time in the future launch a small electric car in Europe based on VW technology but there is no confirmation of this. Talk about leaving a gap for the Chinese to drive into!

Fiesta was a game changer for Ford. The crucial thing was that it was an additional product line, it didn't really compete with any existing Ford at the time, Escort customers remained Escort customers thus sales were 90% incremental so taken off other manufacturers and it was a major factor in making Ford UK market leaders a position they retained from the late 1970s until a few years ago. Then they took almost a third of the market, now it's about 8% and the loss of Fiestas won't help.

JLR Owner To Build £4 Billion Gigafactory in The UK

The other big news this month is that JLR owner Tata Group are now 99% certain to build a new electric battery gigafactory in the UK. Total investment is to be more than £4 Billion with around £500M of this rumoured to be coming from Government Grants of one sort or another. Production is due to start in 2026 and will quickly ramp up to provide over half the automotive batteries it is estimated the UK will need by 2030. 9000 jobs will be created at the factory itself with many more in the supply chain.

Whilst clearly this is very good news some questions remain. My first is that the factory is to be located near Bridgewater in Somerset. Why Bridgewater? JLR make their cars in the West Midlands and Liverpool, so why not build the factory in the West Midlands close to the JLR factories there and closer to Liverpool? Even the new batteries that are coming along are heavy so hauling them to where they are needed will be expensive and hardly environmentally friendly. My second concern is that £500M is a lot of financial assistance. It's said this was needed to avoid the investment going to Spain. However we all know our Government is not flooded with spare cash just now and there will be other calls for aid, first one likely to be Mini deciding to establish production of the electric Mini in Oxford or elsewhere in Europe. If the piggy bank has all been given to Tata what happens then?

Half Time Report

So we're into the second half of the year already which makes the end June registration figures particularly important. The UK new car market was up 18.4% against last year for the six months. As previously reported this divides into Retail Customer sales only 1.7% up, Large Fleet + 38.4% and Small Fleet + 21.1%. Top seller is the now the Ford Puma just ahead of the Vauxhall Corsa, in 9th place is the Ford Fiesta with over 15000 sales so far this year being almost 2% of the market. With Ford only taking a total of 7.6% of the market currently, the loss of Fiesta sales will bring them in danger of being overtaken by Audi, BMW, Hyundai, Kia, Mercedes, MG, Nissan, Toyota, and Vauxhall.

In a market over 18% up those performing well include Audi + 26%, Dacia + 27%, Lexus + 38%, Mazda + 39%, MG + 58% (!), Nissan + 45%, Porsche + 47% (!), Skoda + 50% and VW + 42%. Biggest losers were Alfa Romeo - 10%, Bentley - 13.5, BMW -2%, Fiat -18%, Jaguar + 1%, Kia + 2%, Mercedes -7% (Agency Sales remember), Mini + 3%, Vauxhall + 4%.

Continued on Page 63

The new van market is remarkably similar being 17.7% up on last year after 6 months. The pick up market is up 22% which is remarkable when only Ford, Isuzu and Toyota now offer new pick ups in the UK and Ford and Toyota have very long waiting lists. Ford have done badly being 3% down in a market almost 18% up, all due to short supply I would suggest. VW, Citroen, Renault, Toyota, Nissan, Isuzu and Iveco have all taken advantage. I'd suggest though that because of their constant price increases and reduced discounts Ford will still be laughing all the way to the bank.

German Manufacturers Cut Production

Having struggled to get production back up to pre-Covid levels as component shortages ease, BMW, Mercedes & VW are now cutting back on production for the simple reason that customers aren't buying enough of their cars, particularly the electric ones. The three combined made half a million less cars in Europe between January and May this year than they did in the same period of 2019, a drop of nearly 20%. VW have been particularly hard hit by lack of demand for their electric ID3. The car has been much criticised and a major facelift has been rushed through to address the shortcomings. Before the revised model arrived VW made 93000 of the old models in the early part of this year, but sold only 73000. Which leaves 20000 lying around and now being heavily discounted. Those who are buying electric cars in Europe tend to choose Tesla (supported by significant price cuts so far this year), MG who are now making significant progress in Europe, and then the new arrivals like Polestar, Nio and others.

If the European manufacturers are already losing the electric car sales battle to the Chinese where will we be in a few years' time?

What's The Best Selling Car In Europe?

Well for years it was the VW Golf. But in 2021 it was overtaken by..... the Dacia Sandero! And the Sandero remains top for 2022 and so far in 2023. I bet not many of you got that right, I certainly didn't.

Ferrari Reward Loyal Customers

I was interested in reading about the new Ferrari SF90 XX which has just been announced available in Coupe and Spider (convertible) forms. Sadly that elusive lottery win hasn't arrived yet so it remained "interest". There will be only 799 Coupes priced at £660,000 before options and 599 Spiders at £730,000 with no options. Anyway all have already been sold, allocated to "Our most loyal clients" as a "Reward". So it's all very simple, buy lots of new Ferraris over a period of years and as a reward you'll be "allowed" to spend well over half a million quid on another one. I'm trying to work out how to introduce a similar policy into our business but haven't quite cracked it yet.

Go Faster Rolls Royce

As we all know VW invented GTi with the Golf around 1980 and all the volume manufacturers followed. XRs, GTEs, plain GTs everyone had a version. Later BMW had M Sport, Audi RS and Mercedes AMG. Now you can't really imagine a Rolls with a GTi badge can you? But the good people in Goodwood aren't unaware of the demand for something just a little quicker, a bit more sporting, and of course more expensive. So a little while ago they introduced "Black Badge". You get increased power, a sportier exhaust note, suspension modifications, bigger brakes, sportier interiors including things like carbon fibre trim instead of wood veneers and so on. For the BB version of the Cullinan SUV prices start at £350,000 but most owners will spend almost half as much again on options taking the total cost to over half a million. The Black Badge has definitely appealed to a younger audience, the average age of a Rolls BB buyer is lower than the average age of a new Mini buyer!

Insurance Matters

Car insurance premiums are reported to be "rocketing" with the average now almost £1100 a year being a 34% increase in 12 months. And to keep premiums down drivers are accepting higher excesses now up 11% to £204 on average. Insurers blame a return to "normal" accident rates after the reduced traffic levels during the pandemic, more expensive parts required to fix damage and increased labour rates.

