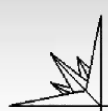


September 2023 spotlight



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



Wern Ddu Gravel PCA

Ben Briggs : U17MC (NW)

www.sd34msg.org.uk

Volume 14 : Issue 9 : September 2023 : © Maurice Ellison

Front Cover :- Wern Ddu PCA

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Comprising the following 10 Clubs



Blackpool South Shore Motor Club
www.bssmc.com



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



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



Garstang & Preston MC
<https://gp-mc.co.uk/>



High Moor Motor Club
www.hmmc.co.uk



Preston Motorsport Club
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Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
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Wallasey Motor Club
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2300 MC
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25-Aug-23

Name	Club	Total Competition	Marshalling Points	Total Points Scored	Qualified Y/N	Position
Ben Briggs	U17MCNW	138	0	138	N	
Matt Bramall	Longton	123	0	123	Y	1
Scott MacMahon	U17MCNW	93	5	98	Y	2
Andy Williams	U17MCNW	94	0	94	N	
Nigel Fox	CDMC	89	0	89	N	
Chris MacMahon	U17MCNW	80	5	85	Y	3
Daniel Millward-Jackson	U17MCNW	85	0	85	N	
Phil Clegg	AMSC	82	0	82	N	

What a great season of grass root motorsport the 2023, SD34 Championship competitors are having... As we enter the last 4 months of the year some championship drivers are now dropping scores as only the best 8 scores count! In others, the competitors need to keep up the good work to win the championship.

I would like to thank all the clubs and championship compliers for their great work, all the current positions can be found at <https://sd34msg.org.uk/championships/>

A 16 year old driver leads the **SD34 Motor Sport Group Individual Championship 2023**.

Having score points in Auto Solo, Autotests and PCAs. Ben needs to marshal on a SD34 event to qualify in the individual championship.

The league current leading club, overall, the Under 17MC on 603, leading from Longton District MC 586.5

Division B has Accrington MSC 335 and Division C has Wigton MC leading on 161.

The 3 Divisions allow all clubs to have a chance to compete for honours against similar size/active motor clubs.

The SD34 Speed Championship looks like it could have now finished for 2023...

OVL	COMPETITOR	CLUB	CAR	Cat	Nov	S/J	Pts	No	1	3	4	5	6	7	8	10	11	12	14	16	20	22	23	24	25	26	27	28	29	31	2	9	13	15	17	18	19	21																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
SD34 SPEED CHALLENGE in association with ANWCC								Best 8 scores	Total scores		Angley 1/4		Angley 2/4		Blyton 13/5		Blyton 14/5		Aintree 27/5		Sisters 11/6		Aintree 24/6		Sisters 23/7		Aintree 2/9		Sisters 3/9		Southport 16/9		Angley 30/9		Angley 1/10		Scammenden 14/5		Barbon 10/6		Scammenden 18/6		Barbon 15/7		Scammenden 30/7		Scammenden 8/10																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
OVL	COMPETITOR	CLUB	CAR	Cls			Pts	No	1	2				5	6	8			10	12	14				16	17	18	19	20			7	9	11			13	15																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
1	Matt BRAMALL	Longton	Caterham Super 7 Zetec 1800cc	2			810.12	8			101.50	101.50	100.83			100.41	100.28				100.94	100.56	100.22	101.56											101.87	100.00	100.88	100.00	100.00	100.00	100.00	101.96	101.03																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
2	Nigel FOX	Clitheroe	Caterham Super 7 Zetec 1998cc	2		Sen	807.27	8			101.73	101.91	100.83			102.02	100.00	100.00	100.25		100.26															100.88	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	101.00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
3	Peter MESSER	Clitheroe	Mazda MX5 1998cc	5		Sen	800.00	8								100.00	100.00	100.00	100.00		100.00	100.00														100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
3	Dave GOODLAD	Knutsford	Renault Clio 172 Cup 1998cc	5		Sen	800.00	8											100.00	100.00	100.00	100.00													98.68	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
5	Steve WILSON	Longton	Lotus Elise S2 1796cc	1		Sen	783.78	8			100.01	100.00									100.00	97.77	96.98	96.29	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.16	97.75	97.1

Continued from Page 5

September sees our last SD34MSG face to face committee meeting for 2023. Please come long to the Poaches in Bamber Bridge for 8pm - 20th September 2023, if you can. For those wishing to meet and eat, then 18:30 should work.

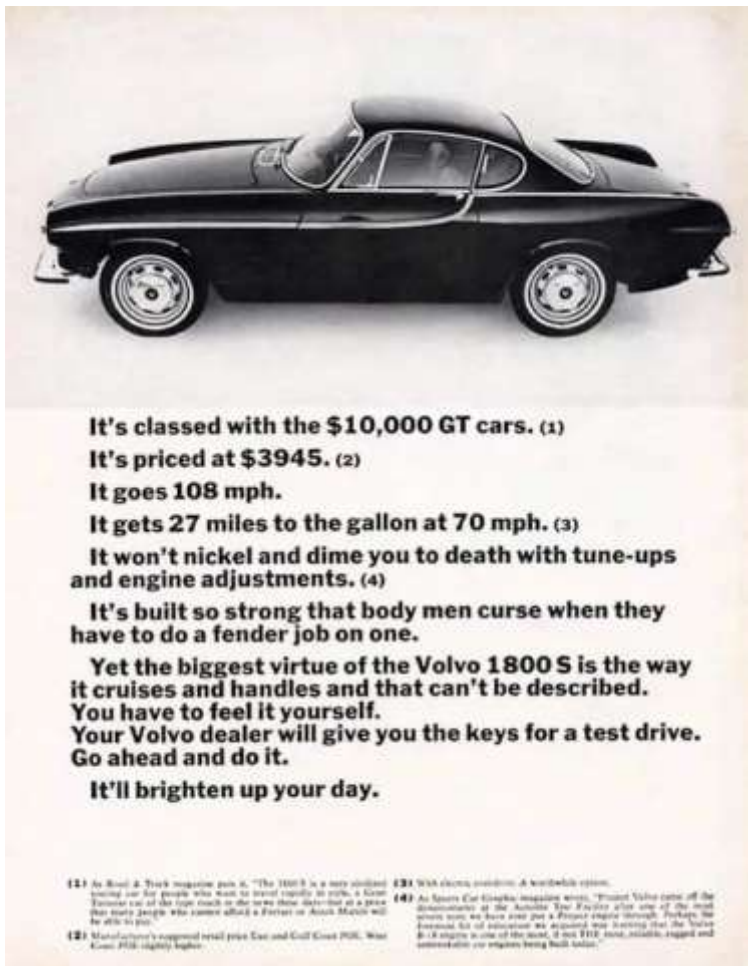
MSUK has a few consultations out ATM, see their web site. With holidays and only 3 weeks for; responses/views to the Rally this was not a satisfactory amount of time for consultation!... but it is good to see that MSUK have now extended the deadlines to give those interested more time to reply; see pages 66 to 74 for info.

- *We once did have a simple system...*
- *It worked well on tarmac rallies 40 years ago...*
- We now are looking to find it again?
- If it was not broken why do we need to fix it?

Drive safely



Steve Johnson : SD34MSG Chairman



ANWCC NOTES – SEPTEMBER 2023

As summer comes to a close it's that time of year when we look forward to drafting the regulations for the following year, and the 2024 draft can be viewed on our website – click on Regulations in left-hand menu of home-screen.

This is still work in progress and comments are invited.

As things seem acceptable to all we have no plans to change anything, other than perhaps the Speed scoring (see later) but now along comes a massive proposal from the Rallies Committee – Maurice has kindly repeated them within this issue of Spotlight.

Targa rallies will have their own set of regulations in the Blue Book (incidentally, 2024 will be the last time you can get a hard copy of the Blue Book), and there are some stricter rules for the setting up of stage rallies – all requiring more work for the professional volunteers that do the work in setting up stages.

But there is one proposal that will possibly affect all of our stage rallies, and all of our competitors – and that is the proposed new rule R50 (nothing to do with the MINI Challenge!). Those that are remote from us have drawn up a list of 26 classes for stage rallies, and they say all stage rallies must use those classes, although amalgamation is allowed and you may need to look carefully to work that one out.

They also say that championships can retain their current classes, and that is exactly what we, ANWCC, are going to do.

Now ... something that is given as a reason for this change really puzzles me – they claim that there are 113 classes over 8 championships, far too many and seems some competitors can enter four events and be in four different classes! I have asked which championships they looked at but awaiting an answer. As seems usual, "they" have not looked at our level – if you go to the Motorsport UK website for championships there are 7 listed. So, taking those 7 and adding the BTRDA Rally Championship which is probably the other major one I have done some calculations.

Of the British Rally Championships there are the following number of classes – BRC 7, British Historic 21, English 7, Northern Irish 11, Scottish 16, Welsh 14, Protire Asphalt 9 and the BTRDA 12 ... using my calculator to add that up I get to 97 classes – short of the claimed 113. The 97 also assumes that every class is different, which is not the case, as many classes are common to more than one series. So, just which championships did they use to get 113 classes?

As said above, "they" do not seem to have looked at Regional level – taking the 13 Associations we get some interesting figures. Of the 13, take out Northern Ireland, Scotland and Wales (forestry series) as they are part of the British championships which I suspect were included in the 8 championships.

That leaves 10 Associations, and looking at their websites, I find that they all have classes very similar to ANWCC – with splits at 1400cc, 1600cc and 2000cc – see the chart below. In fact, there are only a total of 16 different classes over the whole 10 Associations!

These are the classes for the Stage Rally Championships organised by the various Associations.

Continued on Page 8

ASSOC	LITTLE CARS	SMALL CARS	MEDIUM CARS	BIGGER CARS	EVEN BIGGER	4WD	PLUS SOME MORE
ACSMC	A1 <1000	A 1000-1400	B 1401-1600	C 1601-2000	D >2000 2WD	E 4WD	F Forest?
AEMC	»	1 <1400	2 1401-1600	3 1600-2000 & <1300T	4 >2000 2WD	5 4WD	6 WRC/R5, etc
ANCC	»	1 <1400	2 1401-1600	3 1600-2000	4 >2000 2WD	5 4WD	(WRC not allowed)
ANEMMC	0 <1000	1 1001-1400	2 1401-1600	3 1600-2000	4 >2000 2WD	5 4WD	
ANWCC	F <1000	A 1001-1400	B 1401-1600	C 1600-2000	D >2000 2WD	E >2000 4WD	
ASEMC	»	1 <1400	2 1401-1600	3 1600-2000 & <1300T	4 >2000 2WD	5 4WD	6 WRC/R5, etc
ASWMC	»	1 <1400	2 1401-1600	3 1600-2000	4 >2000 2WD	5 4WD	6 Historic
AWMMC	J <1000	A 1001-1400	B 1401-1600	C 1600-2000	D >2000 2WD	E 4WD H-patt F 4WD Seq box	H Historic T 2WD <1600T C Pre-88 Club Classic
EMAMC	0 <1000	1 1001-1400	2 1401-1600	3 1600-2000	4 >2000 2WD	5 4WD	
WAMC	»	1 <1400	2 1401-1600	3 1601-2000	5 <2000 2WD	6 <2000 4WD	7 Road 8 WRC 9 Historic <1600 10 Historic >1600

From 10 Association Stage Rally Championships there are a total of 16 variants of class ... yet the proposal from Rallies Committee claims that from 8 championships there are 113 different classes.

So, as said, ANWCC will stay as is. We look forward to finding out what other Associations are going to do.

But, and this is very important ... what are the clubs going to do – we will very soon be asking clubs to let us know of their plans for 2024 so that we can put the championship regulations and calendar together.

I suggest that all clubs organising stage rallies that are in an Association championship (not just us, many of our events are also part of other Association stage rally championships) and work out just how they are going to define their classes. The proposal does allow for amalgamation, so let's see what you come up with.

ANWCC Stage Rally classes are as below – I have added the new R50 proposed class (see chart R50 later in this issue) against our simple A to F – don't get too confused, I'll work out the championship points!

Class A (1001-1400cc) will be made up of parts of classes 8, 11, H2, H5, H9 & H10);

Class B (1401-1600cc) will be made up of parts of classes 7, H2, H5 & H10, and the whole of class 10

Class C (1601-2000cc) will be made up parts of classes 5, 6, 7, & 9, and the whole of classes, H3, H6 & H11;

Class D (over 2000cc 2WD) will be made up of class 4 and parts of classes 5, 6, 9, H4, H7, H12 & H13.

Class E (over 2000cc 4WD) will be made up of classes 1, 2 & 3, and parts of classes H4, H7, H12 & H13.

Class F (up to 1000cc) will be made up of parts of classes 8, 11, H2, H5 & H9.

Further to that cars in new class 13 and H8 will be slotted into the ANWCC class applicable to engine size.

More importantly, **make your views known – the consultation closes on 21st September** – to find out more go to www.motorsportuk.org and click on “Resource Centre” ... send your views to ralliesconsultation@motorsportuk.org

Unfortunately, as often the case when proposals go for consultation they have already decided that it is going to happen – remember D1.1.11 last year - that is something not just exclusive to Motorsport UK, the same thing applies to government - it's 20mph in much of Wales soon, despite some surveys coming up with 80% against the proposal, decision had been made before the consultation!

ANWCC SPEED CHAMPIONSHIP

Whilst extra classes are being looked at for rallies, there is a problem with Speed events in that there are so many classes, resulting in many starting just one or two competitors. As we use an index of performance system to calculate championship points this means that the class winner will score 100 points, regardless of whether they have been FTD or the slowest car overall. This does not seem right.

So, a challenge is to find a way to calculate points to give an accurate and fair result. Possibly take into account all the competitors in that category (S, 1, 2, 3, etc) but that may work against the lower power cars in the same category.

We would welcome suggestions. We have varied the scoring over the years but have yet to come up with a fully satisfactory system.

So, over to you, and you don't have to be a speed competitor to come up with a good idea! E-mail anwcc@talktalk.net with your suggestions, please.

RALLY CAR NUMBERS

I am sure many of you reading this spend much of their rallying time sitting alongside a stage and monitoring the cars going past at speed, carrying out important duties armed with a radio. For many years cars have been identified by large black numbers on a white background on the doors. There have been some events where they get muddy, but certainly for all asphalt stages the numbers remain clearly visible and important for checking that everyone has passed safely.

In recent times, and with wrapping of cars, the numbers have become more difficult to see due to the multi-coloured sponsorships and the small WRC style door numbers. The hi-viz numbers are of small benefit at speed.

So why are there moves to reduce the ease of monitoring cars – see proposals regarding numbers. I wonder how many of those who make these proposals have actually sat 30 metres away from the track and tried to identify cars passing at speed.

Please keep the large black numbers and the white background, uncluttered by other artwork.

Dave V Thomas

e-mail anwcc@talktalk.net

www.anwcc.co.uk

Visit the ANWCC Website



Statement from Real Motorsport

The Directors of Real Motorsport Limited, operators of Mallory Park, regret to confirm that a competitor died from his injuries following a racing accident at the circuit today, Saturday 26th August 2023.

Mallory Park circuit had been hired for a single day race meeting managed by the Vintage Sports Car Club ('VSCC').

In the second race of the day, competitor Roger Twelvetrees was involved in an incident on the back straight; but despite the on-circuit medical team's immediate assistance, Roger sadly succumbed to his injuries.

All the staff and management at Mallory Park send the family of Roger their most sincere condolences.

The investigation by the appropriate authorities are now underway, following the standard procedures in place for this type of accident.

ANWCC and SD34MSG are saddened to hear this news and our thoughts are with the family and friends and to all who attended the venue and incident.



Ripon MSC

St. Wilfred's Classic Rally

6th August

Neil Raven : Ilkley & DMC

My ears are still ringing after an 8½ hour shift in Sticky with Mrs Rave on the Ripon Motor Sport Club's St Wilfred's Classic Rally which took us through some of North Yorkshire's best scenery Not that we saw much of it

The day consisted of 6 regularities on public roads and 12 tests on Dishforth airfield, which were a variety of grippy tarmac and ice like mud. We were given the plotting information for regularities 1 & 2 on Saturday, after scrutineering, and got stuck in to those after a mahusive bacon sarny at the Thirsk auction mart

We were a bit rusty on these regularities, forgetting to reset the stopwatch and trip at the speed changes and driving at the stipulated speeds, some as low as 18mph. But those were only when we were going through villages. Did you know it's approximately 0.4 miles from the 30mph signs in to a village to the 60mph sign the other side? And that takes you 1 minute 20 seconds? I do because we've done it many times today

One of the best parts of these events is that the route has to be notified to everyone on the route and the time the cars will be coming through. This results in lots of people coming out and waving us past. It's great to see and I generally give them a toot of the horn and a wave back. Even Claire Nevar has started waving back, in between calculating the speed, keeping track of our progress on the map, telling me the next turn and managing the trip meter! I struggle to decide which hand I'm going to wave with and which one I'm going to beep the horn with

After the first regularity we were straight in to the first set of six tests on the airfield. We had marked the tests up with our notes to help guide us through the field of cones but even with those we made a few mistakes. Once the marshal shouts GO! Sticky fires in to life and the noise bounces around the inside of the car like someone crashing symbols in your face.

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St Wilfred's Classic Rally



Photos Courtesy of Tony North

St Wilfred's Classic

Continued from Page 10

The information coming through the car and from Mrs Rave really buggers up my brain, which, at that time, was still giving my tummy instructions on what to do with half the joint of bacon and bread swishing around inside it I always look at the tests before we start but that's just to pretend to on-lookers that I know what I'm doing. Test one was completed but we could have done better.