Continued on Page 64

Meanwhile the Financial Conduct Authority (FAC) has found that insurance companies need to improve how they deal with customer over claims particularly write off claims. Too often the FCA says customers are offered a settlement for a write off that is below fair market value which violates FCA rules. Of course the large inflation in used car values has meant that write off claims are much more expensive for the insurers but the FCA are clear this is no excuse.

Perhaps not surprisingly the spotlight has now turned on those who cause most insurance claims. Younger drivers of course but also older ones. 15% of UK drivers are over 70. That group is thought to cover below average annual mileages but they nevertheless are responsible for 20% of all road casualties and 28% of all road deaths. Drivers over 85 are four times as likely to cause a crash as be the innocent victim of one. And older drivers perhaps because many are more affluent than the average and therefore own more expensive cars make more expensive insurance claims. Eyesight is becoming under scrutiny. It takes a 15 year old 2 seconds to adjust their eyes to on-coming headlights, a 65 year old 9 seconds. So there are calls for compulsory eye tests for drivers over 70 as a start, and it seems very possibly only a start.

Cars To Be Taxed By Weight?

We all know that cars have got a lot bigger over the years. Just compare an original 1960 Mini to the current version, or a 1965 Porsche 911 to today's equivalent. Bigger of course means heavier, and then you have to add all the safety gear that's now legally required. The fashion for SUVs worsens the problem because they are again bigger, less aerodynamic and heavier. If electric big cars mean more and heavier batteries. Rolls Royce have just announced their first pure electric car the Sceptre. The batteries provide a range of over 300 miles but weigh more on their own than an original Ford Fiesta did.

To encourage the sale of smaller and lighter cars it's now being proposed that cars be taxed by weight. As Colin Chapman fully understood if you reduce the weight of the car then you need less power, smaller brakes and tyres, etc etc. And with electric cars if you make the car smaller and lighter you need smaller batteries and so it goes on. Not sure an extra tax will persuade the Rolls Royce Sceptre owner away from his 800kgs of batteries but for the rest of us I think it would certainly work.

Billionaire ASDA Owners Back Hydrogen Trucks

The Issa brothers who own ASDA, and lots of fuel stations, some ASDA, and many others. They have invested £30M into Hydrogen Vehicle Systems (HVS) who are developing a hydrogen powered heavy truck due on sale in 2026, maybe sooner now they have more funds to develop it. The truck will have a 350 mile range and the Issa brothers believe that therefore only seven refuelling stations are needed, Dover, M25, Manchester, Bristol, Midlands, Leeds, Central Scotland. Stations they are well placed to provide of course.

There are two big factors in play here. First heavy trucks account for 1.5% of the vehicles on European roads but 20% of the emissions. Second most people are coming round to the view that electric power won't work for trucks because the weight of the batteries leaves insufficient weight available for the load particularly when long distances are the norm.

Renault Slash Dealer Numbers – Again

In 2012 Renault cut the number of sales dealers they had in the UK from 190 to 144. Now 144 will become 115. Renault in doing this will reduce the number of dealer owners from 54 to 46 parting company with 8 owners entirely. All of this should be completed by the end of next year. So that's 8 owners representing almost 30 individual dealerships who'll be looking at the franchise opportunities offered by the incoming Chinese manufacturers.

Lotus Not Out Of Trouble Yet

Since being taken over by Chinese giant Geely Lotus have announced plans to build 10,000 cars a year in the UK plus many more in China. However they still have a long way to go. In 2021 they built 1566 cars here, last year this fell to only 576. Financial losses were £86M in 2021 and over £145m last year. As a consequence 200 jobs are being axed, about 10% of the UK workforce. Most Lotus cars produced this year will be the electric Eletre SUV produced at Wuhan in China. Hethel in Norfolk is responsible for the Emira sports car and the Evija hyper car and Lotus claim that production of these last two will be a record for Lotus in 2023.

2023 Charity Challenge

Well it hasn't been a good month! Having had a poor result for most of June I upped the target to almost 50 miles a week to catch up. First week worked well, about 48 miles. Then I contracted a dread virus which left me with all the strength and stamina of a week old kitten. Results tumbled to 20-25 miles a week. Worst day was just over a mile most of which was travel from bed to sofa to bathroom, and repeat several times. So now the task is bigger. I'm not 100% fit yet but getting there and getting close to 35 miles a week, better but not what is needed, which is now definitely 50 miles a week. I'm about 200 miles north of Nice, the half way point is 118 miles away and to be on schedule I need to cover that distance in 7 days, clearly not possible. So I have three choices:

1. Give up – obviously not an option!
2. Claim injury time for the miles lost due to illness, so extending the period into month 13. Possible but like Bog-nor Regis this really is the last resort.
3. Redouble the effort and get on with it. Seems to be the choice.

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A red and black rally car with 'Legendfires' and the number '1' on its side, driving on a green road.

WIGAN MOTOR CLUB 4 DISTRICT

Pro-Rally.co.uk 1

12 Stages - 28 Miles

ADGE SPEED STAGES 2023

Three Sisters Race Circuit. Ashton-in-Makerfield, Wigan, Sunday 08th, October 2023

ANWCC Stage Rally Championship, ANWCC Allrounders Championship, ANWCC Ladies Rally Championship, SD34MSG Interclub League, SD34MSG Stages Rally Championship

A circular logo with a checkered border, a central gear, and a flower-like shape in the middle.

Clitheroe & District Motor Club

2022 1st O/A Steve Cotton / Niall Frost
Photo Courtesy of Duncan Littler

A white rally car with gold wheels, driving on a dark road at night.

The Trevor Roberts Primrose Trophy Rally
11th / 12th November 2023

O/S Maps 97, 98, 102 & 103
Regs : September
www.clitheroedmc.co.uk

Sweltering Misano Victory For Frank Bird

Round two of the Fanatec GT World Challenge Europe Sprint Cup took place this weekend at a sweltering Misano track in Italy and saw Cumbrian racing driver Frank Bird emerge with a victory.

Driving for the German-based Haupt Racing Team in the PBM and Hager-backed Mercedes-AMG GT3, Penrith-born Frank was again teamed up with Australian Jordan Love in the Silver Cup class whereby the duo were hoping to continue their good form from the opening round at Brands Hatch where they scored a double podium.

Despite the intense heat throughout the weekend, the pair were third fastest in Free Practice before claiming second in Pre-Qualifying and going one better in Qualifying which allowed a good grid position and pole position in class.

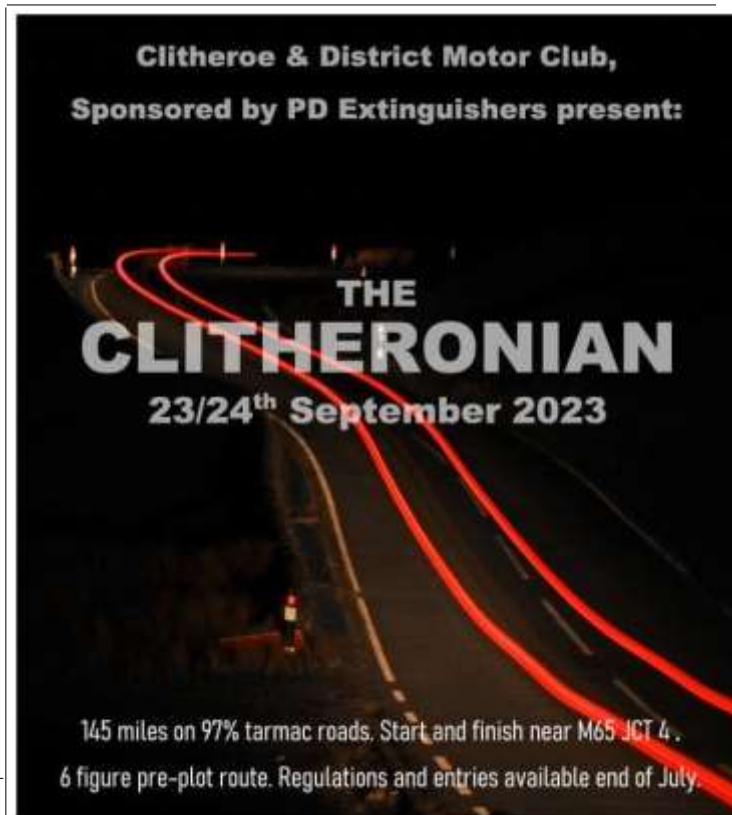
Taking the first stint in the hour-long opening race on Saturday, Love gave the team a great foundation before Bird took over and continued to push for the second half hour, whereby he duly brought the car home to an amazing and well-deserved victory in the Silver Cup class.

Sunday's race was held in even hotter conditions and the pair started from P3 in class on the grid from where they battled with a trio of other Silver Cup competitors throughout. Despite not being able to replicate Saturday's heroics, Frank claimed fourth at the flag as he just missed out on another podium in what was a close finish.

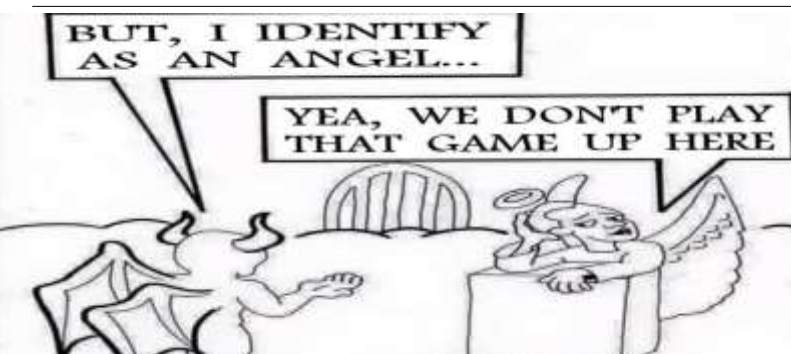
"Saturday was a mega day with pole and win in the Silver Cup class showing we had good pace overall also. Today was not the best day as we seemed to lose some performance so qualifying wasn't fully maximised which put us slightly further back than planned on the grid. The race was tricky but we just didn't have the overall pace and we fought till the end to finish P4. Not the smoothest day but Saturday made up for it. Thanks to the team for a great car, my teammate Jordan for a great job and to our sponsors and my dad. I'm really looking forward to the next round at Hockenheim."



Photos courtesy of www.gt-world-challenge-europe.com



Applications to join Just Stop Oil go through the roof, as it's the only way to guarantee tickets to major sporting events.



MSUK have changed regulations R34.1.1, R34.2.3 and R34.3.3.

Just in case anyone has missed it, and as it didn't go to consultation it was easy to miss, MSUK have changed regulations R34.1.1, R34.2.3 and R34.3.3.

There is currently no definition for what constitutes a commercial recovery unit in the regulations – is it a professional Company with crash recovery experience or anyone with a £1000 tilt and slide or beavertail?

Whilst there are minimum standards of training and equipment laid down in the regulations for MSUK licenced units and crew there are no such requirements for commercial units.

Licensed recovery units are required to be fitted with a MSUK safety radio. Will these be supplied to commercial units and who will train them in its use?

Whilst MSUK licensed recovery units and officials are covered under the MSUK master policy, commercial units are not and there is no requirement in the regulations for them to have a similar level of insurance cover or, for that matter, any insurance cover.

MSUK licensed recovery officials train constantly and are regularly assessed to ensure they can deal with motorsport related incidents. Motorsport recovery requires a different skill set from lifting broken down vehicles from the side of a road.

MSUK licensed units and crews are increasingly training alongside our rescue colleagues to provide support when dealing with incidents, and vice versa. On many events rescue and recovery units operate as one. This is written into the regulations.

Most MSUK licensed recovery officials have vast and varied motorsport experience and are enthusiasts who are happy to help out on events in any way required. This regulation change could, ultimately, lead to these skilled Volunteers being lost from the sport.

We would also question why this regulation change has been forced through without consultation "with immediate effect". This is usually only done on safety grounds. There are no safety grounds mentioned in the justification.

We don't accept the justification given for the change.

Whilst we accept there may be the very odd instance when a vehicle cannot be recovered successfully by a licensed unit, the converse is also true. There are instances where commercial recovery units cannot successfully recover vehicles either because they are too large for the stages or are not suitably equipped. They are also unable to respond as quickly to incidents which, we believe, could result in blocked stages being lost or vehicles being left in dangerous locations until that the stage has finished.

Our Members pride themselves in being able to recover stricken vehicles quickly and without causing further damage. Where they are unable to recover the vehicle to the end of a stage, generally because they are too damaged to be recovered by anything other than a vehicle equipped with a Hiab or similar, they will endeavor to at least recover it to a safe location where it can be loaded onto a trailer or flatbed. Sometimes this can take longer than the recommended 1 hour maximum, but this is the exception rather than the rule and it is a matter of pride to get the job done.