Test two was a simple slalom and there were two identical tests which ran side by side which meant you got to race another competitor! Brilliant. No thinking required and we had a great run, beating the competition on this occasion. Test three and four were another load of noise in my head but the successful test two calmed me down and we did ok. Mrs Rave was calling our notes out clearly and although I interpreted some incorrectly we got the right route eventually.

Test five was great fun and super slippery, another bit of information to process. The steering was turned all the way to the left but the car was still going straight on at times. A tweak of the handbrake generally sorted this out but a slower approach speed would stop it completely! The final driver baffling task was to collect a sequence of letters and numbers on a code board at selected points on the tests. They were generally in the form of a number plate which the navigator had to record on their sheet. We would hurtle towards these boards, slide to a halt, I'd read the code out, Claire would write it down as I set off to the next cone. But I generally didn't know which direction I had to go at that cone. It was all a bit hectic, how Claire kept her place in the notes I don't know.

Test six was a blast and fairly straightforward again. And that was the first set of tests done. A few miles up the road to regularity two start and back on to the maps, speed tables, trip meter and stopwatch for Claire and the waving and beeping for me. Regularity two went really well and we were getting back in to the groove. We could smell the roasted beans as we approached the coffee halt but our bladders were pushing against the harnesses in the car so had to splash and dash rather than enjoy the freshly brewed coffee. We also got the handout for regularity three here so Mrs Rave's hands were still damp after her wee as she started to plot the route. The clock was ticking and we had to be at the second run of tests five minutes ago so needed to press on.

Most of the plotting was done as we arrived at the test site for another play.

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St Wilfred's Classic

Continued from Page 11

There was just one bit that Mrs Rave was stuck on so we agreed to pull over after the tests and have a look together. But first we had some big skids and wheel spins to do! The tests were great fun again and we polished a few of our mistakes out from the earlier run but I added a bit of confusion which cost us some time. The most important thing was we got them all correct and no cone faults. Brill.

Tests done and off we went to have a sit and stare at a map and some text which would take us on the right route for regularity three. We always thought this type of cryptic deciphering was for the elite but after 12 months of practice we are starting to get the hang of it. Between us we were none the wiser on the NAM part but it all became clear when we actually approached it on the road and we got to the control! Result! And on the way to regularity four Claire had a quick look at the results and after the first two regularities and all the tests we were in 5th place! Claire tapped the screen to check it was right and it didn't change The mood was good in the Peugeot.

At the end of regularity three we got regularity four through the window and pulled over to let Mrs Rave get the mystic letters on to the map to form a route Route sorted and we were off. The speed changes caused us a bit of confusion on this regularity and we found ourselves 40 seconds early at one control and 45 seconds early at the next! We thought the trip meter had gone dicky but it turned out we should have been doing 28mph and we were tramping on at 30mph That's how much difference 2mph can make and how critical doing the right speed can be! A sigh of relief the trip meter was right as we arrived at lunch starving and with a lack of feeling in our legs We'd been in the car for six hours to this point with only 20 mins at the coffee halt out of it

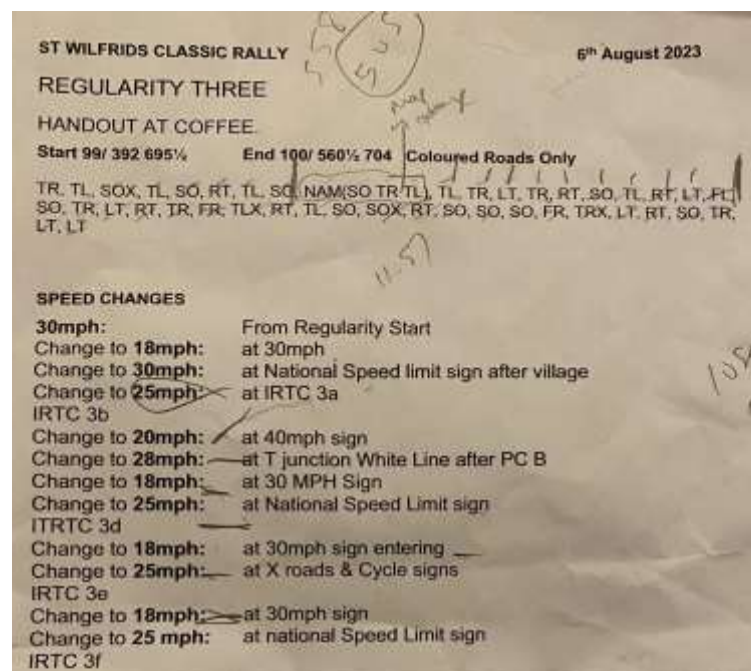
The good news was lunch was some tasty sarnies and soup, the bad news was there were only three tuna and cucumber triangles left and we only had 15 minutes before we were out again. As far as I remember this is our hobby which we enjoy doing it's a great way to loose weight

A fuel stop and two regularities were left to finish the day off and would take us from Helmsley to Thirsk on some cracking roads. One feature on this route is the Caydale Mill ford, a notorious piece of road which basically takes you 100 yards up a stream before spitting you out, quite literally, on to the tarmac and up a steep hill! And after all the rain we'd had it was going to be deep I couldn't wait! Mrs Rave guided as through the junctions and turns and we plopped into the stream and I can confirm it was deep and blummin great fun

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Photos Above Courtesy of Phil Andrews



St Wilfred's Classic

Continued from Page 12

The end of regularity five came in sight and along with our time for that route we got the final piece of navigation, Mrs Raves favourite, a herringbone! Basically it is the route on the map pulled straight with all the junctions coming off the side like the bones of a fish skeleton, simple Between us we got it on to the map and set off. We took a wrong slot fairly early on so had to turn the car round and try and make up the time we'd lost going the wrong direction. The speed changes were out of the window and replaced with spirited gear changes. Our leisurely drive through the tranquil scenery was put on hold and as we approached fellow competitors they moved over as everyone has been in this position. We got to the correct control only 3 minutes late, which is a lifetime in the regularity world but we were just happy to have found it.

Once back on track we settled in to the speed changes and trundled our way on to the four remaining controls, the smell of hot Peugeot accompanying us all the way. The final control came in to sight and we both breathed a sigh of relief. It had been a long day with no rest from the brain boggling navigation, speed changes, waving and horn beeping!

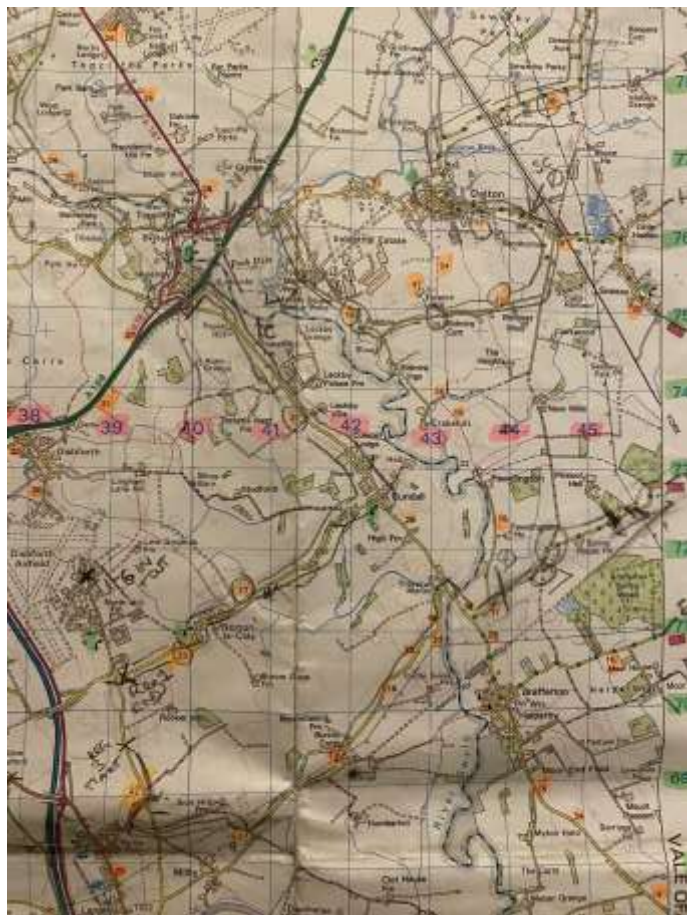
Claire had one final bit of navigation to do and that was to get us back to the Thirsk Auction Mart for our Sunday tea and a much needed cuppa! Another brilliant event with more experience under our belts in the world of classic car rallying. The car ran faultlessly and was a hoot to drive. Claire was superb on the maps, speed changes and everything else she does in the hot seat, to get us on the correct route at the right time. I'm in awe of what she does, I couldn't do it Having said that I will be in the silly seat for a classic car run next week! Let's see how Claire copes with the responsibility of public relations in the form of waving and horn blowing!

A massive thank you to the organisers and the massive team behind them that make the event run. A huge thank you to the marshals who were blessed with Yorkshire sunshine as they kept us in check and recorded our times, sorry David Taylor for splashing you at the control And to the photographers who come out and record our exploits in glorious colour for us to enjoy for years to come.

As the results went final we checked to see how we'd got on. The slight diversion and speeding session had dropped us to 22nd overall and 2nd in class. Our test times were a bit more encouraging, finishing 3rd overall on those.

This is our second year competing on the HRCR series and we're loving it. A great bunch of people and some fantastic events. For seat time in the car these must be the best value events going. Oh and the food stops are also a big part of these events, we just need to get there in time to enjoy them

Neil Raven : Ilkey & DMC



SPADEADAM MOTOR CLUB

13TH AUGUST 2023

THE BLUE STREAK TARGA RALLY

& HISTORIC RALLY CHALLENGE

Geoff and Maggy Bateman – Car 11 Peugeot 205 West Cumbria MSC

The 2023 Blue Streak Historic and Targa Rally was run on the 13th August (unlucky for some?) virtually 6 months to the day since “Patch the Pug” met it’s untimely demise on the John Robson road rally back in February. Now fully rebuilt with a brand new MOT certificate with the ink hardly dry on it, we found ourselves at the Downagate Community Hall in Warwick Bridge at 7am unloading the 205 for scrutineering. The day was overcast with an occasional drift of light rain but was considerably improved on the previous day’s heavy rain showers. North Cumbria, along with a lot of the UK has not been subject to record July temperatures and has probably endured one of the wettest Julys on record, but at least it looked hopeful that we might have a mostly dry day for our first outing in the rebuilt car. The car had done about 200 road miles since the MOT but had not been subjected to the rigours of competition so this was planned to be a shake down event with no ambition regarding results, the priority being on getting the car to the finish and hopefully undamaged.

Maggy and I had been using the MGB so far this year and I had got used to driving rear wheel drive again so with not having competed in a front wheel drive for 6 months and with Maggy not having been in the 205 since November last year we both expected that there would be a whole new re-learning curve to go through.

Scrutineering was completed, document packs obtained and Maggy left in peace to sort out the test diagrams whilst I did the usual driver thing and just walked about chatting with other drivers who were also leaving their navigators in peace. We had been seeded 11 (based on car age not ability) and our start time was 9-20 by which time any light rain had ceased and it began to look a bit brighter. We left HQ turned left and then right on to the A69 and headed off across country to the first test at Carlisle Airport.



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Photos Courtesy of Tony North

Blue Streak Targa Rally **Continued from Page 14**

Test 1 – Eden Park regularly catches out some crews although we have never really had a problem with it over the years. With the long grass and raised banks it's not always possible to see the next cone so you need to be aware of the layout of the place and follow the diagram quite carefully. We managed to get round without penalty but did manage to stall the car twice due to a lack of co-ordination between throttle and handbrake on a couple of 180's on the loose surface. In much the same way as I had suffered technique problems when we first used the MGB the same was now happening with the 205!! However, we got round OK with a reasonable time and felt more settled, as usual, with having completed the first test.

A short run round the perimeter of the airport got us to the site of test 2 which was a new test area of which the majority was on grass. A long run down from the start, with a couple of lay-by flicks on the way to a 180 and a couple of 90 rights to 180's on the return was causing some quite challenging grip problems on the wet grass and the sodden ground underneath it. We managed to get round the grass and on to the final sealed area but got disorientated on a 540 round a cone and missed the exit cone resulting in a wrong test. The first disaster of the day and it attracted a huge 400 second test maximum. The grass was cutting up pretty badly and we had only been the 11th car through so we thought that there was a chance that the test, which was scheduled to be run again later that morning as test 6, would not be run or at least would be modified to keep clear of the areas that were getting cut up.

Another trip around the outside of the airport got us to test 3 which was our favourite test of the day. A long fast and flowing test on a mostly sealed surface with some loose gravel allowed us to get the car moving a bit quicker and check out how the new build handled compared to the old car. The total test length was about 1 mile and it was really good fun. We exited the test and turned left to return to the start again to repeat it as test 4. Another fun run through and a 5 second improvement on our time so we were feeling much better than we had after our WT on test 2. The car was running well with no major issues although the horn and the heater blower had both ceased to function but that was not a problem.

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Blue Streak Targa Rally **Continued from Page 15**

There followed a long run across country to the fifth test at Park House. This is a dairy farm so no guesses as to what you find on top of the concrete here and with all the recent wet weather it provided some interesting challenges. The test started off in the fairly compact concrete yard with a couple of 360's and a short slalom which was negotiated whilst trying to avoid contact with the buildings surrounding the yard. Exiting the yard, the downhill track had been covered with Astroturf which was now brown and wet and was treated with great respect as I had no idea at all of what the grip would be like. A stop line at the bottom was approached at a little over walking speed before the 90 right was negotiated with care leading us on to the bottom track which was also fitted with astroturf and was very slippery. The last section of the test had been abandoned as it was too wet and soft to do the free turn and so a three point turn was needed at the end of the track to go back towards the finish. We managed to get back along the lower track slowly and without incident and managed to get some reasonable traction on the climb back up to the yard where all the obstacles were negotiated without the need for any reverse gear action which was a first for us. We have done this test on previous Blue Streak rallies over the last few years and it's always been a challenge but we had never seen it this wet and boggy before which was just down to the awful weather we had been experiencing for the 6 weeks before the event.

Safely out from test 5 we had another long road section back to Carlisle airport for a regroup by the Vulcan bomber at the Solway Air Museum (well worth a visit if you are interested in such things) before heading out for test 6, a rerun of test 2 where we had WT'd earlier. This time with the previous error sorted in my head we set off down the grass track and got to the bottom OK and managed the 180 although it was rather wet and muddy, before taking the first 90 right where I made the mistake of trying to turn tight to the cone only to get three-quarters of the way round before the car sank in to the mud and refused to go any further forward or back. We were well stuck and needed to be towed out which took some time. Once out I decided to complete the test even though we were well over test maximum just to make sure that I could correct the error I made earlier on.

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Blue Streak Targa Rally

Continued from Page 16

The only good thing about test 6 was that it was over and that we were heading to tests 7 and 8 a repeat of 3 and 4 and our favourite test of the day.

Test 7 saw a bit of over exuberance on my part on exiting the initial slaloms which resulted in us making a very good job of obliterating cone "G" which cost us 10 seconds. It was clear as I approached it that I wasn't going to get round to the left of it so decided to hit it and take the 10 seconds rather than go the wrong side and get a WT of 440 seconds. This resulted in a slightly slower time than test 4 and with a 10 second penalty, but was still real fun. A quick return and another run through as test 8, this time leaving cone "G" intact resulted in our best time for this test, so far, by 9 seconds.

The route back to lunch was via Eden Park for the final test of the morning loop and this time through we managed to go 12 seconds faster as I managed to avoid stalling the car. It had been a morning of highs and lows but the main object was to give the car a test and so far that had worked out OK and we headed back to a very pleasant lunch at the Downagat hall with sandwiches, chocolate bars, crisps and, unusually for me, a cold drink as the weather was beginning to warm up and it had been getting quite hot in the car. The lunch break offered the usual chance to have a bit of a catch up with other folk and their trials and victories of the morning before heading out once more to Carlisle airport for tests 10 and 11 which were a modified version of the morning's tests 3 and 4. More fun on this test as an error nearly cost us a WT as I misread the diagram and only Maggy's loud and penetrating repeated shouting was responsible for me avoiding the error. It did affect our time though as a stop and reverse had been necessary and probably cost us between 10 and 15 seconds as we were 15 seconds faster on the second run as test 11.

There had been a bit of an issue prior to test 11 when as I dipped the clutch to enter the test area, there was quite a loud bang and the clutch pedal went to the floor. We had to stop and get the tools out and adjust the clutch cable. I thought it had been odd when I built the car up that the clutch adjustment was about 15mm different to the old car and that was about the amount I had to adjust the clutch up by. I guessed that there must have been a stepped ferrule on the outer cable that hadn't seated properly when I assembled it which by then, due to all the bumping about, had settled in to it's correct location. Anyway, I adjusted the cable up and decided to see how it would go. Fortunately we had no further problems with it.

A pleasant road transfer saw us arrive at The Plumpe Farm near the Scottish border for test 12 and another test of mixed surfaces with greatly varying levels of grip. The test starts on farm track and goes uphill on grass before a descent and a stop line on a muddy track before entering the yard on concrete between the buildings for three pirouettes and a couple of 90's before heading off down a slippery muddy track for a tight slalom to lead in to the finish. We managed it without penalty until we slid through the stop line at the finish costing us another 10 second penalty.

We moved on to test 13 "Watersplash" which was virtually next door and is a test we have done several times on this event in the past. It is a "linear" test with nearly a half mile run out through 3 slaloms and a stop box, between 2 cattle grids, with a fairly tight and slippy 180 at the end before retracing your route until the last slalom where you go left and through the watersplash, which is a truck wheel wash and was particularly full this year for some reason! The sump guard and underbody protection did it's job and the engine didn't cut out in the water (which it did do one year) and we exited test to head up to test 14 at Haggistone Holme.