We also believe that Rallies Committee are incorrect in their reasoning that commercial units can operate once a road is re-opened. It is my understanding that the road traffic act is very specific that it is an offence to block the highway for any reason. When commercial recovery units attend RTA's to carry out recoveries we believe that the road is generally closed by the Police to allow the recovery to take place. If there is a road closing order in place to run a rally it should be a simple matter to keep the road, or a section of road, closed to allow the recovery to take place either by a licensed or commercial unit. We fail to see where commercial units have an advantage.

If you share our concerns about this regulation change, and the way it has been implemented, could you please take a minute to email Motorsport UK with your concerns and objection?

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Section R – Rallying

Single Venue Stage Rallies

R34.1.1. It is mandatory that a Motorsport UK Licensed Recovery Unit or a Commercially Operated Recovery Unit is placed at or near those stage start locations where a Rescue Unit is positioned.

Stage Rallies (other than Single Venue Stage Rallies)

R34.2.3. It is mandatory that a Motorsport UK Licensed Recovery Unit or a Commercially Operated Recovery Unit is placed at or near those stage start locations where a Rescue Unit is positioned.

International Stage Rallies (other than FIA Championships)

R34.3.3. A Motorsport UK-Licensed Recovery Unit or a Commercially Operated Recovery Unit.

Date of Implementation: Immediate

Reason: There have been instances on events where the licenced unit has been unable to recover and a commercial unit could have. Also on closed-road events, a commercial unit can operate once the road has re-opened, while a licenced unit cannot.

We tried to answer as much as we could in Rally Guide 1, but some deserve a bit more detail. So your volunteer or organising team, the majority of whom active or recent competitors, thought it best to put together a short Q&A, on some of the regular themes:-

This year fundamentally is focussed around making the event more streamlined, easier to run, more financially sustainable going forward, and making some use of the opportunities available to us since 2019. As well as this, we wanted to go back to the heritage and history of the event, focus the event back on the Saturday night from which it originated, and also retain the sporting interest deeper into the event. In the event's history, the Saturday day leg started out as a "prologue" appetiser ahead of the meat of the rally on the Saturday night, and this focusses back on those roots. This year's is the longest Saturday night in 15+ years, at 63 stage miles, running 7pm to the wee hours – basically combining the two night legs. To balance the man hours of this for our volunteer marshals, we have to make compromises elsewhere, and that's why the Friday leg is a bit shorter.

We're also really conscious that we have to make the rally attractive to newcomers in an increasingly competitive market – but also sociable, ideally with lots of short stages and a chance to catch up with fellow competitors at stage arrivals, as well as a few more opportunities to showcase the beauty of the island in daylight. This led to the idea of a couple of short stages in daylight, to make things welcoming and inclusive for newcomers, focused on lower populace roads to minimise community impact, and from a sporting perspective, to reduce the chance of catching cars or of notional timings impacting things, and seed the field – driven by our recent experiences as competitors, and reflecting changes on other events. And then round out the leg with the return of an old favourite at night, Hill Road / Glen Aros, with the atmosphere at Smiddy Junction in Dervaig at a sociable hour. There's scope to grow it for future years, including the potential return of Ardtun for example.



Mull 2023 : Continued from page 68

As competitors we have sought to make the route more 'no nonsense', and cut down on the amount of times bits of road are used on different stages / note changes have to be carried across, and make things easier, more efficient and smarter for recce – allowing those of you who make a holiday of the event to spend more time enjoying the island, and those who are focused on a compact recce experience to make this more manageable. Feedback from our route note suppliers – OnThePaceNote and Scotmaps – on their initial recces in recent week, is that the route does just this – comments including “fair play great route, and relatively straight forward recce!”, which reassures us that it's delivering what we hoped it would, and we hope competitors will find likewise.

This is our first pass of such a route concept, and there's scope to grow it in future years. This year's Mull Rally is still the longest and toughest annual stage rally in Great Britain & Northern Ireland, and we want to keep it that way.

Despite a full entry in 2022, we actually made a substantial financial loss. If there's to be a rally in years to come, we can't keep that up. After several years of holding our entry fee down low, getting the event's finances on a sustainable footing is one of our top priorities. In line with the rest of the world, we've been faced with massive cost increases in the last year or two, including a doubling of some of our safety stakeholder costs, which has a near five-figure impact. After a thorough market analysis, we've ensured that event remains under £8/mile, which means Mull is still the best 'bang for buck' closed road rally in Great Britain & Northern Ireland this year. All of our numbers indicate the entry fee should be several hundred pounds higher, but we have been determined to keep the entry fee under £1,000 to ensure value – this simply would not be possible without the continued support from Beatson's Building Supplies, EventScotland, Argyll & Bute Council and all our other valued partners.

Two things mainly – fuel mileage, and more efficiency of our safety services. The 30-miler in 2022 proved to us that competitors should be OK on fuel, and we've also seen this with other events which have around 30-mile loops, but based on what other events have seen, we're not comfortable to push this to around 40 miles. After last year, we were also very conscious that with some longer stages, including the 30-mile Very Long One and 14-mile long daytime stage, some competitors lost a chunk of mileage. Not only have we reserved some entries this year for competitors so affected, but we've tried to focus the event on more shorter stages, with plenty of re-route options, to try and maximise the chance of the whole field getting as many stages as possible. Again this is something we can look at rejigging and refining for 2024.

We've listened – though it's a bit more road miles, the Friday start will be returning Tobermory, with the Saturday night start moving to Salen. After last year we've also listened and focused scrutineering entirely back on Tobermory this year.

The original intent was ~50 miles no service, for a real challenge, but competitor feedback was that for safety, in case the weather turns, it's probably better to include a Tyre Fitting Zone or similar – that said, we would welcome feedback on the idea of the meaty Saturday day leg for future years. Gruline service was driven by 2022 and seeking to reduce service traffic up/down the Sound of Mull, and competitor feedback seeking a hark back to the management service days, which we can't do under new-for-2023 rules from Motorsport UK. We've listened to your feedback on the challenges of this, and will be returning Saturday daytime service to the Tobermory area, for this year.

No. The road closures are subject to a lengthy legal process under the Motor Sport on Public Roads Scotland Regulations 2019, and have been through a public island community consultation process in December/January. The road closures have been applied for as of April – six months prior, as laid down by the law – so we're pretty committed as this point.

Yep, this is something we can look at for 2024. We already take into consideration the post-event competitor feedback forms, as well as all the other variables we have sight of, every time we develop the following year's route in November each year. Doing more than this is an extra level of admin that other events don't go through, and it's not something the event has undertaken in the past, all through the 2300 Club days to the present – including the adding of the daytime leg in the '70s, and the Friday night in the '80s. But given how special Mull is, it might be something worth looking at.

If you've made it this far... well done! Hopefully that all makes sense!

Regulations will be published on Wednesday 12th July on www.mullrally.org. In the meantime, if there's anything you need at all, please feel free to message the page, or contact the team on info@mullrally.org

1937 RAC Handbook

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THE ORGANISATION

Driving Instructors Examinations.—Between 1905 and the end of 1934, nearly 44,000 Drivers' Certificates were issued by the Club to drivers who passed the Club Examination.

The holding of these examinations ceased at the beginning of 1935, in view of the new Driving Examination introduced by the Ministry of Transport, and in their place the Club instituted a new series of examinations for Instructors in motor driving.

The possession of the Certificate issued by the Club to successful candidates in this examination is a guarantee to a prospective pupil that the holder is fully qualified and a proper person to give instruction in motor driving. A list of Certificated Driving Instructors and Appointed Motor Schools is given in the General Information Section.

COMPETITIONS

Licences.—Nearly 1,900 International Licences were issued by the Club in 1936 to British entrants and drivers in open competitions. A complete and up-to-date record is kept of the driving experience of all British racing drivers.

Records.—The arrangements in connection with all attempts on World's and International Class Records in this country are undertaken by the Club. Particulars of such records are circulated to the Press, Official Timekeepers and all other persons concerned.

Assistance to Competitors.—Every possible assistance is given to British competitors entering for events at home or abroad.

The regulations and entry forms for all the principal events are collected and filed and are available for British competitors, while the Club also makes the preliminary arrangements for the large numbers who enter annually for the Monte Carlo Rally, the Le Mans 24 Hours Race, the Alpine Trial, etc.

Permits.—The regulations for all car events held in this country are carefully scrutinised before a permit is issued to ensure that they comply with the R.A.C. General Competition Rules. Courses for speed events are inspected and safety precautions laid down.

Insurance.—The Master Insurance Policy arranged by the Club at the beginning of 1934 has again been widely used. Under this policy, promoting Clubs in this country are able to obtain insurance indemnifying themselves and the R.A.C. on very advantageous terms against claims arising from damage to third parties during the course of competitions.

R.A.C. Competitions.—Four important events were organised by the Club in 1936.

The **R.A.C. Rally and Coachwork Competition** was held on the 24th–28th March, at Torquay. The Rally attracted 316 competitors, while there were 131 entries for the Coachwork Competition. The Rally was again divided into eight groups, based on the horse-power of open and closed cars. Competitors were each required to cover approximately 1,000 miles at an average speed of 24 miles per hour. Nine routes, each from a different starting point, ended at Torquay. Eliminating Tests, Final Inspection for Condition and Starting Tests followed. The number of trade and private entries, both for the Rally and the Coachwork Competition, showed once again how popular this event is among motorists.

The **R.A.C. International Car Race** for cars not exceeding 1,500 c.c. was held in the Isle of Man on the 28th May, and took the place of the Mannin Moar and Mannin Beg Races, run in Douglas during the three previous years. A practically new course, four miles in length, was utilised and competitors were required to cover 50 laps. The event was for cars in racing trim without restriction on type and fuel. There were twenty-six entries, of which number

THREE WERE THE DAYS !

Simpson Hybrid

A few Scrutineers have recently highlighted concerns over the stitching on certain Simpson Hybrid FHR devices. It appears to concern devices supplied with red or silver straps, where the stitching does not appear to be as neatly applied as it is on the black strap devices – as in the examples below. The coloured webbing options have been available from Simpson since January 2021.

Upon investigation with a UK supplier, we have found that this stitching – like in the examples – is as supplied by Simpson on genuine products. These particular examples are not counterfeit items, displaying all the correct and genuine FIA homologation labels and holograms.

Please continue to check any Simpson devices carefully, but providing all the other details are correct and the stitching is as supplied by the manufacturer – and unless there is a serious safety concern over the integrity of the stitching on an individual item – then they should be accepted.



FIA homologated balaclavas

All balaclavas to FIA 8856-2018 Standard will have the relevant FIA hologram label. But not all balaclavas to the older FIA 8856-2000 Standard will have the hologram. The hologram label was only introduced from 2016 for balaclavas.

Therefore, balaclavas to FIA 8856-2000 Standard manufactured before 2016 are acceptable without the hologram label.

Harness homologation extensions

A quick reminder that all harnesses to FIA 8853-2016 Standard have a five-year extension over the FIA expiry date for Motorsport UK events as per (K)2.1.7. This is the only extension to homologated harnesses, harnesses to the 8853/98 or 8854/98 Standard have no extensions granted.

A family of balloons, daddy balloon, mummy balloon and little boy balloon lived in a tiny house.

They were so poor they only had one bed, which they all shared.

One night little boy balloon stayed up to watch TV while his mum and dad went to bed.

Later he went to join them but found that they were taking up too much room, so he let a little bit of air out of his dad.

He still couldn't get in, so he let a bit of air out of his mum.

There still wasn't quite enough room so he let a bit of air out of himself, finally managing to squeeze into the bed.

Next morning at breakfast daddy balloon frowned at his son as he began to tell him off, "I need a word with you master balloon, last night ... you let me down, you let your mother down, but most important of all you let yourself down!





ASN Safety Bulletin #31

The FIA standards for extinguishers may appear complex but they contain a great deal of useful information that is key for the effective use of the systems they cover and hence for the safety of competitors. It is crucial that everyone involved in an event be well aware of this information.

Specific requirements for electronic boxes approved with 8865-2015 and 8876-2022 extinguisher systems:

Both standards define design requirements for the control boxes for electronically activated systems so their function can be easily understood, no matter the manufacturer. All the boxes must have a switch with two positions ("ARM" and "TEST") and two LEDs (one orange and one red). Below is a summary of the LED functions. With the switch in the "TEST" position, the orange LED should illuminate for 5 seconds or more to indicate the system is fully functional. With the switch in this position, any other combination of LED's indicates there is a problem with the system and it may not function.

With the switch in the "ARM" position, the red LED should flash continuously to indicate the system working and is ready for activation in event of a fire. With the switch in this position, any other combination of LED's indicates there is a problem with the system and it may not function. Whilst the FIA Standard includes these design requirements, it remains imperative for all competitors to read the manufacturers' instructions provided with all systems.

Arm the plumbed-in fire extinguisher system: Before taking part in an on-track session or stage, competitors must:

- Arm the plumbed-in fire extinguisher system as described above if the system is of an electrical activation type.