Another regular test on the Blue Streak which is usually quite fast with 2 good farm tracks leading to some manoeuvring around a small building before retracing your route to the finish. This year the run out was not too bad but the area at the end was very messy (recently used by cows) and as soon as I touched the brake we just slid straight in to a heap of scraped up "cow mud". The marshals were there straight away and told me not to even think of trying to push it out as the previous car had been in the same place and it needed towing out. It was a bit of a bugger and I was not best pleased. Big thanks to the marshals for dragging us out before I drove the rest of the test at not much over walking speed just to get back to the finish without further incident. Our second test maximum of the day which along with the WT on test 2 left us well down the results.

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Blue Streak Targa Rally ***Continued from Page 17***

Tantrums over we headed back for a second run at The Plumpe where we knocked 10 seconds off our previous time but hit a cone which wiped out the improvement before finishing the day off with a second run through "Watersplash" as test 16 where we managed to improve 3 seconds and not repeat our cone strike of the first run through.

There was a time for reflection on the way back to Warwick Bridge and although we had not had the best of days as far as the results were concerned, we had enjoyed the event, as usual, and had achieved the main object of the day which was to give the car it's first competitive run out and see what problems, if any, would arise. Apart from a few minor electrical issues the car had performed well although there is a bit of an underlying engine issue which may require an air flow meter replacement in the near future.

Arrival back at Downagate Hall saw us get the car loaded back on the trailer before heading in for an excellent pie, chips and peas meal. Really nice pie, top marks to the caterers!! After the usual post event crack and the different stories the results were posted and despite our errors had managed to keep out of the bottom spot and managed 28th overall. It had been a good day and this is always a good event and a credit to Spadeadam's organising team and the army of marshals from Spadeadam and other local clubs who turn out to make the event a success. A big thank you to all who participated in making this event happen and we'll see you next year!!

Geoff and Maggy Bateman – Car 11

Peugeot 205

West Cumbria MSC

Saltire RC

Eden Valley MC

Clitheroe & DMC

R.I.P. Cyril Bolton



It is with great sadness to report the passing of Cyril Bolton, a much loved and respected member of the Mini Sport family.

Cyril was at the forefront of many of the Mini Sport success in rallying through the 70' & 80's, his skill as driver was renowned and brought considerable success in the Mini Sport Mini's, often producing giant killing results against bigger and more powerful cars.

Not only was he a great driver but he was a brilliant car preparation specialist building a whole host of fabulous rally cars, where perfection was of the utmost importance.

His most famous as described by CCC magazine at the time "The Ultimate Road Rally Mini" affectionally known as "NCK" after its reg no NCK453P, carried Cyril to many successes in the late 70's, such was his attention to detail and quality NCK is still very much part of the Mini Sport family to this day.

Cyril was a great friend of Mini Sport and the Harper family, he will be sorely missed by us all.

"Nice one Cyril" RIP

To read the blog "Rally Mini NCK - Nice one Cyril!" click the link below.

<https://www.minisport.com/.../rally-mini-nck-nice-one-cyril/>

VSCC Prescott Hillclimb

5th & 6th August

Rogerscale racing hot footed to victory !!!

Mark (Jelly) Jenkins

Saturday saw the paddock of Prescott packed with many different cars from the VSCC

I had helped Dick Smith (the flying dentist and former captain of the Fraser Nash car club) transport his car to Prescott with an personal Interest to watch my neighbour compete at the age of 87 ..

His son Andrew was also competing in the naturally aspirated polished Fraser Nash

UTW.. fresh from winning the previous weekend at oulton park gold cup an impressive shake down!

Scrutineering bought about many laughs as Andrew had presented his helmet which subsequently failed and was de stickered and confiscated.. Andrew exclaiming he had "used the helmet the weekend before at the bloody gold cup" rocking confidently on his heels .., the scuti-neer had denied his right to ride and as funny as it is now Andrew pet- ulantly declared "well that's it then , I'm loading up" only to find his real racing helmet in the passenger footwell!!! After his wife had cleaned the helmet he uses for his lawnmower and got mixed up !!! I wondered where he had perfected his craft .. clearly high speed mowing !!

Saturday saw damp and sometimes raining conditions hold the cars speeds back a little, but couldn't dampen the paddock enthusiasm and interesting chatter .., two runs for both cars and then back to the ho- tel..

After some supper and more Vsccl members chat and tails we headed for a good nights sleep ..

Sunday morning 2.45 am !!!

Fire alarm I assumed the wedding party that were clearly well lubricated earlier in the night had over indulged and taken to popping the alarm .. but as the 400 odd guests stood outside in an array of nightware or indeed like me starkers at the window the truth unfolded ...

Andrew had taken his wet race boots back to the room and was drying them out on the electric towel rail in the bath- room .. only to be awoken by two Thai maintenance men responding to his bathroom being full of steam and smoke from the wet pre oiled boots triggering the smoke alarm sensors ..

He threw the boots on the floor and opened the door not speaking a word of mandarin but understanding perfectly all of the events

Sunday morning was glorious and the crowds and competition cars flooded into Prescott and the surrounding fields.. Andrew putting in a fantastic first run up the hill, taking the class lead and Dick pushing the ever impressive Fraser Nash 1932 Nurburg harder in the dry exclaiming his delight of sliding through the esses on opposite lock .. gaining confidence and speed .. as the sun came out ..

The second runs for both cars ,were hampered by another shower and the hill getting slower ... but no one could deny the man with the hottest driving shoes was indeed Andrew Smith with his class win .., a cracking weekend with two completely cracking characters....

Jelly (newest member of) Rogerscale racing ... (AKA Mark Jenkins)



Bentley Owners Club Silverstone National Circuit 17th August

Mark (Jelly) Jenkins

The journey from Ulock to Silverstone enabled us to test the new Inios Grenadier ..

The powerful turbo charged petrol BMW straight six tried to pull harder than schoolboy in a strip bar and was aided over the terrain by the fabulous 8 speed auto gearbox....a real towing weapon.

Grafting hard with Robert Gates' Bentley Mk6 special in the race trailer through the lakes and onto the motorway ..

We were extremely thirsty after the long drive and were rehydrated with wine at the BRDC barbecue .. a pleasant sundown on the hal-
lowed turf of the home of the British Grand Prix , whilst a jazz band played we ate , chatted and applauded David Rushden and his wife.. on his victory in the Fridays Bentley drivers road test competition, so a great start to the weekend for all!!

Saturday .. Robert Gate had entered several races but at sign on created complete confusion, by kindly offering me one of his drives .

I went out in Qualifying first , after never driving anything this old or heavy before ... and in only 15 minutes managed to whittle my time down to 7th o/a 4th in class for the Bentley drivers trophy race out of 39 cars including single seater specials ...

It was so different to anything I have ever experienced before and I didn't know what to expect ,no driver aided electronics, handling that required all of your attention on the limit and a tail happy exit to every corner.. but bloody great fun !!

Robert qualified next ,sucking hard on another coffin nail he said "that's a good time" and with that look in his eye of the old bull and the young bull he pushed hard early on and beat my time whilst his tyres were still cool and having slipped into the car like an old pair of slippers .. into an impressive 4th place ... for the handicap race !! Reappearing with a wry smile...

He also took his beloved e type and qualified in the all comers race an Impressive 8.5 seconds quicker than the Bentley... life yet in both old dogs !!

After consulting the weather app my sponsor (Robert) had made the executive decision to swap races with me !!! as this meant he would have the dry race .. !!!

Robert made good progress throwing his old girl around and had a race long top ten battle with a Bentley 4¹/₂ blower .. a good showing from the older members of the team ..

Now as I said, I've never driven this car and as the heavens opened and the track was wetter than a mermaids purse. I had to learn the car again in the wet !!

All this under Roberts exceptional p4 qualification surrounded by faster cars .. Being a handicap race, I had a pit lane start and an entertaining time passing lots of cars battling the locking brakes snap oversteer on turn in with as much sideways entertainment the engine room could muster .. but again I loved it .. no real finish but glad to survive the wet weather wrestling and nearly as happy as Robert was to see his car back in one piece ..

We elected to quit whilst ahead and loaded the Jaguar as the weather was now bordering on Monsoon .. and we laughed all the way home ..

A fabulous introduction to being a Bentley Boyone of which many little boys dream ..



Mark (Jelly) Jenkins

Ilkley & DMC Weston Hall Car Trial 9th August

Neil Raven : Ilkley & DMC

After the July car trial was rained off we had everything crossed, hoping the August event would run. The pole planting was in the capable hands of Graham Hepworth with brother Peter on the paperwork, score compiling and camera work. The Weston site is a great venue and as we arrived at the large cast iron gates Hazel Pullan was there to greet us and keep an eye on who was coming in to the grounds. We felt like we should be resetting our stopwatches and shoving a time card out of the window as she and Nick were marshalling on the St Wilfs three days before! Hazel waved us on and we headed off to empty the boot and get scrutineered.

A healthy entry of 14 made it a bit easier to adjust the hills after each run as everyone simply followed each other across the hillside, tackling the hills and watching each other to get some tips on how to approach the more technical climbs. Graham had set out seven hills to take in three times, a combination of very technical to dead straight climbs, some tight and others open.

Hill one was a nice technical one to start off with. If you got the first corner wrong you were off line for the other two and no chance of getting past the three marker. All the field went through, the best score being a 2 by Chris Preston, in his Corsa C, but that was until Henry Kitchen went through last in his newly acquired Peugeot 106. Henry gave the handbrake a little tweak on the second turn which gave him the correct angle to approach the third corner with and just enough room to pass the 3 marker and get a clean. Graham tweaked this hill for round two which increased the cleans to me, Henry and Leon Humphries, which poked the clerk of courses tightening gear and he moved the 3 marker back in for round three, leaving Henry to show us how it's done and clean it!

Mrs Rave and I were out in Agnes, sporting new mud flaps to the front in my bid to souped-up the little Suzuki and stop the grass and sheep poo from covering the car! Fortunately Peter had put Claire above me in the running order so I got a look at the hills when Claire went up them and if she got stuck I could take a different line.

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Western Hall Car Trial

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That is unless I got pole blind! Hill 2 was great. Very tight and bumpy but surprisingly grippy. Peter Clegg in his Silver Corsa made it look far too easy, but was the only one to get a 0, and after walking the hill with Claire she lined up for her go. I must mention at this point that her broken collar bone is healing but whizzing the steering wheel from lock to lock was testing the new joint!

To make it easier for her I tried to direct her out of the hill at post 8 but she was wise to my lack of attention and actually got the right route but lost momentum through me making her hesitate and ended up with a 6. Now the clever among you would have learnt from that mistake and on your run, driven the correct route. Not me! I decided to take my own advice and drove straight out of the hill at post 8, exactly where I tried to get Claire to go! Engage sulk mode and lots of muttering! I like a challenge but dropping 8 marks to the other competitors on only the second hill is a bit much to recover over a club night event.

After my very embarrassing early bath on my first run on hill 2, I made a much better effort on the next two runs, getting the best result on the third round of an impressive 2, the best score on that round. Sioned Kitching was marshalling on this hill and seemed quite pleased I'd managed to get to a 2 and Claire joked with Sioned that I was just trying to impress her after my massive faux par on the first run. Sioned dryly replied, 'who said I was impressed!' Brilliant.

I dragged my bottom lip to hill 3 where St. Wilfs winning nav, Henry Carr, was waiting for us, just before an ominous ridge on an otherwise steady hill. A good run up into a left hand turn then up towards the ridge, was simple enough for me to get the right route and I also got a very satisfying 4 but not quite over the ridge. We had another two runs at it through the evening but I never quite made any further progress and 4 was the best score achieved in class 1 with Henry and Leon poking their noses through to get a 3 in the 1600 class 2. It was a great hill as you felt you needed the speed but had to get round the corner without understeering out of the hill.

Sue Sutcliffe was debuting her new Corsa and had enlisted the help of seasoned car trial champ, Nick pullan, to give her some top tips and weigh the left hand side of the car down. The Corsa was playing up a bit but Sue made it through all the hills to get use to her new chariot and gained plenty of experience for the next events. Mark Busfield was also getting used to a new car, a bog standard Fiat 500, with fragile bumpers and breakoffable side skirts



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Western Hall Car Trial

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Mark is use to a puka trials car but was getting the most out of the Italian fashion icon, while at the same time ensuring it returned home with the same amount of plastic it left with!

Hill 3 cheered me up a bit and I was ready to take on hill 4. Another pivotal corner split the field here. A tricky right hander with a very off camber approach to it. If you didn't carry enough speed to the corner you wouldn't get round, too much and you would glide graciously out of the section! Pete in the silver climbing machine got round and on to a

very impressive 1 with a smooth drive. Claire was up next and didn't quite have enough umph to get round the corner. Lewis Clegg, on his third car trial at 14 years of age, did the same as Claire and then I was up. The 1300cc DOHC Suzuki unit whizzed away and I shot round the corner, so quickly I hurtled across the ridge towards the left turn to the 2 and 1 markers with absolutely no control whatsoever of the bright yellow imitation post van! To slow me down I clipped the 5 marker and re named it 'bollocks!' I could feel the bottom lip quivering again! Fortunately I redeemed myself on the second two runs and achieved a 1 and 2 on them.

Hill 5. A nice straight climb which we both cleared without too much wheel spinning. Graham shortened the run up for the second round but we still got up ok. On the third round he put a little kick halfway up which imbalanced Agnes and set the wheels spinning. My heavy right foot and a sketchy line choice might have had something to do with the poor run. Gary Ross was enjoying the straight runs because he'd fitted a new set of tyres which were rubbing on his wheel arches when he turned the wheel! One plus was his tread was always clear as his wheel arches were rubbing the muck out!

Hill 6. Well, this divided the field as we had the option of two distinct lines. One up a steep but smooth part of the hill, the other over a rather deep looking rut but on a much shallower gradient. We opted for the steep car friendly run but stopped at the 8 marker. Braver types further down the running order took their machines across the rut and faired much better. Stephen Waddington achieved a fine 2, in his gaffer tape styled Panda, and Karen Humphries an impressive 1. The second run of the hill we put our big boy pants on and hit the rut. I think there's still a bit of Ignis in the rut but we got over it and got a 2! On the third run through Graham opened up the smooth line and I had a fab drive up that to get a 0, probably my best drive of the night. Ruby Holmes was sharing the willing Panda and got her best score on the third run through this hill. It was a great hill.

Andy Pullan, another successful St Wilfs nav bringing his partner Nicky and their flying Peugeot 205 into a close 2nd place, was overseeing this hill which was up, down and across a very steep but short hill side, a bit like a railway banking. The leanometer was on red as we weaved our way along the lower side of the hill. But before we got to that we had a 1:2 gradient to get up. Graham had given us a bit of a run up but it looked like you were just going to burry the front end of the car in to the hill! Claire didn't want to re arrange Agnes and took a steady approach which stranded her at the 11 marker. Her next attempt was much more successful and she got to the 1 post but clipped the 7 marker on the way through. Having seen the up ramp was possible I got up ok and achieved a 1 on the first run and a 0 on the second.

David Fawcett was double driving with Chris Preston in the black Corsa which was either spinning it's wheels at maximum revs or driving smoothly through tricky sections. David got a great 0 on this hill showing the heavier Corsa C is a competent trials car. There was no third run on this hill as the sun had well and truly set and putting the lights on the Ignis wasn't an option as it would Rob much needed power!

All that was left to do was to pack the car up and head to the pub to compare our performance with each other over a pint and wait for the results to be announced. Pete took the honours in class 1, with me in first losers place and Maschio Busfield in the baby Ferrari taking 3rd spot. Henry Kitching took the 106 to first place in class 2 on it's debut outing, a promising start to the cars motorsport chapter of its life!

A big thank you to all the marshals who encouraged us to try different lines and remained very unimpressed with my driving skills! Thanks to Dave Barker who checked all the cars through to make sure we were all safe then moved on to heckle as we took on the hills. And to Pete and Graham who gave us some 20 entertaining runs and fended off the approaches of the local sheep and cows whilst setting up! The Ignis performed really well and has plenty to give. The nut stuck in the exhaust mid section rattles nicely when she's on the edge of stalling, which is just as well because the engine is so quiet you can't hear it running. I can feel a loud exhaust coming on, don't tell Mrs Rave



Photos Courtesy of Peter Hepworth

Barcud MC

Barcud Rally

12/13th August

Greg Harrand : Lampeter & DMC

The weekend of the 12 and 13th of August saw Barcud motor club hold their Barcud rally. This rally would consist of some 80 miles of competition starting from Tregaron on OS maps 135 and 146 and would be the sixth round of the welsh road rally championship. Naturally with it being close to home a fair number of Lampeter and district members entered.

First up at car 1 was Cadog Davies who was with regular driver George Williams, they would again be in George's Mk2 Ford escort and hoping for a repeat performance of their recent success on the Pacemaker. At 6 was Stefan "Dr" Davies in his Mk2 Ford escort, he again would have Kieran Price on the maps and were hoping for better luck on this rally after their last couple of attempts ending in DNF's. At 19 was Alan Gaunt in his Peugeot 206, he had partnered with Hefin Jenkins for this event. Declan Mason was a couple of places further back at 21 in another Mk2 Ford escort, he would have Ryan Griffiths guiding him around the route here. At 23 and making his first appearance in the lanes for a little time was James Davies who would be with Owen Rowcliffe for this rally, they would be using a Proton Satria GTI. At 44 were Osian Lloyd Jones and Llyr Davies in Osian's Nissan micra, hoping for a strong result on this local event. Lewis Jenkins was navigating for Jamie Haynes at 63, they were using a Vauxhall corsa. They were followed by Owain Evans at 64 in his Peugeot 206 GTI, he would be with Gwern Thomas for this event. Evan Justin Jones was right behind them at 65 in his Mk1 Ford escort, he had Jac Davies on the maps. At 67 were Arthur Davies and Debbie Evans in Arthur's Ford fiesta ST. Sion Busson was at 71 in his Ford fiesta, he had Ryan Dabner navigating for him again. Carwyn Jones and Steffan Thomas were at 76 in a Proton compact and at 82 were Arfon Jones and Mathew Pryce in a Subaru impreza. Rounding off club members at 83 was Osian Davies in a Peugeot 206 GTI, he had Conor Wilson on the maps.

With signing on done there would first be a test at Pencefn Feeds Ltd Just outside of the town for competitors to tackle.

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Barcud Rally

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Sadly this is where James and Owen's rally would end as one of the Protons shafts would break on the start line of the test, forcing them into immediate retirement. Stefan and Kieran would do best among club members as they set the second best time of 6 minutes and 42 seconds. George and Cadog were fifth best with 6 minutes and 55 seconds, and then it was Osian and Llyr with 7 minutes and 36 seconds. Alan and Hefin were a second off them on 7 minutes and 37 seconds. Carwyn and Steffan were next in the proton with a time of 8 minutes and 8 seconds. Jamie and Lewis followed them with 8 minutes and 19 seconds in their Vauxhall, and then it was Arthur and Debbie on 8 minutes and 30 seconds. Owain and Gwern followed them in 8 minutes and 32 seconds. Arfon and Mathew achieved a time of 9 minutes and 20 seconds and they were followed by Evan Justin and Jac, who whilst setting a time of 8 minutes and 23 seconds had a fault on the test, so a minute was added to their time and they ended up with 9 minutes and 23 seconds. Sion and Ryan were another with faults, so 2 minutes were added to their time and they ended up with 10 minutes and 18 seconds. Osian and Conor also had faults so their time was 13 minutes and 51 seconds. It would sadly be an early night for Declan and Ryan who would retire at the beginning of the event.

With the test complete competitors would then go off and plot the night's route. The first section would take place on Garth farm before heading down the B4343 to Llanfair Clydogau. Most competitors passed through this section without gaining any penalties. Then competitors turned left onto the yellow road towards Glanrhyd. From here it was over the Ffarmers mountain road where TC4S was located, there would be six not as map sections in this section, resulting in everyone gaining penalties. Doing best among club members on this section were George and Cadof who stopped the clocks on 1 minute and 30 seconds and again put themselves into a battle for the rally lead. Next best were Steffan and Kieran with 1 minute and 41 seconds. Alan and Hefin were next with 2 minutes and 22 seconds. Sion and Ryan did well here in novice class and achieved a respectable 2 minutes and 55 seconds, Arfon and Mathew followed them on 3 minutes and 11 seconds. Carwyn and Steffan stopped the clock on 4 minutes and 13 seconds, and then it was Evan Justin and Jac with 5 minutes and 16 seconds and Owain and Gwern managed 5 minutes and 54 seconds.

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Als_25_photos



Als_25_photos



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Barcud Rally

Continued from Page 25

Following them were Jamie and Lewis with 6 minutes and 46 seconds and rounding off club members were Osian and Llyr who had troubles and therefore had a time of 15 minutes and 56 seconds. Sadly the list of retirements grew with both Arthur and Debbie plus Osian and Conor joining a growing list of retirements.

Time control 5 was located at the bottom of the mountain road and then competitors would turn right into the tarmac white which would be another tight section, with time control 6 would be located here on the Sarn Helen roman road. Stefan and Keiran were charging here and were awarded with a time of 31 seconds for their efforts, putting them into the lead of the event. George and Cadog followed on 46 seconds. Osian and Llyr were now trying to claw back time and managed a very respectable 1 minute and 20 seconds here. Alan and Hefin also managed a respectable time with 1 minute and 30 seconds. Carwyn and Steffan were now battling for the novice class lead with 1 minute and 41 seconds in their Proton. Arfon and Mathew were now into the rhythm and managed 1 minute and 55 seconds. Owain and Gwern followed them on 2 minutes and 7 seconds. Then it was Jamie and Lewis on 2 minutes and 12 seconds and not far off on 2 minutes and 16 were Sion and Ryan on 2 minutes and 12 seconds. Evan Justin and Jac were another crew with troubles and managed 10 minutes and 12 seconds.

From here the route then went back through Llanfair Clydogau and up through Olmarch where there would be another tight section at Time control 8S. Here again it would be Steffan and Kieran that did best with 40 seconds gained. This would in fact be the best overall time at this clock. The section would finish just before Comins Capel Betws. At this point Stefan and Kieran held a 10 seconds lead in the rally, with a total time of 9 minutes and 34 seconds. George and Cadog were next in third overall, they had a penalty count of 9 minutes and 58 seconds. Alan and Hefin were third among club entrants in sixteenth overall with 12 minutes and 52 seconds.

The next section of the event began just North of Llangeitho with a short loop on the lanes outside of the village before competitors joined the B4342 briefly as they passed through Bwlch-Llan. Time control 12S was located here between the villages, and again would see competitors gain penalties.

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Barcud Rally

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Best among club members were George and Cadog with 1 minute and 6 seconds. Hot on their heels were Steffan and Kieran with 1 minute and 9 seconds. Doing very well here were Carwyn and Steffan as they set an excellent time of 1 minute and 27 seconds. Alan and Hefin followed them on 1 minute and 50 seconds, and then it was Sion and Ryan with 1 minute and 53 seconds. Owain and Gwern were also right behind them on 1 minute and 56 seconds. Jamie and Lewis managed 2 minutes and 29 seconds. Saldy there would be more retirements, with Osian and Llyr and Arfon and Mathew both retiring, with Arfon retiring with an overheating engine in their Subaru. Evan Justin and Jac would have a troubled night and would go over time limit at the final Main control, so they would also not feature on the results sheet.

From here it was through Llundain-Fach and through the well known ford at Trefilan before crossing the B4337 towards Cilcennin, before then turning right and having the section finish on the give way back on the B road. Time control 14S was located at the finish of this section, and here Stefan and Kieran were once again pushing hard, setting a time that few could get close to, with 1 minute and 25 seconds gained. George and Cadog were next best among club entrants, with 2 minutes and 27 seconds

They were followed by Sion and Ryan with 3 minutes and 21 seconds. After this it was a close battle between car 64 Owain and Gwern, and 76, Carwyn and Steffan, with Carwyn and Steffan just getting the better time with 3 minutes and 38 over Owain and Gwern's 3 minutes and 39. Jamie and Lewis managed 3 minutes and 44 seconds, and Alan and Hefin rounded things off with 4 minutes and 15 seconds.

A short section just outside of Bethania and Penuwch followed before the route crossed over to map 135. The next section would begin to the east of Rhydroser before moving down into Trefenter. Time control 20S was on this section of road, and here once again Stefan and Kieran were the pace setters with only 4 seconds gained. George and Cadog once again followed them on 19 seconds, and then it was Alan and Hefin who managed a time of 51 seconds, and they were the only club entrants under the minute mark.

The final couple of sections of the rally saw competitors loop around Bontnewydd and very briefly back onto map 146 before again heading north back onto map 135. There would be two more sections between Bronant and Lledrod with the first being to the West of the A485 and then a section to the East followed.



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Barcud Rally

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Time control 30S would be the final one of the night and would be the last one where penalties were gained for competitors. Stefan and Kieran rounded off an excellent night by setting the pace again, with 1 minute and 33 seconds gained, George and Cadog would be a further 10 back on 1 minute and 43 seconds. Then it would be Carwyn and Steffan on 2 minutes and 33 seconds. Jamie and Lewis achieved 2 minutes and 35 seconds, and Alan and Hefin managed 2 minutes and 48 seconds. Owain and Gwern had 3 minutes and 34 seconds. Sion and Ryan missed the last few controls so they would not gain time here but would pick up penalties for not passing through controls.

With a tough but enjoyable night complete it was back to Tregaron for the finish, and it was no surprise to see that the event winners were car 6, Stefan "Dr" Davies and Kieran Price that had an excellent run pulled out a comfortable victory, turning their recent run of bad luck on its head in the process. They had a penalty count of 16 minutes at the end. A well deserved result for them. George Williams and Cadog Davies would be next as they finished in third overall, they had a penalty count of 18 minutes and 10 seconds. Alan Gaunt and Hefin Davies would finish in a very respectable fourteenth overall with 27 minutes and 35 seconds. Carwyn Jones and Steffan Thomas finished in an excellent twenty-ninth overall with a count of 37 minutes and 21 seconds, they would win the novice class in the process. Jamie Haynes and Lewis Jenkins finished in thirty second overall. Their penalty count was 46 minutes and 25 seconds. Sion Busson and Ryan Dabner finished forty-ninth with 153 minutes and 7 seconds, they also had 8 fails. Owain Evans and Gwern Thomas finished in fifty-second with 59 minutes and 1 second, and they also had 19 fails.

Greg Harrand : Lampeter & DMC

Photos Courtesy of Alun Rees : alunrees@ntlworld.com




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RETRO RALLYCROSS 2023 CHAMPIONSHIP

Pembrey 19th August

Tony Lynch provisionally secures the 2023 Retro Rallycross Championship

Wigan racer Tony Lynch ensured a successful conclusion to his 2023 Retro Rallycross Championship season despite having two rounds left to run after provisionally securing the championship title during the latest meeting of the season at Pembrey.

Tony headed into the weekend having established a handy lead in the standings at the wheel of his Landsail Tyres Team Geriatric-run Toyota MR2, and aware that if results were to go his way, he could secure an unassailable lead in the championship race.

Saturday's fifth round started in positive fashion as Tony secured a comfortable victory in the opening heat and he backed it up by once again leading the field home in heat two.

A third straight win in the third heat ensured Tony would start the final from pole and - in a race combined with the Super Retro field - he secured a comfortable class win and took third overall, ahead of one of the cars from the quicker class.

Sunday's event would see the field tackle the Pembrey circuit in the opposite direction and Tony was once again the driver to beat from the outset.

Winning all three heats by an ever-increasing margin, Tony looked well set to add another victory to his tally only to hit trouble when the all-important final came around.

Unfortunately for Tony, an issue with the battery outside the control of the team would affect the ECU on the Toyota and left him down on power, resulting in him taking the flag back in third spot as Pip Davey secured a popular maiden win for a female racer in the series.

Showing his consistency this season, that third-place finish marked his lowest finish of the campaign but the points scored across the weekend were still enough to give Tony an unassailable advantage in the standings regardless of the results across the final two events at the Valkenswaard circuit in the Netherlands next month and then at Lydden Hill in November.

"To wrap up the title with two rounds to go is fantastic, and removes a lot of pressure ahead of the remaining events," he said. "Heading to Wales, we knew that there was a chance we could take an unassailable lead in the standings if results went our way, but I tried to just focus on doing the best job possible and not think about it too much.

"Saturday was pretty much the perfect day as we were able to control all three heats and then scored maximum points in the final to strengthen our advantage, and it looked like being a similar story on Sunday before a battery issue hampered our chances.

"However, third place was still good enough to put us out of reach in the points and to win the Retro class for the second year in a row is reward for the hard work that the team has put in with the Toyota since we decided to buy the cars and join the series.

"It wouldn't have been possible without the backing of our fantastic sponsors and we cannot thank them enough for their support, and look forward to sharing our success with them."



Mission Motorsport

Croft Trackday

22nd August

Neil Raven : Ilkley & DMC

After a call for more volunteers to help out on the Mission Motorsport Croft Trackday, I hastily rearranged my annual leave at work and got the day off to take willing members of the forces, veterans, and their families around Croft circuit all day in the sunshine

I've rallied many times around Croft, with Ann Forster, and every lap I did today brought back memories of blasting around in the Subaru and 106, most of the time on the circuit, the odd time on the grass. Today was not a day to be going off and at the drivers briefing we were told we weren't there to explore our limits but to give the guests an enjoyable drive around the iconic circuit.

The Trackday was part of a forces family day, put on by Mission Motorsport, to give them a fun day out and the opportunity to share their experiences and enjoy a break from everyday life. And there were some superb cars there today. Aston Martin, Jag F Type, Porsche GT4 and GT3, racing BMW E46 and an astounding silver MX5 with spotlights, magnetic roundels (thank you for the loan of those Chris Tindall) and a noisy exhaust

I have done one of these events before and the MX5 was low on the list of the guests but there were so many people there today, approximately 250, that all the 30 cars were needed. We gave each passenger 2 laps and came in to take another. I got in the car at 9.30am for the first stint, had a 20 min break and finished at 12.30 for lunch. Then back in the car at 1.30 until 3pm when I went to get some more fuel and back on the track 20 mins later until 5pm!

The poor car was stinking of hot brakes but kept on going

I didn't actually get much of a break at lunch because I had to go and source some oil to top up the 2.0 litre which engine was being run hard at high temperatures and drinks oil at the best of times

Everyone I met was grateful to us for giving up our time to take them out and seemed to enjoy listening to the MX5's snow tyres being tortured on the grippy corners. I watched the lines the cars that passed me took and got quicker and smoother each run. As the day went on drivers started to leave and the last 30 mins was non stop but was great fun.

My last run turned out to be the last run of the day and I had the circuit to myself. My passenger was the volunteer who had been loading the guests in to the cars all day and we enjoyed a final spirited run round the circuit. The car had run faultlessly all day and was squirming around in the fast bends but kept on the black stuff and pointing in the right direction

A big thank you to the organising team for putting on a great day which gave us all an opportunity to give something back to the people who defend us and our country. The constant battles they have with their memories of what they've experienced are lifted for a day, as they enjoy the thrill of being in a car being driven at speed. We all know how addictive that can be



Neil Raven : Ilkley & DMC

Classic Sports Car Club

Donnington GP

5th / 6th August

Paul Commons

BTCC front-runner Josh Cook played a starring role in the Classic Sports Car Club's Donington Park GP meeting as he and Mike Gardiner claimed a dominant Mintex Classic K victory in very trying conditions.

Having been in two minds whether to make the short trip to Donington, with torrential rain forecast for the majority of the day, it was refreshing to find that the weather had little impact on proceedings. In fact just a couple of laps under safety car conditions at the start of each qualifying session was all that was required, a reminder of what is possible when driving to the conditions (something that elite level motorsport seems to have ruled out these days)!

With the rain continuing to teem down at the Leicestershire circuit the Mintex Classic K field of more than 30 cars miraculously navigated the infamous Craner Curves with little incident and somewhat surprisingly it was an E-type in the hands of Steven Osborne that lead the early stages, proof if ever it were needed that the recent re-surfacing has far improved the grip levels. That was until an off at Coppice saw the Jaguar man beached in the gravel, losing a couple of laps whilst recovered and any chance of victory in the process.

Following the closing of the pit window, which coincided with a Safety car for Martin Richardson's marooned MG B at Schwantz, Mark Russell (E-Type Jaguar) found himself with a slender lead over the now Josh Cook piloted Ford Lotus Cortina as the track returned to green. Cook however was in a class of his own in the tricky conditions, soon passing Russell and going on to claim a commanding near 30 second victory for he and Mike Gardiner; with Cook's fastest lap more than 2 seconds quicker than anyone else! Meanwhile Peter Smith and Mike Simpson would round out the podium positions with an excellent third in their Lotus Cortina.

The Swinging 60s races usually provide high levels of entertainment and the Donington GP meeting would not disappoint either. In the Group 2 race for larger engined machines, Jon Wolfe put in what appeared to be a relatively controlled drive to victory aboard his TVR Tuscan however the post race interview revealed an altercation with the Mcleans tyre wall, thus making the 12 second win all the more remarkable!



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Meanwhile Stephen Pickering (Sunbeam Tiger) set the fastest lap of the race (almost 2 seconds quicker than anyone else) on his way to 3rd despite a 20 second success penalty but was not quite able to catch Dean Halsey's Datsun 240z who found himself on the second step of the podium.

Some 41 cars lined up for the Swinging 60s Group 1 race in what had become almost dry conditions for the final scheduled event of the day. And perhaps the best was saved until last as a fantastic battle took place for the entire 40 minute duration of the race between the Chris Watkinson piloted Austin Mini and Mini Marcos of Sam Polley. The bright orange Mini of Watkinson lead the early stages from pole but Polley seemed to have the better overall pace and was able to snatch the lead before the mid race pitstops. The Marcos bodied machine however emerged from the pits with a sizeable gap to make up and despite catching over the closing laps Polley was not able to get past, with Watkinson's rapid pitstop ultimately landing him the victory!

Elsewhere Tony and Aston Blake claimed a double victory in their TVR Tuscan Challenge car, just getting the better of close rival Alex Taylor on both occasions. Both in Tuscan's for the Modern Classics race, there was little to choose between the machines over the opening stint, however Taylor was slowed and ultimately forced into retirement following a collision with a back-marker at Coppice. This left Tom Barley (BMW 328i E36) to claim second, despite a 30 second penalty for missing the pit window, and Aidan Farrell / David Whelan to take third aboard their Porsche 911.

In the Future Classics event, Alex Taylor, this time aboard the familiar Mazda RX-7, put in a stellar drive to make up a huge chunk of his success related pitstop penalty during the second half of the race to take second, just ten seconds in arrears of the Blake's Tuscan at the flag. Meanwhile Matthew and Martyn Ellis claimed third aboard their Talbot Sunbeam Lotus.