System Armed -0 Ready to be used (RED LED should Flash continuously)

Specific requirements for FIA-approved 8865-2015 extinguisher systems:

In order to ensure that the FIA-approved systems are efficient, the FIA regulates type and size of extinguisher to be used based upon both the cockpit volume and compatibility of the extinguishing medium with the fuel used in the vehicle in which the system will be installed.

Cockpit Volume It is important that the extinguisher model selected is appropriate for the vehicle cockpit volume. If the competitor installs a system that is too small for their vehicle cockpit volume, the system will be less efficient, because the extinguishing medium concentration will be below the required concentration threshold. If the competitor installs a system too big for his vehicle cockpit volume, the system will be efficient, because the extinguishing medium concentration will be well above the minimum defined threshold, but the concentration of extinguishing medium may be too high and may cause the crew to have breathing difficulties. Several systems are listed with different minimum and maximum cockpit volumes, and the way they operate will be adapted to the volume. The cockpit volume information found in Technical List n°52 is there to protect the driver from a toxic environment while ensuring the system is efficient.

Continued on Page 73

Fuel Type or “Class” of Fire:

The type of fuel can greatly influence the behaviour of the fire. All plumbed-in systems (8865-2015 and 8876-2022) are approved for one or more "classes" of fire based upon fuel types, and the technical regulations of each championship will determine for which "class" of fuel the system can be used. The system is tested for each specific class it is approved for, to ensure its efficiency against that type of fire.

Service & homologation dates:

The FIA label on an extinguishers system displays the “Service Date” i.e., the date before which the system must be checked and serviced by a manufacturer approved service agent.

The "Homologation End Date" contained in FIA Technical List #52 and #16 only relates to the ability of a manufacturer to produce new products under this homologation.

For the avoidance of doubt, if a specific extinguisher was produced before the “Homologation End Date” and its "Service Date" has not yet passed, it can still be used.

Extinguisher manufacturers decide how many times during its life an extinguisher can be serviced, and will refuse to service extinguishers with damage, corrosion or which are deemed no longer safe to use for any other reason.



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Become a Sustainability Champion

As a club, you can apply for sustainability accreditation from Motorsport UK. To do so, all you need to do is complete a workbook and an E-Module, appoint an environmental champion, develop an Environmental Management System (EMS), and explain the steps you took to implement it, the challenges you faced, the benefits you saw, and the next steps in your plan. When applying, you should be prepared to provide the following information:

- Your overarching approach to sustainability How you manage your sustainability initiatives
- Showing how you have measured and/ or reduced emissions from the sport
- Evidence of how you have engaged and educated club members and the local community
- Evidence of partnerships that have supported your journey
- A campaign or programme with an environmental focus
- How your work feeds into to Motorsport UK's sustainability strategy
- Any additional activity that meets one of the 17 Sustainable development goals including inclusion initiatives

To find the course, log into your account on Motorsport UK and visit the Motorsport UK Learning Hub.

Make a difference at your next event

The toolkits and guidelines offered by Motorsport UK provide comprehensive suggestions of what you can do to improve your event's sustainability. Here are a few of the headline ideas that you could implement at your next event:

Spectator actions

- Encourage car-pooling before the event
- Set up recycling points on site
- Conduct a survey to find out how people travel to the venue

Fixed venue actions

- Use locally sourced food and have plant-based options
- Carry out local neighbourhood actions
- Non-fixed venue actions Clean up after the event

Race without trace Fuel

- Use sustainable fuels where available and feasible
- Use electric or hybrid, including for race logistics

Legacy

- Review success and positively impact future events
- Use the carbon calculator to evaluate your impact and set targets to improve

To carry out a full event assessment, use the Carbon Calculator



British Grand Prix : Silverstone

What a race! And two Brits on the podium - I wish I had been presenting the trophy this year to Lando - Team Papa-ya - would have been amazing.

A huge THANK YOU needs to be given to Glynn Ellis and the recruitment team over the weekend. They took an amazing 100 plus names of interested volunteers and gave out numerous leaflets with QR codes for people to sign up to our taster days. Those that provided their details are from all around the country. So Pete Wilson has collated and distributed to the regional recruitment teams for further processing. Hopefully they will be at a venue near you soon to be welcomed and shown the joys of marshalling.

The recruitment team dealt with some adverse conditions which were handled well at the time but really need addressing for future events. If we want more marshals the biggest event of the year needs to deliver! We have raised these issues with Motorsport UK and expect changes going forward. Thanks again to Glynn, Chris, Ian, Paul, Karen, Malcolm, Alan, Fay, Andrew, Micky and Richard.

For those of you who volunteered it was a mixed weekend of weather and great racing. I am however aware of issues with camping, vouchers, security, etc. We have again raised these issues with Motorsport UK and will keep you informed on how you may be able to get involved in addressing these.

And for those of you who would love to attend next year - make sure you get your attendance days in this year and be at least at level Race Grade 1 in order to apply. Applications normally open in November and a MailChimp message will be sent to membership at the appropriate time - so check you are signed up to receive!

Nadine Lewis : BMMC Chair

Sitting 10th July 2023

Case No. J2023/14

Mark Heywood KC, Mike Harris, Richard Norbury

Mr Champkin appeared for Motorsport UK. Mr James appeared in person.

Chris James – Judgment

1. The National Court has considered disciplinary proceedings brought against Mr. James. MSUK bring this case on five grounds.

- Driving contrary to NCR C.1.1.5 – deliberate contact
- Contravention of Code of Conduct A.10.1.3 – disrespectful hand gestures
- Contravention of Code of Conduct A.10.1.4 – deliberate contact
- Contravention of Code of Conduct A.10.1.5 – combination of (a) – (c) above

e. Contravention of Code of Conduct A.10.2 – aggression represented by the hand gestures and deliberate contact.

2. There is some inevitable overlap between these, but Mr Champkin invites us to look at the totality according to what we find proved.

3. The starting point his ground (b). Mr. James accepts this was an intemperate response to being overtaken by Mr Gee, in the course of which there was minor contact between their cars.

4. Mr. James denies that the subsequent contact between his car in the rear of Mr Gee’s car was deliberate. Though Mr James asserts that only he knows the truth of the matter, we are satisfied from the video evidence that this was intended to be a retaliatory, though minor, contact. Any deliberate contact, however minor, is to be deplored.

5. We are also satisfied of the following evidence amounts to admissions of deliberate contact, despite Mr James’ argument to the contrary. In the context of an e-mail exchange with Giles Groombridge, Mr. James description of the contact did not suggest that it was an accident.