And finally, on this occasion the Co-ordSport Tin Tops were interlopers on the historic/classic side of the CSCC schedule and Danny Cassar remarkably (somewhat aided by a safety car and a clutch issue for Adam Brown) made up the entire of his 90 second success penalty to claim victory aboard the Honda Integra Type R!

Thankfully I didn't let the weather put me off as a great days racing was witnessed and, fortunately, being once gifted the [Canon ERC-E5 raincover](#) (despite being mega expensive is far superior to the cheaper alternatives) was able to shoot throughout the monsoon conditions and gain some different photos from the less often used Grand Prix loop!



Paul Commons Motorsport Photography

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

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



Product

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

For pricing and any other enquiries please get in touch via email

paul.commonson@yahoo.co.uk

Or visit the website

<http://paulcommonsmotorsport.com>



100th Anniversary Event Lymm AutoSolo August 13th

Steve Johnson : CSMA NW MSG

CSMA was started in 1923 by a group of Civil Servants in London; currently it has around 180,000 members!

The North West Motorsport Group was started in Accrington in 2002. The main reason for the group was to set up and run the Civil Service Rally with a start and finish venue of Eaves Hall Country Club, West Bradford Nr Clitheroe – well it was our 'club house' back then as we owned it!.... The team was made up of 6 to 8 CSMA members all who had marshalled or completed on North West road rallies for some 25 years, including Steve Butler and Paul Buckle who took over the running of the rally after about 4 years and carried on for another 16 years, as the Clitheronian, with support from our NW MSG members

CSMA NW MSG also work in partnership with the Under 17 Motor Club NW and the Accrington MSC to run 10 Auto-SOLO/Autotest events in 2023 at Blackburn and Lymm services venues.

See- <https://linktr.ee/TogetherInMotorsport>

The August Lymm event was not only to celebrate 100 years of our club, CSMA; but also the hard work of all the volunteers that make these events happen!

A full entry of 56 cars was the reward, for all the clubs PR, It was also great to see several new drivers at this year's events, and many are new to AutoSOLOs. Where else can you 'Go Motorsport' for £40! It has to be one of the cheapest forms of motorsport currently available.

To look at the results see-

<http://www.anwcc.co.uk/AS20230813-lymm.pdf>

It was very rewarding to see that the event had over 30 entries of the 56 from families out for an affordable day's motorsport! With several Daughters & Sons beating their Fathers on the Day!

All is fair to say, in motorsport, all can complete on and even playing field when it comes to driving, either male or female. But the weather can make life a lottery.... and it did so on the day!



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Fortunately all enjoyed the day with Neil Jones taking FTD by 0.9 Seconds from Michael Dolby with Dad Steve Dolby 3rd, all in MX5s! But the Saloon car of Andy Williams in his 998 coil pack Nissan Micra was a great 4th overall closely followed for second in class A and 6th Overall by Ashley Brownlee in Her 1300 Toyota Yaris.



The Autotest had, 16 Year old Ben Briggs, Under 17 Motor Club NW from Accrington, doing only his second autotest event

and driving solo! But as a now a well established 'Hill-climb' driver Ben was having a good practice at doing 'J turns' and handbrake turns legally!..... in the dry and wet! This was his 4th event in 4 weeks! Ben is currently, the joint leader of the ANWCC all-rounder championship only 1 point short of a maximum score! Well done.

The last event of the year for the Lymm/Blackburn team is 9th/10th September 2023 the event regulations are available on both ANWCC and SD34MSG websites.

Steve Johnson : CSMA NW MSG

40 Years of North West Autotests

40 years ago I did my first Autotest on the Accrington Town Centre Broadway car park, I had up to then been road rallying.... but the costs with inflation at around 12% and being a home owner the mortgage rates were 15% was just too great! In 1982!

Autotest were affordable.

Maurice Ellison was SD34 Secretary at that time and compiled the SD34 'Lees for Tiles' League from what I remember

Autotest events lost since those days in the Lancashire/ Greater Manchester area are listed below. Several of these clubs in the list did run two events each year. This is some 12-18 events lost, just in the North West area!

- **Blackpool South Shore MC**
- **Bury AC** (Folded)
- **Clitheroe DMC**
- **High Moor MC**
- **Kirkby Lonsdale MC**
- **Lancs & Cheshire CC** (Folded)
- **Pendle DMC**
- **Spring Hill MSC** (Folded)
- **Stockport MC**
- **West Lancs MC** (Folded)
- **Wigan DMC**
- **2300MC**

Some of these clubs have stopped doing any motorsport, a few have dissolved altogether, and some are just a social club. One or two have moved to just Rallying or Speed events, the one discipline depending which their motor club members are interested in. All clubs need to look at how to attract new members!

I hope that anyone reading this glum view may have suggestions and be willing/able to send them to Maurice for inclusion in a future Spotlight. As I can see that all those who started motorsport when I did,..... are now 40 years older and few folk are volunteering to take our places!...

Autotests were always a 'little known' form of motorsport 40 years ago, as is the current AutoSOLO; 99% of the UK population only think motorsport is F1!.... Thankfully some do know that you can still have fun for around £40 in your own car... Just try AutoSolo!

Anon

boundless

BY CSMA

& U17MC(NW)

Lymm AutoSolo

August 13th

Karl Woolfenden

Great weekend having a try at Autosolo with Brad and Drew. Grassroots motorsport, no special car required, no special clothing or helmets needed, not even a driving license!!

Really good fun and cheap- you can also start at 14!!
(Worth putting the volume up on the in car run)

Got chance to play and get to know the Elise too.

It's pretty simple and low cost way to get into motorsport.

Most areas have a local motorsport club, who are full of enthusiasts glad to help.

Go on you know you want to

Karl Woolfenden

www.knutsfordmotorclub.co.uk/

www.anwcc.co.uk

www.u17mc-northwest.org.uk



How to run an AutoSOLO

Grassroots motorsport, no special car required, no special clothing or helmets needed, not even a driving licence! Really good fun and cheap – you can also start at 14!

Autosolos are a great entry point into motorsport and a great way for Clubs to encourage newcomers and train future organisers. This is how to run one.

Produced with kind assistance from Steve Johnson, who has been involved in grassroots motorsport for more than 40 years, during which time he has been involved in organising a large number of

Autosolo events for Boundless By CSMA NW MSG, Accrington MSC and the Under 17 Motor Club North West, plus display events at Event City Manchester, Silverstone, NEC and SEC!.

Autosolos, which are a part of StreetCar, are relatively easy and cost-effective events for Clubs to organise. All they require is a compact venue, with a sealed surface, room for a couple of 200x200m tests, a set of cones and ropes or barrier tape, and some enthusiastic volunteers to set them up.



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How to Organise an AutSOLO

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The limited barriers entry makes them a popular form of motorsport, with a relatively simple format (drive the course against the clock) that is good for beginners but also challenge for those who want to push the limits.

They are also ideal events for Clubs to train members up to be sector marshals or even stage commanders – because with the organisation and safety elements that are required, they are just like a small section of a bigger event.

Plan ahead

To be involved in a Championship, the event must be planned around July as organisers plan calendars around October. If it is a stand-alone, a minimum of three months should give enough time to get everything prepared. Using digital planning software – for example the Sapphire system – can help with planning and management because it is intuitive and repeatable for future events.

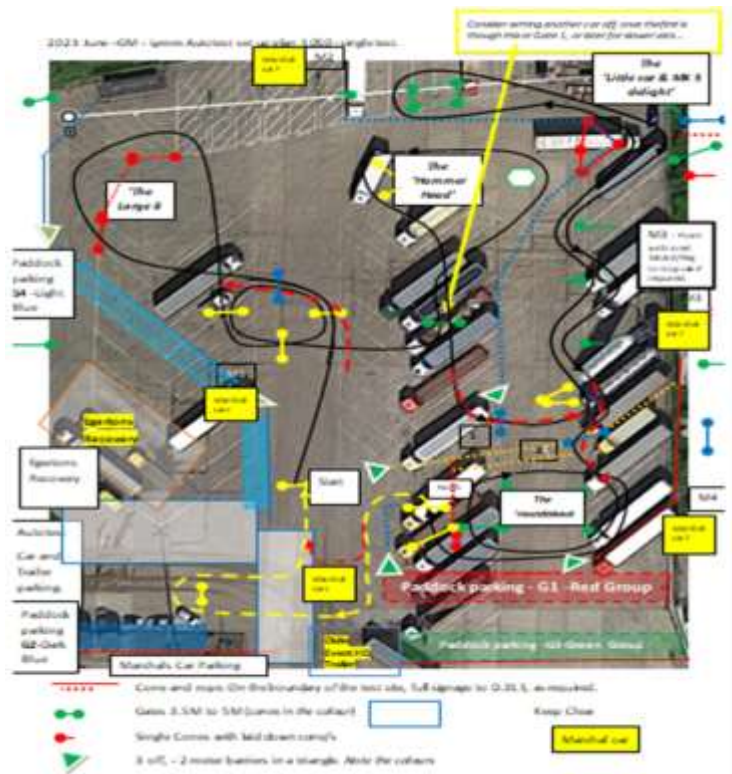
Make the venue a priority

The first and most important step is to secure a venue – as written permission from the owner is required to apply for a Motorsport UK permit. Check what facilities it has and what else is required – for example, running an event at a motorway services can save extra work, as a lot of facilities are on site.

Once you have a venue, it is vital to look after the relationship. Liaise with the owner regularly and keep a constant flow of information. It is easier to lose a venue than find one and if you do not leave it tidy at the end of the event, you will not be going back.

Spread the word

No event will attract competitors without the right promotion, but you need to think about who your potential customers are. The usual social media routes such as Facebook, twitter and Instagram are helpful, especially when posts can be shared by 'friendly' Clubs nearby, but to reach beyond your own members, enter one of the Regional Association Championships, most of which are very open to new events. This can also help not only share competitors but also share *event equipment*. *Often Auto-SOLO events encourage new families into motorsport as drivers can be from 14 years of age, but these new to motorsport will need help and guidance from the organising team!*



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How to Organise an AutSOLO

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Design the course carefully

An Autosolo is typically a first gear sprint around a car park or similar sealed surface venue. The course must have a 90-degree change of direction every 60 meters of travel, to keep the speeds down, and ideally it should balance left and right turns for even tyre wear. Any turns over 90-degrees should be on a minimum of a 5M radius.

If possible use different colours of cones to 'help' drivers get the route correct! It does not need to need a memory test! Blue, yellow and Green cones are now widely available as well as red/orange ones! 750mm cones are also a lot lighter for marshals to handle!

Develop a course plan diagram before the event, containing the course and also the paddock and safety areas. This is not required before submitting for a permit, but it is useful to have, if you are a new club organising AutoSOLO then MSUK may request your test diagrams in advance. Involve an established competitor in creating the layout, because they usually know what the competitors will want. Crucially, the diagram should be flexible as you never know what issues will occur on the day.

You will also need to set up your event regulations. To do so, take guidance from the Motorsport UK Yearbook but also look at regulations created by Clubs that have run similar events successfully.

Schedule flexibly

Once you know how many competitors you have, prepare a schedule for the day. This is typically based on splitting the field into groups, allocating each group around 25-30 minutes of running – this is usually the maximum time marshals are happy to be out on the course. Within that time, plan a set number of tests but be flexible – and if a session runs slowly, change the number of tests rather than the session length to avoid over-running

Make things clear

It is good practice to send out final instructions to all the competitors the week before. That way, they can read it and print it out themselves, saving a lot of admin time on the event. When the circuit has been planned, share that with competitors too, so they are already aware how everything is laid out.

You also need to create a risk assessment and an incident plan and share that with the organising team before the event. Keep the risk assessment short, ideally no more than six pages long. There are lots of examples online but many are over-complicated. There is a good example on the ANWCC website.

<http://anwcc.co.uk/risk-assessment.pdf>

<http://anwcc.co.uk/incident-plan.pdf>

Entry	Driver	Car	Red	Navy Blue	Green	Light Blue	Marshal
entry	entryname	Car	1	2	3	4	Site
A/T 3.1	Ben Briggs	Nissan Micra					TK
A01	Ashley Brontes	Toyota Yaris	•				M2
A02	Duncan Wild	Austin Cooper	•				TK/Scuba
A03	Steven Butler	Nissan Micra	•				TK(S)
A04	Stephen Johnson	Nissan	•				TK(S)
A05	Nigel Johnson	Nissan Micra		•			TL/TK
A06	Ray Simpson	Nissan Micra	•				TK
A07	Mary Fonseca	Citroen C1	•				M3
A08	Jenny Fonseca	Citroen C1		•			TK
A09	Adam O'Shaughnessy	Nissan Micra	•				TK(S)
A10	Mark Johnson	Nissan Micra	•				M2
A11	James Cradock	Nissan Micra	•				M3
A12	Brian Woodford	Citroen C1	•				M1
A13	Derek Woodford	Citroen C1	•				M1
A14	Christopher McMahon	Nissan Micra		•			TK/Scuba
A15	Scott McMahon	Nissan Micra	•				TK
A16	Andrew Williams	Nissan Micra	•				TK
A17	Joshua Corrine	Peugeot 107					M1
B01	Chris Kettle	Ford Fiesta ST2		•			M2
B02	GARY SHEDDEN	Toyota Yaris		•			TK
B03	Neil Morgan	Toyota Yaris	•				TL/TK
B04	Sarah Williams	Mini Cooper S		•			M3
B05	Andrew Gillett	Suzuki Swift Sport	•				TK
B06	Victoria Swallow	Suzuki Swift Sport		•			TK
B07	Nick Potts	Ford 500 Twain		•			M3
B08	Chris Milward-Jackson	Suzuki Swift Sport		•			M1
B09	Carol Milward-Jackson	Suzuki Swift Sport		•			M1
B10	Shawn Burns	Suzuki Swift Sport		•			M2
C01	Lauren Crook	Seat 9-3			•		TL/TK
C02	Victoria Self	Saturn Ikon			•		M2
C03	Martin Self	PTON Coupe			•		M3
C04	Neil Jones	Nissan Micra			•		TK
C05	Howard Morris	Nissan			•		TK
C06	David Durrill	Toyota MR2			•		M1
C07	David Durrill	Nissan Micra			•		M1
C08	Ros Roston	Nissan Micra			•		M3
C09	Phil Hunter	Nissan Micra			•		M1
C10	Oliver Michaels	Toyota MR2			•		M2
C11	Chris Laiden	Toyota MR2 Roadster			•		M3
C12	Michael Dobbs	Nissan Micra			•		TK
C13	Steve Dobby	Nissan Micra			•		TK/Scuba
C14	Shawn Mundy	Nissan Micra			•		M2
C15	Christopher Mundy	Nissan			•		M2
C16	Colin Houston	Nissan Micra			•		Photos
C17	Andrew Robinson	Nissan Micra			•		M3
C18	James Robinson	Nissan Micra			•		M3
C19	Neil Woodford	Nissan Micra			•		M1
C20	Craig Rigby	Nissan Micra			•		M2
C21	Steve Kaye	Nissan Micra			•		TK
C22	Walter Kaye	Nissan Micra			•		TK
C23	John Jones	MG TF 135			•		TK/Scuba
C24	Neil Corbett	Nissan			•		M1
C25	Neil Corbett	Nissan			•		TK
C26	Philip Clegg	Smart car			•		M1
C27	Richard Atcock	Renault Clio			•		TK
C28	Mark Atcock	Renault Clio			•		TK
C29	Philip Warrle	MG TF			•		TK
C30	Andy Rogers	2006 Ford Fiesta 1.4 Zetec			•		TK
C31	John W. Smith	Haynes Roadster			•		TL/TK
Run Order	Complete after test	Drive	1	2	3	4	
		1	2	3	4	1	
		3	4	1	2		
		4	1	2	3		



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Select a good team

A good event cannot run well without a good team and you should select an experienced Clerk of the Course and possibly a Test Commander – although they are quite often the same person. Other members should include a Safety Officer, a Chief Marshall, a Scrutineer and an Event Secretary. The use of digital timing can reduce the number of people needed, while having competitors also marshal can further reduce numbers. On a small club night event, it may run with one Steward and one other person doing all the jobs!

Set up in advance

If possible, particularly on larger events, set up the whole event the day before you plan to run it, so it is all ready to go first thing the next morning. You will need a stock of equipment or can try to borrow from other Clubs to save costs. The list of essentials includes safety signs, cones, cable ties and rope. Asking competitors to help can be a win-win, because it reduces set-up time and allows competitors to walk the course.

The route is typically laid out with cones and either arrow signs or more cones laid on their side pointing in the corner's direction. It should be intuitive to drive, rather than a memory test. Put up signs to show people where they can and cannot go – standard signs are 'Motorsport is Dangerous'; 'Prohibited Area' and no entry signs. Ideally use Correx and releasable cable ties, as they can be re-used. Separate out the paddock and live circuit using ropes – again, these can be re-used rather than tape, which ends up in the bin and can also blow away.

Organise in groups

Several events run a four group, 'drive-rest-marshall-rest' system or a similar three group set up, enabling everyone to get to drive and marshal each session. Marshalling is part of motorsport!...

Split the field into separate driving groups and in each rotation give each group one driving session, one marshalling and the rest a break. That helps the flow of the day, avoids too much waiting and gives people experience in managing an event its safety elements, which can help future event organisation. At the end of the event all drivers can be 'encouraged' to help clear up after the event

Put a focus on safety

Set up an event headquarters in a convenient place – it can be useful to have a trailer containing all the kit to use as a central hub – and keep a hard copy of the risk assessment and incident plans here. Make sure the required firefighting equipment – dry powder and AFFF fire extinguishers – is at the start or finish area and, if possible, also at the event headquarters. You also need first aid cover – a basic first aid box will suffice – and ideally a first aider on site.



How to Organise an AutSOLO

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Prepare for the conditions

Advise competitors to come appropriately dressed and set up a gazebo or to give cover from rain – or, if you are lucky, shade from the sun – but make sure it is fully strapped down because they can easily blow away. Often, competitors will bring their own pop-up tents to put tools, wheels and other items, make sure the paddock is big enough – plan for twice as big as you think you would need, and if you run a grouped system, make four sections in the paddock too, as that keeps everything in better order. If it is too small, it can get messy.

Start the day well

Try to welcome marshals and officials with some sustenance – a bacon roll and a cup of tea for example – and also have cake or biscuits available at HQ if you can. If you have the resources, offer the same to spectators – either for a charity donation, or included in the event cost.

Meet and greet

Allocate a marshal to meet and greet competitors onto the site, because even if they are provided with all the information, they often still need guidance when they arrive. The marshal should have a full list of names and which group/ paddock they need to be in. Being organised gives competitors confidence and once they have set up, run a drivers' briefing to talk through the final instructions and allow any questions they may have. It is best to get issues resolved immediately.

Digital timing

The mobile timing apps now available – such as TimingAppLive – make running an event far easier, with one timekeeper able to time a car from start to finish. If the course has the capacity and good visibility of all the sectors, cars can be set off at 30-second intervals. This will require additional timekeepers to manage each car. Using an App means results can appear instantaneously, as soon as the last car finishes, but in case there is a problem with Internet connectivity, it is also good to manually record the times.

Send people home happy

Prizes cost money, so to keep entry costs down some clubs choose not award them, but a little something is nice to have. Bottles of wine can be good, or maybe a printed mug – not only useful but also good publicity for the Club when used! If there are any newcomers, create a rookie prize to encourage them to come back.

If possible... Make sure you have someone at the event to take photographs – a friend of an organiser or even a competitor when they are not on track. Competitors will always love to have pictures of them in action, but they can also be used on social media to showcase the day and promote future events.

Bad weather

Never be put off by bad weather. Although practising for events is not permitted; the Clerk or Steward can drive the Tests if needed. Drivers should be briefed before the event to drive to the conditions, and then the event can proceed as planned. Make sure the Marshals and event officials are also prepared to deal with wet / windy weather.

Unexpected spectators

Always welcome any spectators who turn up, just make sure they stay outside the live track and the paddocks. Prepare printed leaflets about the Club too – ideally with a list of upcoming event dates – and hand them out because if they like the event, they could become a future participant.

Competitor complaints

It is important to encourage everyone to Race with Respect from the start, but if there are any issues, make sure the event team is available at all times and encourage competitors to speak up when any issues occur. That way, they can be sorted out as the event goes along, rather than having the need for protests or complaints at the end. The last thing you want is a competitor going home disgruntled and then giving your events a bad name.



It's all a bit of a Trial

Neil Raven : Ilkley & DMC

Agnes is all set for a full weekend of trialing! The rain has stopped and the hills look very slippery First up is the Aire-dale and Pennine MCC Car Trial.

Last time Agnes was here she had an incontinence problem and let all her water out! New fan and radiator cap installed so hopefully she won't wee herself

Thank you to Henry Kitching and Kevin Savage for the black round things that will hopefully find a bit of grip today

The rain held off until lunch Some great hills which aren't suited to Autotest skills A morning of learning and fun

Agnes has kept her cool, which is relief

A huge thank you to all the marshals for yesterday, you were always smiling and having a good laugh, even if Neil Toft did erase me from his memory on the first round

A great day and well organised, the sun was just a bit wetter than previous years

The second trial of the weekend was just up the road from Saturday's event the Strid venue near Bolton Abbey.

Rain was the order of the day again and after Adrian Tate and Blair Roebuck had spent all day setting up in the rain it was only polite to sit in our cars and drive the hills

As with the A&P event the marshals were the heroes of the day! The small but quality band of hi viz clad officials moved along the hillside leap frogging each other to keep us moving along. Blair was in charge so had the brightest hi viz outfit on and was seen selling RAC breakdown cover during the lunch break

Young Lewis Clegg was double driving with dad, Peter Clegg, in their new Corsa. Lewis improved on every hill, peaking on hill 2 of the last round where he drove like a seasoned trialer to get the Silver Vauxhall up a very slippery tight climb. I was next through and didn't get up the tricky tight left turn but fortunately dad Pete did, much to his relief Pete was also sporting the latest Sparco trialling wellies! I think he was hoping to find a couple of sheep in the fields to put the boots to good use

The rain eased up after lunch and stayed away until we packed the hills up and set off to the jet wash to clean the cars down. Others had significantly further to go, two competitors coming from Somerset

As yesterday I finished 3rd from last, consistent if nothing else A huge thank you again to the marshals and clerk of course who really did make the day a success. Sheena Tullie had the results collated in super quick time allowing everyone to get a good start home. The award winners were presented with a variety of Yorkshire made goodies, Ilkley beer, Seabrook crisps and Wensleydale cheese!



Neil Raven : Ilkley & DMC

Ilkley & DMC Classic Run

13th August

Neil Raven : Ilkley & DMC

A much steadier day in the car today taking part in the [Ilkley And District Motor Club](#)'s Classic Run. A fantastic variety of cars turned out to enjoy a 116 mile route through the Yorkshire Dales.

The other difference to this event was I was in the silly seat telling [Claire Nevar](#) where to go. Fortunately we were issued with both tulip diagrams and a map to get us round. The route had been checked thoroughly and the tulips very clear so I was able to sound like I knew what I was doing.

The run from breakfast to lunch was steady enough and we found lunch ok and enjoyed a picnic with Jane and Francis Tindall, Nick Pullan and John Brogden. Nick had brought his picnic basket complete with China cups. We all looked like picnic amateurs as we peeled the lids off our Tupperware containers.

The afternoon run back to the start took on some wonderful North Yorkshire scenery, especially the run up Coverdale and dramatic drop down into Kettlewell. The Kettlewell scarecrow festival was in full flow with some excellent scarecrows lining the streets and plenty of visitors.

As we got closer to the finish the roads seemed to get narrower and the limestone dry stone walls higher. A welcome pint and catch up for the 50 crews back at the finish rounded off a great day. The couple of hours I spent polishing Penelope on Saturday was well worth it as she gleamed in the sun.

Thank you to Dave Lambourne and Kevin Goodings for a great route and all the work to get the maps and directions easy enough for a driver to navigate off

Neil Raven : Ilkley & DMC



Equipe Classic Racing

Donington Park

July 2023

Paul Commons

Early July saw a return to Donington Park for the GT & Sports Car Cup, which is always worth the trip alone, but on this occasion as a guest race on the Equipe Classic Racing Series bill.

Much like the entire summer so far, mixed was the best way of describing the weather where a very pleasant morning was followed by a torrential downpour, with the heavens opening just as the racing began. Not that it ruined the spectacle as the additional challenge in many ways added an extra dimension to the days proceedings.

The Equipe Libre race was perhaps worst impacted, however Brian Cauldwell (pictured) on his first time out in the AC Cobra put in a stellar performance to claim top spot in very trying conditions. Jamie Boot (TVR Griffith) had earlier taken pole position and despite emerging in the lead after a well-timed pitstop could not keep the chasing Cobras behind as Cauldwell, Rick Willmott and Matthew Moore / Mark Daniell ensured AC muscle would lock out the podium positions.

Conditions were much more pleasant as the smaller engined pre-66 machines hit the track for the GTS encounter however where Martin and Oliver Pratt in their Morgan Plus 4TR took the battle to a whole host of MGBs in the early stages. It was not to be however as Sam Kirkpatrick (MGB) put in a sublime performance to take a commanding victory over the similar machines of Jonathan Hughes and Ali Topley as the Morgan crew fought back to a well earned fourth after an off road excursion or two!

The GT & Sports Car Cup for genuine Pre 66 Grand Touring and Pre 63 Sports racers (by invitation only) is what had initially drawn me to Donington Park on the day and having had my appetite whetted by the earlier qualifying session it was with great anticipation that the 1 hour and 15 minute race began, thankfully in almost dry conditions.

But whilst Chris Chiles Jnr (AC Cobra) had slipped past the Jonathan Mitchell E-Type after an early safety car, a much lengthier delay was required following a nasty off for the stunning David Smithies / Chris Clarkson Daytona Cobra Coupe in the middle of the craner curves.



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Equipe Classic Racing

Continued from page 42

With most cars pitting under the lengthy safety car period for the necessary barrier repair, Chris Chiles Jnr emerged behind the Gary Pearson E-type (having made the snap decision not to swap over to Chiles Snr and take the additional time penalty). It turned out to be a demon strategic decision as the Cobra man was able to quickly real in Pearson and take an excellent 3 second victory. Early leader Mitchell meanwhile would round out the podium positions making it a Jaguar two-three.

Closing out the day in style was the combined Equipe Pre 63 and Equipe 50s race which saw Nigel Winchester aboard his Shelby 260 attempt to hold off an army of Austin Healey 3000s in pursuit of victory. However the pace of the Shelby 260 seemed to fall away as the race progressed leaving Jeremy Welch to chase down the similar Healey of Mark Holme in the second half of the race. But whilst the pursuit was a sight to behold, Welch didn't quite have enough legs to get past the long time leader which ultimately proved irrelevant as he and co-driver Brian Cauldwell were given a 3 lap penalty for a pitstop infringement. Instead, Joe Wilmott (Austin Healey) and Bill Rawles (Austin Healey) ensured a single marque would fill the podium positions for the third time in a day!

Elsewhere Robin Ellis claimed Equipe 70s victory aboard the Porsche RSR 2.8, whilst Neil Fowler and James Wheeler claimed a BCV8 victory apiece in what turned out to be one of the best days historic racing of the year so far. The GT & Sports Car Cup may well have been the main attraction for me personally but having had a taste of what the Equipe Classic Racing series is all about I was left eager for more. As it says on the tin, the series is run by drivers for drivers and this suits me down to a tee as ultimately this means less fluff and more on track action.

Paul Commons

Paul Commons

Motorsport Photography



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

Product

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

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

Or visit the website <http://paulcommonsmotorsport.com>



The Season – So Far

Ben Briggs U17MC (NW)

Following up from my report in the May edition of Spotlight, Steve Johnson asked me to write a report of how the season has been going so far. I signed off my last report looking forward to my first speed event, VSCC Curborough in the Riley, and a wish to buy a 1.3 Micra. So, part of this came good, my friend Ben Tyrrell had turned 17 and bought an MX5 to race. His nicely prepared and quick red Micra was for sale and we snapped it up ready for the next Lymm event. Curborough Sprint was not so successful. I was sharing the Riley with my Dad. It was a very wet day, so we did our practice runs very carefully, there were quite a few 'offs' and word from the start-line marshals was that we should be very cautious. I'd already been told many times by my Dad that there would be no grip, and I had to take it easy, and be very careful not to over-rev the engine as I do in the Micra. The rain had stopped before lunch, and when it came to the afternoon timed runs, the track was drying out. Looking ok for the first run, but the forecast was for heavy rain by the second runs. The chance of only one dry run, and a chance for second in class might have been in my Dad's mind when he went out very quickly, but by the half-way point, there were horrible noises and smoke. He limped around the rest of the course probably setting up the slowest time of the day. So I didn't get my timed run. We tried to fix the car in time for our second runs, but it was not possible so we put it on the trailer and watched the rest of the cars.

In May I did the Lymm PCA in the new (red) Micra and it was quite different to the 1 litre, much harder, and also seems quite a bit quicker with the stiffer coilovers reducing the the body roll. I got used to it after a few goes and was quite quick by the afternoon. I got 1st in PCA class A, third overall with Dan winning in his Swift. We returned to Lymm in June and I was getting used to the new car now, and got 1st in class again.

In June, we had the Wern Ddu "double header", two gravel PCA events on the same weekend, for this event we used the green 1 litre car as the red one's suspension is too hard. In addition to the normal classes, they ran a Streetcar event, which is a class for beginners with no motoring experience. Andy Crawley and his team set-up a separate circuit for this, which was flat and much smoother than the main event.

Continued on Page 45



The Season So Far : Continued from page 44

My brother Alex (14) had his first go in the Micra and he got the hang of it quite quickly, and when we came back on Sunday, Andy moved him on to the main course. He really enjoyed this and had the chance to really sling the car about on the loose surface. He kept it in one piece, and I came second in Class A on both days. There was a good entry from the Under 17 Club, including first events for Gail MJ and my brother Alex. I'd really recommend this event, we had loads of 'track time', get signed up for the next one! (24th September)

In June and July there were also a couple of midweek Autosolos organised by Huddersfield Motor Club, which I entered. The first one, we took my friend Seb, and gave him an introduction to Autosolos. He is a good Autograss driver and has won quite a lot, but he struggled a bit with the amount of steering needed and said he didn't want to come again! I got a wrong test so I ended up 7th overall. The next one, I was the only small car, the others being a Westfield and the rest were MX5s, so some tough competition, I made sure to make no mistakes and managed 3rd Overall.

Another "double header" was the Under 17 MC events at Blackburn services. Chris and Scott had got their Micra back out after missing Lymm as a small incident had deranged the wheel alignment, but Chris was a bit confused that he's not actually needed to do anything to fix it, they couldn't find anything wrong. This, we decided, was because K11 Micras are basically indestructible. This was also the first event for Ben Tyrrell in his new MX5.

I had been encouraged to have a go at Autotesting, which I've not done before. So to get some practice at reversing, I did the "PCA with Reversing" on Saturday, which was interesting, and I had problems with getting from forward to reverse quickly. When we got home, we gave the gearbox linkages a soak with oil and we found it improved things. We also found that we'd not got much tyre tread left which was probably the reason I left a nice set of 11's of the line, so we swapped some wheels around before we headed to the U17MC social meeting at a nearby pub. We returned on Sunday and it seemed to be a testing day for our theory of indestructible Micras. Aidan had a go at breaking his with some bushes, but the Micra won that battle. Meanwhile Hazel and Stephen were exploring the upper limits of revs. Sadly this did not end up well for them (or for the reputation of the unburstable K11 engine) both cars needing to be trailered home. I got the hang of the reversing much better on the Sunday, and by the last few laps, I was only a tenth slower than Andy Williams, so I was happy with that.

I am looking forward to doing my first hill climb at Scammonden in a couple of days, in the Micra. Then next weekend I'm doing the VSCC Prescott Hill climb in the Riley.

Thank You to everyone who has helped out organising events and marshalling.. I look forward to more events in the near future.

Ben Briggs U17MC (NW)



Boris Johnson was recently visiting a Scottish primary school and he visited one of the classes. They were in the middle of a discussion related to words and their meanings. The teacher asked Mr Johnson if he would like to lead the discussion on the word 'tragedy'.

So Boris asked the class for an example of a 'tragedy'.

A little boy stood up and offered: 'If ma best freen, wha lives on a fairm, is playin' in the field an' a tractor rins ower him and kills him, that wid be a 'tragedy.' '

'No' said Boris 'that would be an accident'.

A little girl raised her hand: 'If a skool bus kerryin' fufty children drove ower a cliff, killing a'body inside, that wid be a tragedy'

'I'm afraid not' explained Boris 'that's what we would call a 'great loss'.

The room went silent. No other children volunteered. Boris searched the room.

'Isn't there someone here who can give me an example of a tragedy?'

Finally, at the back of the room, wee Johnny raised his hand... In a quiet voice he said: 'If a plane kerryin' you and Mr Gove wis struck by a 'freendly fire' missile & blawn tae smithereens, that wid be a tragedy.'

'Fantastic!' exclaimed Boris. 'That's right. And can you tell me why that would be a tragedy?'

'Weel' says wee Johnny 'it his tae be a tragedy, because it certainly widnae be a great loss.....

and it probably widnae be an accident either!

NB. A recycled Joke : Last time I saw this joke it referred to wee Jimmy Cranky. Whatever happened to her?

Arrested and released without charge

CLASSIC NOSTALGIA

Carolyn Taylor : Lancashire A.C.

Anthony Taylor and family, LAC Club members, took up the Request from the organisers of the Classic Nostalgia Shelsley Walsh Hillclimb, to bring as many of their workshop/parts customers with McLaren's to celebrate the 60th Anniversary of McLaren. A total of six historic sports cars and a couple of single seaters were on display or flying up that fabulous Hill.

The rain did not daunt anyone on Saturday, and there was a really good looking line-up. They are such bold, but pretty cars, and sound wonderful when they are all fired up.

The best thing of all was having York farmer, David Tatham's M12 McLaren there. It had not run for about 12 years, following his father using it and subsequently passing away. We met him at competing at Harewood Hillclimb and he decided to bring the car to us, to try and get it sorted for Shelsley. There were some long hours but oh boy, did it work; none of us could believe he made FTD. There were tears in his eyes when he heard his blistering time. Just a fab story!

Anthony took a photograph of David "as boy" sitting in the car, and so we took a similar picture of him sitting in it now. How good is that!!!

Carolyn Taylor : Lancashire A.C



An Englishman, Scotsman, Welshman and an Irishman are captured by the Afghan Taliban and sentenced to death by firing squad.

Before being shot they are asked if they have any last requests.

The Welshman says "Before I die, I would like to hear 1000 Welsh voices singing 'Land of my Fathers'"

The Irishman says "Before I die, I would like to see 1000 Irish dancers performing 'Riverdance'"

The Scotsman says "Before I die, I would like to hear 1000 bagpipes playing 'Scotland the Brave'"

"And you, English pig! What is your last request?"

" Please shoot me first!"

Went into the pub today and asked if they did cash back?