“What I would ask you, absolutely between you & me is, if you feel 6 points is fair? YES, I did get far too excited & the hand gestures weren’t great, but the contact was absolutely minimal. After never having 1 point on my race licence, 6 seems excessive to me - would you agree or not?”

Further, in a social media exchange with Mr Gee, Mr James stated,

“You smashed me with appalling lack of skills in Old Hall, you got your reply at Shell Oils. And try to be a big boy & not go running crying to the clerk of the course crying. An eye for an eye [emoji of winking face blowing a kiss]”

6. Ground (b) being admitted, and grounds (a), (c), (d) and (e) being proved, we impose a penalty of suspension of Mr James’ competition licence to midnight on 31st December 2023, concurrently on all grounds. The operation of that suspension will itself be suspended until midnight on 31st December 2023.

7. We order that Mr James will pay £500 towards the costs of this hearing.

Mark Heywood KC, Chairman 10th July 2023

Sitting 10th July 2023

Case No. J2023/15 Mark Heywood KC, Mike Harris, Richard Norbury

Mr Champkin appeared for Motorsport UK

Ms Franklin appeared for Mr Edmundson. (The appeal was brought by Mr Edmundson’s parent, Dawn Edmundson, while he was a minor, but he attained 18 years of age by the date of the hearing.)

Max Edmundson – Judgment

1. This is an appeal by Max Edmundson against his disqualification and endorsement of 4 penalty points imposed during the 2023 Milltek Sport Civic Cup championship round at Croft circuit, on 7th May 2023. The disqualification led to the imposition of additional championship penalties that are not the subject of this appeal.

2. The circumstances were that the Clerk of the Course considered repeated reports of contact involving Mr Edmundson (the driver of car no. 33) and the report of his overtaking under yellow flags. The decision records that four incidents were discussed.

a. Contact with car 42 at Turn 3.

b. Deliberate crowding of car 42 at Turn 9.

c. Contact with car 42 at Turn 17.

d. Overtaking car 26 under waved yellow flag conditions between Turn 5 and Turn 6.

3. Mr Edmundson appealed to the Stewards of the meeting. The Stewards’ decision was to dismiss the appeal and uphold the decision of the Clerk of the Course, reasoning that the yellow flag was “visible to the driver of car 33 and he continued racing against car 26 under the yellow flag.”

4. Before hearing this appeal, we considered whether the appeal to this court had been properly brought, but have extended time in the interests of justice, the appeal having been fully and properly prepared and the fee paid, albeit today.

5. In the course of his evidence Mr Edmundson agreed with the proposition that motorsport is a non-contact sport. Little of what we have viewed can be described as hard but fair racing. We say only that the driving standards generally left much to be desired.

6. As to the issues under appeal we approach each in turn.

7. Contact at Turn 3

On the approach to Turn 1, Will Radford, in car 42, passed Mr Edmundson in car 33 on the inside line in what was a clean and controlled manoeuvre, allowing for a slight lockup of his rear wheel that did not cause a loss of control. Despite being compromised by leaving the track to the outside and entering the gravel, Mr Edmundson sought to repass car 42 on the inside as the track narrows appreciably into turn 3. Mr Edmundson described this as “getting the cut back”. While car 42 was also compromised exiting turn 2, the video evidence shows that Mister Edmundson was driving into a gap that was rapidly closing as car 42 took the natural line to the apex of the corner and Mr Edmundson was not fully alongside at the point of collision. We are satisfied that Mister Edmundson was predominantly to blame for the contact.

Continued on Page 75

8. Deliberate Crowding at Turn 9

The incident at Turn 3 led to Mr Radford cutting the chicane and re-joining the track ahead of Mr Edmundson. We accept Mr Edmundson's explanation that he anticipated Mr Radford would return the place so as not to take advantage of leaving the track, and although minor contact did occur, we are not satisfied on balance but there was a deliberate attempt to crowd Mr Radford off the circuit.

9. Contact at Turn 17

We take the view by this corner, Mr Edmundson had displayed a lack of discipline and might have been frustrated at the loss of his earlier lead. On the approach to Turn 17, Mr Edmundson had tried to retain a position to the outside of Mr Radford, running wide of the track as a result. On the immediate approach to Turn 17 Mr Edmundson, on his own admission, braked at his usual point taking no account of pick up on his tyres from what he had previously described as the marbles on the track. Mr Redford was ahead on entry to this corner, but Mr Edmundson lost traction and collided with Mr Redford's rear quarter. In this instance the contact was entirely attributable to Mr Edmundson's misjudgement.

10. Overtaking under Yellow Flag Conditions

This incident arose after Mr Edmundson was racing Morgan Bailey in car 26 away from Turn 3, where there had been a similar incident to that described above. Mr Bailey cut the chicane and again, Mr Edmundson expected him to give up the advantage and place. Though aware that there was a stationary car just off the circuit at the marshal's point to their right, the in-car footage shows that Mr Edmundson's attention was mostly on car 26 to his left. As they passed the preceding marshal's post on the left-hand side of the circuit, car 26 was clearly ahead. That post was displaying waved yellow flags. It is clear that, rather than falling behind car 26 until the green flag was displayed, Mr Edmundson passed car 26 and continued at racing speed past the stationary car and marshal's post on the right-hand side of the circuit, where waved yellow flags were also displayed due to the obvious and serious danger presented by the stationary car.

11. Accordingly, we are satisfied that Mister Edmundson did overtake under yellow flag conditions and compounded that offence by failing to pay regard to the dangers presented.

Conclusions

12. We uphold the decisions in respect of contact with car 42 at Turn 3, contact with car 42 at Turn 17 and overtaking car 26 under waved yellow flag conditions between Turn 5 and Turn 6. We allow the appeal against the decision that there was deliberate crowding at T9 but overall, this appeal is dismissed.

13. We consider that the penalty imposed remains proportionate given our findings and the disqualification and consequent imposition of four penalty points is upheld.

14. For the same reasons of proportionality, we make clear that the whole of the appeal fee is forfeit.

15. Mr Edmundson is to make a contribution to the costs of this appeal in the sum of £500.

Mark Heywood KC, Chairman 10th July 2023

Malcolm Wilson has been fined after police caught him driving at more than 100mph on the motorway.

The 67-year-old motor sport company boss, who lives near Cockermouth, committed the speeding offence as he drove his Porsche on the M6 southbound near Kendal on Thursday, April 27.