Yeh, of course we do, replied the barmaid.

Thank god for that, can I have that £50 I spent last night, the Mrs is going mental



Passion of authenticity

Citroen Museum Castellane

Stuart Bankier : Berwick & DMC

In 2012 Practical Classics magazine were invited by the now defunct Vauxhall Heritage Collection to drive some classics along the Route Napoleon from Nice to Grenoble. Those classics now reside in the British Motor Museum at Gaydon. On their travels they visited the Citroen Museum hidden away in the Alpes Maritimes and at the time I thought I must go there some day. Forty years ago when I was a student, David Alexander and I drove to Florence in Italy in his MGB following the Route Napoleon through the Alps and I have never been back since. However, at the end of our summer holiday this year I had to drive from Nice to Calais so I decided to retrace both my steps and those of Napoleon in 1815.

Once you get away from the busy coastal motorway and through Grasse the traffic disappears and even in late July I had the road to myself. Castellane is about 50 miles north of Nice and it was a hive of activity when I got there as it is the start of a whitewater rafting experience that takes you through the Gorges de Verdon. The museum is just north of the town and when I visited there were 127 cars on display and more in storage I believe.

It is a real gem. The proprietor, Henri Fradet, was and probably is the only member of staff and he insisted on giving me an excellent explanation of the museum and the cars. The whole time I was there he was talking to visitors and explaining things in French, German and excellent English. He started collecting Citroens and storing them in Castellane whilst working in Norway in 1980 and whilst the cars have come from all over Europe most are from France. His aim was to build a collection of Citroens built between 1945 and the early 1990s and collect as many variations as possible of each model. His criteria were that the cars had to be unrestored and low mileage and the average mileage in the collection is 20,000kms with some having less than 1,000kms on the clock.

He has some very special cars and each one has an information sheet, in three languages, explaining the model, its history, why the mileage is so low, how it was stored and acquired. Many of the cars had a lot of documentation.



Citroen rotary engine

Continued on Page 48

Citroen Museum Continued from Page 47

The vehicles are stored in three different sections: one for 2CVs and their derivatives, a second for Light 15s, DSs, IDs, GSs and a third for more modern vehicles like BXs, CXs, Visa and AXs. All of the cars are absolutely standard and the only restoration work has been on the mechanicals. Every car is a runner and during the winter each gets a run out into the hills at some point.

The real rarities in my mind were the DS Chapron convertibles, of which there were three, which apparently when new cost three times that of a top of the range DS. Designed by Citroen's own Flaminio Bertoni they were listed in Citroen's catalogue but built by the coachbuilder Chapron who was supplied with standard finished four door bodyshells. 1,365 were built in the main production period of 1971 to 1981 and a further 8 were built between 1972 and 1978. This is one of the later models, built in 1972, and these uniquely bore the name Henri Chapron at the bottom of the front wing.

Citroen invested in the rotary engine in the 1970s and in addition to the museum's GS Biorotor there are three M35 saloons in the collection. Citroen built and sold 260 examples of the M35 in 1970 and these were a two door coupe based on an Ami 8. The rotor radius gave a displacement of 498cc but they produced 55bhp and would rev to 7,500 giving them, for the time, a good turn of speed. However, they suffered from the same problem as the NSU rotary engines with poor rotor seal tips and Citroen tried, according to Henri, to buy them all back and as a result many were scrapped. Each had a chassis number painted on the front wing in large letters when new. Unsurprisingly the GS Biorotor built in 1973 had the same engine problems. They built 874 and Citroen crushed the unsold cars and as with the M55 tried to buy many of the others back.

In the 2CV section Henri has a 2CV Sahara. Developed in the late 1950s they had a standard 2CV engine up front driving the front wheels and another standard 2CV engine at the back powering the back wheels. Potty as it might sound there were twin fuel tanks nestling under the front seats and the spare wheel was fixed to the bonnet. For good measure there were two ignition keys and two starter knobs. The main production run was from 1958 to 1966 with a total of 694 being made in that period and a final one in 1971 for some reason. Henri explained that he had two Saharas and that so many people had asked how they worked he had lifted the body off this one to give visitors a clear view of the mechanics.

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Citroen Museum Continued from Page 48

He was more than happy to remove the rope round the car and show people the detailed workings if they were interested. This vehicle chassis number 429 had been sold new in Norway to the state telephone company and had lain unused in a barn since 1973. Henri had first looked at it in 1993 and it took him 17 years to persuade the owners to sell it. In his search for a genuine unrestored car Henri looked at over 50 and although this had done just over 60,000 kilometres it was complete and in good condition.

Henri considers this Citroen DS to be one of his "star cars". This is the oldest known DS, chassis number 32, and was a pre-production model and therefore essentially hand built. When launched these were very advanced cars with hydro-pneumatic suspension, power steering and brakes, hydraulically operated clutch (no pedal) and front disc brakes. The car is mounted on a rotating turntable replicating the launch at the 1955 Paris Motor Show.

The museum is really quite fascinating with the detailed history of each car making it quite unique I would think. A little off the beaten track perhaps but only an hour and a half drive from Nice.

Stuart Bankier : Berwick & DMC



The Solway Rally

Sunday 22nd October 2023

Wigton Motor Club will be presenting the Solway Rally with Historic & Targa classes based at Rowrah kart circuit, South of Cockermouth, and featuring some new, previously unused test venues in West Cumbria.



Entry fees include refreshments at the start, a light lunch and meal at the end of the event.

Open to members of Wigton Motor Club and other NESCR0 clubs. WMC members will benefit from reduced entry fee

Supplementary regulations are available on our website wigtonmc.co.uk



Freikaiserwagen and more

Keith Thomas

Steve Lister the intrepid driver of the Freikaiserwagen seen top right sends the interesting information below about this little special, Mark Milne has come up trumps by finding an unknown photo of the car and by sending it to me it has opened up a whole new thread in the history of this famous little car.

It's an intriguing fact that the Freikaiserwagen never ran with the same competition number twice.

So we can be certain the photo was taken at the West Hants and District Motor Club event at Poole on the 7th August 1938.

David Fry was the driver that day and his time of 23.52 sec gave him first in class.

We have seen a couple of photos from that meeting, including one showing David re-fuelling. But of course not the one that Mark has provided.

Mark – do you know who took the picture?

We believe the seat was changed after this meeting and before the next one at Lewes Speed Trials on the 21st August. Presumably to improve access/escape!

The attached photo taken at Shelsley last month shows the later style seat.(Bottom Right)

I recently asked how Robert Gate got on in the Gold Cup meeting where he was driving one of his E type Jags, Robert sent me this shall we say "brief" report below,

I don't know how I ended up in the modsports race, A35, Morris minor, ford anglia all with V8 engines and slicks plus Gerry Marshall's Baby Bertha, I enjoyed fighting at the back of the grid trying not to be last.

I think Robert still thinks he pays for each letter he sends as used to happen when us oldies sent telegrams !

Thanks Robert it certainly sounded great fun.

John Bolster published a book way back in 1949 titled 'Specials' with some more detail of the same car. 'Joe Fry at speed in the supercharged 1100cc Kreikaiserwagon, which is the fastest twin-cylinder car ever built'.circa 1937. The image shows no aero shape.

Another car Mark has been lucky to sit in is the 'Issigonis Lightweight Special'. The car had been re-commissioned for the National Motor Museum and its owner Mr. Dowson by our good friend Andy Storer and allowed to put it up the last Chateau Impney Hillclimb. Mark was allowed to sit in it and try for size . A great day.

Mark obviously has a keen interest in this type of car and has images of 'Bloody Mary' among many others.

Incidentally, Andy Storer just this year has completed restoration of the Willment Sports Car and competed at Goodwood, a great effort. Andy also campaigns an Austin 7 'Chummy' in VSCC Trials events, Mark passengered for Andy on the recent Lakeland VSCC Trial in the Chummy. Also recently Andy competed in the recent Le Mans Classic with his very rare 'Austin Grasshopper Ex Works car and finished a creditable 34 overall



Keith Thomas

Radio Mutterings August '23

Minafon Garage

Gareth Hall Memorial Rally

Sunday 20th August 2023

Ian Davies : GEM Rally Radio Controller

It's a 5am start to head over the Runcorn Bridge, into Cheshire and on into North Wales for this rather special small single venue rally run by Bala & District Motor Club. As I head towards Trawsfynydd I am almost run off the road by the biggest bunch of idiots I have ever had the misfortune to come across. A group of about twenty super cars and hyper cars, Lambos, Porsche and Audi overtook me at God knows what speed, on blind bends, corners and across solid white lines. The drivers had no respect for any road users or pedestrians at all, all they selfishly cared about was themselves and keeping the 'convoy' of fast cars together. Thankfully they eventually turned off towards Ffestiniog and I hope North Wales Police were aware and managed to catch up with these idiots.

Rant over, back to the rally and I arrived and signed on about 7:15 and met up with fellow Gem Radio Controller Mark and a trainee controller who was shadowing us for the day. Thanks to Bala MC and their sponsors for the marshal's refreshment bag, much appreciated. The organisers had arranged for 'accommodation' for the Radio Control in a Transit, complete with power, table and chairs, parked between Junctions 3 and 4 and we soon settled into our new unexpected home. With management radios handed out, I settle in to look after comms with the Clerk and his team and Mark sets about sorting out the 81 radio allocations and a radio check about 08:30.

After a brief hiatus to sort out staffing on the Flying Finish, the Spec Safety Car driven by our old friend Dave Mitchell sets about his duties as the clock ticks to the start of the first stage. Eventually at 09:23 the first of the days runners starts SS1, of a planned twelve stages switching between the road and forest ends, with a couple of excursions back from the triangle into the service area stop / start line. To begin with all seems well as the cars start in the service area and head towards the forest end Stop Line. The radio is very quiet with little traffic until 09:49 and Caron 2 at the Stop Line calls in a 'safety' as one of the very last cars has gone off at the Flying Finish, with runners sent to investigate ?. Our worst fears are quickly realised as the shout goes out for immediate Rescue assistance.

Within less than three minutes of this urgent call, we have Cam Rescue, their Paramedic and Maverick Recovery on scene at the incident. In light of what we know now there was what felt like a huge gap, as the Rescue team concentrated on attending to the casualties, with the car upside down in the river some distance from the Flying Finish. An update from the scene, means a 999 call for the Welsh Ambulance Service to attend the RVP is needed, as Cam Rescue have one stretcher casualty and one 'walking wounded'. As the CoC makes the 999 call, we arrange for Sport 5 Dave Mitchell to make his way to the RVP to meet the expected ambulance.

G E M
RALLY RADIO



Continued on Page 52

Radio Mutterings : Continued from page 51

It soon becomes clear that we are in for a very long wait for the 'county' ambulance. As our casualties are in the safe hands of Cam and their Paramedic and the injuries are not immediately life threatening, an ETA of two hours is initially mentioned. Cam and their Paramedic with the two casualties then make their way very slowly through the stage to the road end and the RVP. Once Cam are clear the competitors are convoyed non-competitively back into the service area. Sport 5 then reports that they have on scene at the RVP a Welsh Ambulance solo Paramedic RRV and two Police cars, with one of the latter escorted to the scene of the incident at the forest end flying finish. It turns out that the reference for the RVP, close to the Junction of the A470 "a priority road", meant Police were dispatched as the incident might be on the A470. This confusion is quickly resolved, and the Police decide they have no interest in the accident and depart the scene. In the meantime, time ticks very slowly by as we await the Welsh Ambulance to transfer at least the stretcher patient the 45 or 60 minutes to the nearest Emergency Department. Although I think Cam chases a response with the solo RRV, with other more urgent life-threatening emergency calls needing a response, understandably but none the less frustratingly they take precedence, and all we can all do is wait.

At 11:43 a Welsh Ambulance arrives at the RVP and they carefully transfer the principal casualty into their care for onward transport. With this now in hand, with the Clerk we start the process of getting everyone ready to restart the rally, with a resumption of the action as SS5. Once the handover from Cam is complete and they and their Paramedic are back in position, we set off Sport 5 to run a check through the stage, before we get the green light so to speak from the Clerk and the action resumes at 12:14.

I make no apologies for the outlining the progress of this incident, but hopefully it helps explain the sequence of events, the reason for the lost stages and why it took so long for the ambulance service response. The latter is sadly a daily occurrence as ambulance services must prioritise their immediate response to life threatening incidents and unfortunately delay other responses, particularly where a casualty may already be under the care and observation of another healthcare professional, which in our case meant Cam Rescue and their Paramedic.

The restarted SS5 thankfully passes off without any drama and all 48 cars and safely in, through and out of the stage. SS6 commences at 12:49 and similarly passes off quickly and is completed by 13:15. With a quick turnaround at the triangle, SS7 is underway at 13:22 and apart from a slow Car 26 being accommodated, the only other action is a very mysterious set of radio traffic from the Chief Timekeeper asking for a time for Car 667 ???. With only cars numbers up to 50, this request is baffling to say the least and is only solved when we realise this is a 'phantom' test car timing request across the remote timing links.

After all of the mornings unfortunate delays time flies by with SS8 starting at 13:59. Once again radio traffic is at an absolute minimum, with Car 4 reported as "smoking badly" and Car 21 failing to start due to a mechanical engine malady. In the end we see out of our van window, 47 cars in and out of this stage. For SS9 the pattern is pretty much repeated with Car 1 into the stage at 14:38 and the last of the 46 runners clear by just after three o'clock. Stage 10 also passes off quietly with all 46 cars safely through the stage by 15:35.

Another slick turnaround means that we start the penultimate stage eleven at 15:43. Our calm peaceful afternoon is then brought to a sharp halt, as Gem 59 reports that Car 7 is off at the road end Flying Finish. Thankfully the crew are out and OK, but concerns remain as to the location of the car and we organise a verbal warning at the start line, as marshals slow down cars at the scene, Just as I am briefing the Clerk an update comes through that the car has been pushed / reversed back safely through the Stop Line and is clear of the stage.

The final stage of a day of two halves, both incident and weather wise begins at 16:15, with the cars finishing back in the service area. In the end from the 49 starters in the morning, as amazing and event record beating 46 cars make it to the end of the event. As the event winds down and we derig control, our colleagues in Cam Rescue, Maverick Recovery and Gemini Recovery head back into the stage towards the forest end for what will be a long and potentially difficult recovery of Car 49 that remains upside down in the river from this morning's accident. For me at least by 17:00 it's time to head back home.

Update on Car 49: from the CoC A brief update on the crew of car 49 - The driver will need an operation on his back, but is expected to make a full recovery. The navigator was discharged Sunday night, he will be stiff and sore for a few day's but is, essentially, ok.

Ian Davies : GEM Rally Radio Controller

GEM Rally Radio : 2023 Events Calendar

RALLYING



Golden Microphone Trophy

O/A	Call Sign	Operator	Score
= 1	G 23	Ian Davies	50 points
..	G 59	Maurice Ellison	50 Point
3	G 33	John Ellis	32 points
=4	G 11	Mark Wilkinson	30 points
..	G 4	Ian Winterburn	30 points
..	G 21	Derek Bedson	30 points
..	G 70	Davis Mainprize	30 points
..	G 71	Phil Smith	30 points
=9	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 62	Colin Evans	20 points
=16	G 12	Richard Jones	10 points
..	G 38	Sean Robertson	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

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

Bike Rides



Marshals Needed

Tel. 0117 422 1472

paul@
bikeevents.co.uk

Sat 2nd September

Manchester 100



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

The Motorsport UK Rallies Committee met on the 11th & the 27th July (See pages 67 - 76) to consider changes to Regulations for Rallying.

The Proposed changes were circulated to Regional Associations and to those persons who had registered their interest in being notified of such changes on Tuesday the 1st of August (6 days after the last meeting date - but only 4 working days)

All these changes are due to come into force on the 1st of January 2024 bar one and that becomes mandatory with immediate effect. I personally see nothing wrong with them, but I am no longer a competitor and I have taken a step back from being involved in the organizing of events.

Should you wish to comment on these rule changes the Closing Date for Consultation is the 22nd of August and if you didn't register to receive these notifications it will have passed before you read them here! I can understand the need to finalise these changes and get them into the 2024 Blue Book (which we no longer get) but the cynic in me does make me feel as though I am being Railroaded - even if the changes all makes sense to me. (and that is certainly no recommendation!)

At the recent ANE&CCC Meeting we were informed that MSUK consider a 3 week consultation period is sufficient. However, the consultation period has been extended by a month following representations from NESCR0 according to Graeme Forrester (Wigton MC) Not Confirmed!! - see ANECCC meeting below! & ANWCC on page 56

An updated version of the proposed changes to Regulations(V2) has been circulated recently - I have updated the info on the relevant pages

Thursday 3rd August : ANECCC Meeting

A very interesting meeting via Zoom (well, the bits that I managed to catch - I had another short Zoom meeting to attend and had to pop out of the ANECCC one for 3/4 of an hour) with Clair Kirkpatrick from Motorsport UK in attendance. She didn't mention any extension to the consultation (see above). She did however say that Sue Saunders had been in discussion with Karen Spencer and that Training was now all sorted - we await a full program of training in the coming months so that we can actually do some this year (someone is going to be disappointed) either we can go to training or we go marshaling for the last 4 months of the year. There should have been training planned for the whole year! Far too busy messing around with trying to make Rally grading for Marshal to fit the Motor Racing Marshals grading. Too many basic differences to make a good fit. The only real 'training' was on-line through the Scottish MSA

One interesting thing was an attempted Scam (See page 81) which has been attempted on various ANECCC Delegates - in fact as the meeting went on I received a WhatsApp message from Steve Johnson (SD34 Chair and a CSMA Member who received the dubious email whilst in the ANECC meeting!