At Carlisle's Rickergate court, prosecutor Fiona Campbell said the defendant reached 101mph as he drove past Old Hutton, drawing the attention of a police patrol. He was spotted by a police officer at 9.10am and pulled over four minutes later.

The prosecutor said: "The black coloured Porsche was being driven southbound on the M6 at Old Hutton, towards Junction 36, and the driver was travelling in lane three at a much greater speed than other vehicles on the same stretch of road."

Barry Warburton, defending, told magistrates: "He's a married man - happily married, with a grown-up family, and he does 40,000 miles per annum – something like four times the national average."

That driving was all business related, said the lawyer.

The lawyer pointed out that Wilson – a former British rally winner – is managing director of the Dovenby based M-Sport outfit, earning £120,000 per year. His disposable income, said Mr Warburton, was £450 per week.

The lawyer continued: "He passed his test in 1974 and he has never been involved in a single accident. He has had a full no-claims bonus throughout that period. Clearly, he is a very safe driver."

If banned, Wilson would have to employ a driver, said the lawyer.

The court heard that Wilson admitted the speeding offence at the first opportunity.

Magistrates heard that Wilson already has three points on his licence. For the speeding offence, they imposed a further six points, bringing his current total to nine, and therefore avoiding the risk of a ban.

They also imposed a fine of £1,666, along with a £666 surcharge and costs of £110, so that Wilson now owes the court £2,442. He was given 28 days to pay.

In 2009, Wilson was awarded an OBE – an honour that he said was recognition for him and his team at M-Sport. He has more than 20 years' experience of rallying at world championship level and is one of Cumbria's best known sporting successes.

He was unable to attend the court hearing because he was out of the country, but his defence lawyer was legally allowed to represent him in his absence, magistrates were told.

Drivers are at risk of a "totting up" ban if they accumulate 12 points in any three year period. Such bans are sometimes avoided if the defendant can prove the ban would cause exceptional hardship.

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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 .
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- 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 .
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brian_heaney@btinternet.co



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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

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KNUTSFORD TARGA 2023

WWW.KNUTSFORDTARGA.CO.UK

SUNDAY 19th November





NESCRO



Historic Motorsport In The North Of England & Scotland

• 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	Alex Willan	284.6
2	Tom Hall	265.3
3	Geoff Bateman	264.0
4	Neil Raven	258.2
5	Andrew Johnson	197.3
6	Michael Read	195.0
7	John Pye	166.6
8	Ian Dixon	160.7
9	Live Escreet	153.5
10	Pete Jagger	138.1

NESCRO 2023 TARGA Driver's Challenge

Pos	Driver	pts
1	Chris Dodds	298.3
2	Kevin Stones	263.4
3	Simon Jennings	217.9
4	Barry Lindsay	209.5
5	Jack Morten	209.3
6	Peter Clegg	202.6
7	Phillip Hodgson	187.9
8	Alan Ross	185.0
9	Kevin Savage	163.8
10	David Garstang	155.0



NESCRO 2023 Historic Navigators Challenge

Pos	Driver	pts
1	Andrew Fish	270.3
2	Maggy Bateman	264.0
3	Clair Raven	258.2
4	Dave Boyes	197.3
5	John Lidsay	195.0
6	Glen Fothergill	191.3
7	Andy Turnbull	166.6
8	Audra Banks	135.2
9	Michael Fox	115.3
10	Nicky Staniforth	106.4

NESCRO 2023 TARGA Navigators Challenge

Pos	Driver	pts
1	Christopher Holden	263.4
2	Colin Fish	217.9
3	Martyn Petry	209.5
4	Essi Salonen	209.3
5	Sarah Clegg	202.6
6	Lewis Hodgson	187.9
7	Gary Ross	185.0
8	Jack Mordue	174.0
9	Phil Savage	163.8
10	Liz Pinder	147.9





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

- 13th August 2023 Lymm Truckstop M6/M56 junction
- 9th /10th September 2023 M65 Junction 4 services

Contacts;

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

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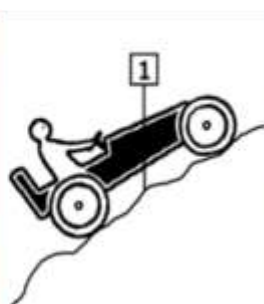
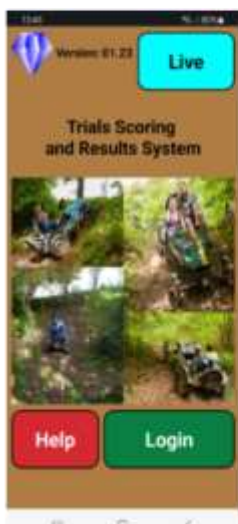
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Airedale & Pennine MCC

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 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
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<http://sd34msg.org.uk>

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www.clitheroedmc.co.uk

Marshals & Radio Crews

Maurice Ellison

sd34news@gmail.com

07788 723721

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

<https://www.liverpoolmotorclub.com/barbon-hillclimb/how-to-enter/>



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

MALTON FOREST RALLY

05.11.2023



AINTREE CIRCUIT CLUB
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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”!

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>



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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.

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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



Wigton Motor Club celebrate their centenary this year. WE will be showing our rallying heritage with a display of rally cars, past and present at the Cumbria Classic & Motorsport Show at Dalemain on August 20th. We hope to see cars that used to do our County Motors Rally Championship.



We are also looking at holding a reunion lunch for past competitors sometime in the spring.

Month	Date	Day	Event
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



Wigton Motor Club

Cumbria Classic & Motorsport Show

Dalemain, near Penrith

Sunday, August 20th

Entries for this event close on August 1st and there will be no late entries after than date.

The individual entries are near capacity but there are still space for club displays.

Entry forms are at: Cumbria Classic and Motorsport Show | Wigton Motor Club (wigtonmc.co.uk)

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
- **19th August** : Test/Track Day
- **2nd September** :
Championship Sprint
- **3rd September** :
Sporting Bears Charity Day
- **13th September** :
Greenpower Electric Car Races

Pro-Rally.co.uk

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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

Pro-Rally.co.uk

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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://](https://form.jotform.com/222732754290355)

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



three sisters

CIRCUIT

threesisterscircuit.co.uk



Car Track Days:

7th August

21st August

4th September

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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)	Phil Sandham (Morecambe)
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 20th Sept
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



NB Date Change
Thursday 3rd August,
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 September Edition is
Tuesday the 29th of August
which is due out on

Friday the 1st of September

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