Sunday 6th August

Ripon MSCs St. Wilfred Classic Rally

I was going to be a Cone watcher on the tests held at Dishforth Airfield, however, on Saturday evening I received a phone call to ask me if I wouldn't mind doing start on Tests 1 & 7. Suits me. I would be a lot busier on the Start than I would watching cones and the day would go a lot faster.

The usual procession of officials cars and then Bevan Blacker turns up in the ex David Ruddock Mk 1 Escort which was billowing blue smoke. Turns out to be a blown head gasket. Bevan completes his Course Car duties in the works van which is conveniently parked further along the runway at Dishforth

Both running of the test at Dishforth are soon over and I am back home by 15:30. Good weather and interesting Venue

Grumpy Old Git

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



ANECCC



St Wilfrid's Classic Rally



Continued on Page 55

Tuesday the 8th August : ANWCC Meeting

Another cracking frank exchange of views at the ANWCC meeting where we had MSUK guests Jonathon Jackson (Head of Cross Country & Rallies) and John Ryan (Sport, Safety and Technical Director) as our guests. John 'sold' the MSUK very well and for a long time leaving very little time to discuss ANWCC business. We will wait and see if the product matches the sales pitch. (*Call me cynical*)

The three week closing date for the latest Regulations for Rallies Consultation period has been extended to the 21st of September

Going forward, MSUK are working on a complete overhaul of the Blue Book. In future there will be a set of Regulations for each discipline (similar to the ACOP - Approved Code of Practice - as used in the HSE Documentation)

Lifeing - Seats, Belts Helmets etc. Various improvements to extend the life of safety equipment are in the pipeline.

Sunday 13th August

Spadeadam MC : Blue Streak Targa Rally

I am marshalling on Test 1 & Test 9 at the misnamed Eden Park - A derelict and abandoned bit at the end of one of Carlisle Airports runways. As far away from what I would call a park as you could imagine but a reasonably good test venue.

Out of 36 Competitors we had 9 wrong Tests and one hit cone just on the section I was marshalling on the first run through it (Test 1). I thought that two of the competitors were going to take the front of my car off as they missed out cone 'G', going direct from cone 'F' to cone 'H' (see dotted line on the Map). Good job I had left enough space.

After the closing car had collected the test penalties from test 1 we had a trip out to view Tests 10 & 11 that were running after our test (Test 9) after the Lunch Halt.

Looked a very fast test

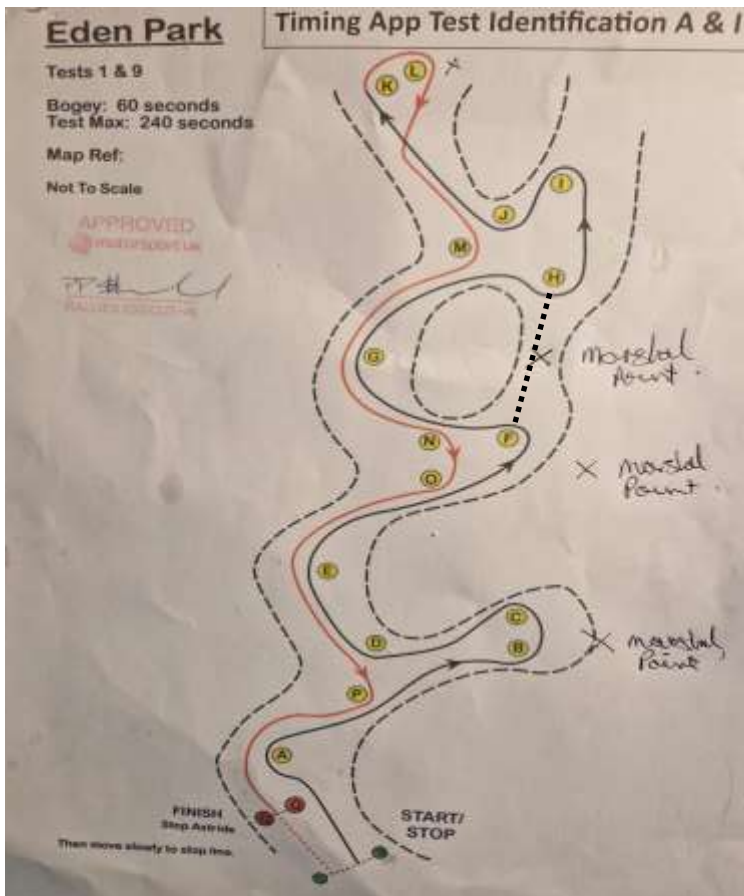
Back to Eden Park for our Lunch and then watching cones again on Test 9. 3 crews still managed to get wrong tests

Off to Tests 10 & 11 and yes, from the little we saw, it was a very fast and dusty test

Wednesday 16th August, Womens World Cup

My mother was born in Yandanuka (nr. Perth, Western Australia). Whilst I wanted England to win, my loyalties were slightly divided. (I am now expecting a lot of stick from everyone in Motorsport for watching Football (especially Womens Football) and loads of Kangaroo Jokes. Final Score . . . England 3 - Australia 1.

The Final is on Sunday the 20th of August and where am I?



Trawsfynnydd!

Continued on Page 56

Sunday 20th August

Bala & DMC : Gareth Hall Memorial Stages
Trawsfynydd

Traws is by no means the largest Single Venue Stage Rally. Nor has it the most Stage mileage and generally speaking it seldom gets the best of weather But I think it is my favorite SV Stage Rally of the year.

I am scheduled to be on Post 8. Very good location with plenty to see, however when I arrive I am moved because a couple of Marshals have not been able to make it and given backward. I am given Start & Finish Radio at 'the Road End'. Not my favorite job. When you do either start or finish you have to work all day and the start and finish locations mean you don't have a good view of the cars competing. Never mind - someone has to do it and its my turn this time.

Things get underway but I have nothing to do because SS1 finishes at the 'Forest End' of the ranges. Car 2 Spins but only loses a little time. All goes well from then onwards until one of the Silverstone Micras goes off at the Flying Finish and ends up upside down in the River. Both crew members get out OK - or so it seems initially - then, once the adrenaline rush abates - the Driver complains of back pain. Paramedic dispatched to check them both over. The Paramedic then request the County Ambulance. Control are advised that the Ambulance wont get to the RV for another 90mins. After the two injuries are taken to the RV all competitors return to Service and we restart with SS6 at 12:49.

Stages 6 - 9 run with no problems until on Stage 11 car 7 manages to spin and go off the road backwards at the Flying Finish. Competitors are given a verbal warning of Car 7 location and told to take care. Eventually Car 7 arrives at the Stop Line and then, when all cars have completed SS11 arrives at SS12 Start for his final run.

Cyril Bolton Sadly passed away on
Sunday the 20th of August.

I only met Cyril a handful or two of times. The first time was when I was filling my newly built first Rally car up with petrol at Skew Bridge petrol station in Blackburn and he pulled in to fill his car. We got chatting and I discovered that his Rally wining Mini had cost him far less than my shed of a car and I couldn't catch him- but he was a driver and I was rubbish!

Sunday 26th August

Clitheroe & DMC : Hall Trophy Stages Rally
Cancelled again because of the nesting Barn Owl
New date is Sunday 18th of February 2024



Inside the Industry

September 2023

with Paul Gilligan

Are The Boom Times Over?

There is no doubt that for the past 30 months or so both manufacturers and dealers have had a very good time. Once the recovery from Covid gained momentum short supply caused by component shortages was insufficient to meet demand for new cars and commercial vehicles so prices could be increased and discounts reduced all resulting in increased profit margins. Less new cars and vans meant customers had to keep their existing vehicles so less units entered the used market, which again forced up prices. According to Auto Trader the average used car price they advertise is now just under £18000 compared to under £14000 three years ago.

But change is in the air. The media and politicians continue to celebrate the fact that new car and van registrations are still rising. The point they are all missing is that registrations measure sales made very recently or some months ago. Sometimes many months ago. The true measure of activity is the number of fresh orders being taken. The manufacturers and dealers know the situation here because they all measure order take as closely as they measure registrations. And there is no doubt that order take is falling.

What we're seeing is the perfect storm of demand reducing because of rising interest rates and cost of living just at the same time a supply is improving as component shortages ease. So more new vehicles available and being registered so more used ones being part exchanged or available from disposal by fleets and leasing companies. But the very same factors that are reducing demand for new are doing the same in the used market. So used prices after three years of steady and sometimes sharp increases are now reducing, by 2% in July and forecast to be around 2.5% in August. Which takes us back to normal depreciation rates, maybe even a bit more.

Another reason that the new vehicle registration figures don't tell the full truth is that having been largely absent for almost three years our old friend pre registration is back, and back in a big way. Whilst as I say the politicians and media will look at the official registration figures, please consider these bits of evidence, all anecdotal I admit but all true:

- As recently as 2 months ago if you wanted immediate delivery on a new Range Rover Sport you would have to have paid £20000-£25000 over list price to beat the queue. Last week I was offered one for delivery September 1st on the new 73 plate at list price, not a penny over.
- A friend who deals in new and near new prestige cars told me that having been total ignored by the Porsche dealers he thought were his friends for three years one of them had called him last week to say that he has 2 or 3 new Porsches arriving in September for which he had no customers, and would appreciate any help my friend could give to move them along.
- Another friend who has a medium sized new and used dealership told me he sold less cars in July than in any other month ever, less even than in April 2020 when his showroom was closed due to Covid restrictions!
- Like everyone else we measure our new enquiry rate and our new order take rate as well as deliveries. From mid July to mid August the enquiry rate dropped by a staggering 75% against the norm so far this year. Bad enough but orders dropped by more! It's picking up now so many would say blame the fact it's holiday time, but last August was our best month of the year for fresh orders?
- As recently as May we had only a few hundred new commercial vehicles available for immediate or early delivery, maybe a third of these would be pre registered. Now we have over 3000 available over half pre registered. We've given up producing full stock lists for our customers, the numbers mean we simply can't cope.

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- One van rental company we source from pre Covid would typically have around 2000 used vehicles available for disposal. Because of shortage of new vehicles and manufacturers being unwilling to supply big discount customers they haven't been able to change their vans and the number available dropped to around 250. Now it's back to about 1300 and rises every week because the new vehicle supply tap has been turned back on. Another fleet wholesaler we deal with, the largest in Europe, normally had 25000 to choose from pre Covid, dropped to 4000, now 16000 and rising.

So what happens now? Well the laws of supply and demand are pretty simple, so simple even I understand them. If demand exceeds supply as has been the case for the past three years prices rise, which they have. If supply exceeds demand which I believe is in many areas now the case, prices must fall. Of course the manufacturers could reduce supply simply by turning the factories down and making less vehicles, and in some cases that is happening. But generally they have never managed to do that consistently, someone always breaks ranks. Most likely the Koreans, the Chinese, Tesla? The CEO of Renault made a statement last week saying that because raw material costs were now in some cases falling he hoped that very soon Renault would be able to reduce some new vehicle prices. Frankly that statement is bull****. Raw material costs make up a tiny proportion of the cost of a new vehicle. The price increases we have seen over the last few years have largely gone to boost manufacturer and dealer profits. Prices will reduce (and I believe they will) because of supply exceeding demand.

I don't expect listed retail prices will come down. But true transaction prices will as a result of special offers, increased discounts and of course pre registration.

The Government Says They Can't Afford To Subsidise Electric Cars, But They Do?

Many campaigners for electric cars complain that the Government Grants given to reduce the prices of these were abolished a couple of years ago and would like to see them reinstated. The Government says this is something they cannot afford to do so those who buy these cars must pay what the manufacturers ask whether they be retail or fleet customers. However at the same time the Government gives a massive subsidy to the company car drivers who choose electric. How does this work?

If as an employee you receive a car provided by your employer as part of your remuneration package you have to pay an extra Income Tax called Benefit In Kind (BIK). This applies to other benefits you might receive as a result of your employment.

For the past few years BIK for cars (not commercials) has been based on a combination of the retail price of the car and the emissions it produces. So at one extreme a Rolls Royce Cullinan Black Badge with a retail of £347,260 and emissions of 370 will mean a 40% tax payer has a BIK charge of £4250 PER MONTH. If the same driver chooses Seat Ibiza 1.0 SE with a price of £18,595 and emissions of 119 the charge will be £171 per month. So far so good.

To look at a more real life example if the same 40% payer chooses a VW Golf 2.0 TSi GTi DSG Auto with a retail of £39,435 they will pay £478 per month. But if they choose a VW ID3 Launch Edition 1 Electric with a very similar retail of £39,955 they will pay £26.67 per month. The purpose of this is of course to persuade company car drivers who on average cover more miles to switch to lower emissions cars. Although BIK on electric cars will rise in 2025 and beyond, so it will for ICE cars. So over the normal fleet life of 3 years the driver will pay the Government a staggering £16,236 less tax if he chooses the ID3 rather than the Golf. But the Government can't afford to subsidise retail customers to choose electric?

And of course it's worked. In June of this year 31,700 new electric cars were registered in the UK. 24,953 being 79% of them were registered to business and fleet customers. 26% of the new cars registered to business and fleet in the month were electric, only 8% of retail buyers went electric.

So how can the Government justify spending over £16,000 to encourage a company car driver to choose electric whilst giving the private buyer nothing? Answers on a post card please.

Used Electric Cars

I've mentioned before that the value of used electric cars has been dropping rapidly this year. The average used electric car has dropped in value by 21% in the last year. Many have dropped by 25-30%. Why is down to our old friend supply & demand. Encouraged by the low BIK fleet demand for electrics really took off 3 years ago. These cars are now coming up for change so the number of used electrics coming into the market is rising, almost twice as many in July as last July. Demand isn't strong enough to absorb this so prices have to fall. This leaves the leasing companies with some major problems because the value of their used electric cars is now in almost all cases below where they forecast it to be three years ago, so they face a loss, sometimes a big loss, on sale. Same as I did with my 2000 hot hatches 35 years ago. So they're doing all the same things I did, which is anything to avoid actually selling the cars. Contracts are being extended, sometimes customers are being offered a discount to do this because this creates a smaller loss than selling the car would. If the car is actually returned rather than being sold it's being offered on a secondary lease for periods as short as 6 months at a discounted rate, with the hope that this contract too can be extended.

The bad news is that for the lease companies unless demand for used electric cars miraculously increases dramatically their problems will only get worse. 35 years ago my problem was limited to 2000 cars. Because of rising depreciation and insurance costs demand for new hot hatches dropped so we added very few to the fleet. But as we've seen demand from company cars drivers for electric cars has increased over the last three years so an increasing number will be coming to the end of their contracts this month, next month, every month. Nightmare!

Electric Snippets

An old friend of mine who's a regular reader of this column was recently on holiday in Jordan. He noticed that a large number of the taxis were very new VW ID5 electrics. He asked a few of the drivers what the attraction was. He was told VW were bringing the cars from Europe where they weren't selling fast enough and supplying them extremely cheaply so that even drivers who didn't really want one couldn't let the deal pass by. VW realised that dumping the cars in Europe at the price being charged in Jordan would kill the vital residual values.

Last weekend Mrs G and I were in London with several posh functions to attend. Result Mrs G was wearing some very flashy shoes which looked great. But apparently the price you pay is you can't walk in them. I thought that was what shoes were for but shows what I know. So we used a lot of taxis, something I normally avoid. Being curious I asked the drivers of the newer cabs whether we were in a diesel, hybrid or electric. One was petrol hybrid but the driver confessed that because he didn't have a driveway to his house and public charging facilities were so unreliable and slow he had in fact driven it on petrol every day since he got it two years ago. The next cab was pure electric. The driver said that he was pleased with it, he has home charging so very economical and it had enough range for a normal shift. He then added that he was pleased he'd bought the extended warranty because it had needed a new battery pack which that covered. I've never been able to find out what a replacement battery pack actually costs so I asked what he would have had to pay outside of warranty. £17000 + VAT. Now the battery pack on a London taxi is heavy because of the size and weight of the car but even then..... Perhaps explains why not many people are keen on a used electric car?

No More Volvo Estates

Last month we said farewell to the Ford Fiesta, this month another icon disappears from UK roads as Volvo announce they will now only offer new SUVs with all saloons and estates dropped from sale. Environmental campaigners will be angry because SUVs being taller are less aerodynamic therefore use more fuel, produce more emissions. Not as angry perhaps as thousands of Labrador owners. I and many others will fondly remember when Volvo entered 850 Estates in the British Touring Car Challenge justifying the choice on the basis the estate was more aerodynamic, when it was in fact because they sold far more estates than saloons.

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I believe they once raced with inflatable Labradors in the back which the MSA as it then was sadly but predictably banned.

Hints Of Jaguar's Future

JLR have recently begun to give us some clues about the future of Jaguar. First design director Gerry McGovern told an investor presentation that the Jaguar brand had “no equity” currently. In other words no brand value and it is up to him to start from zero. There are many of us who would strongly disagree!

However as we know the future of Jaguar is based on three new all electric cars one at least of which will be shown sometime in the second half of next year. Sales will start in 2025. Until then Jaguar and their dealers must limp on with the current range less the F Type sports car which has now ceased production. Very interesting is that JLR have now said target volume for Jaguar when all three new cars are on sale is 4000 cars a month Worldwide. That is almost as much as Jaguar are selling now with a range starting at £40000 although to be fair rare components like semiconductors have been used for in demand expensive Range rovers rather than slow selling cheaper Jaguars. Range Rovers sell at around 5500 per month and Range Rover Sports at 4500 so JLR are expecting Jaguar to achieve around half that combined volume. But of course RRs are doing that with a choice of ICE and Hybrid engines as well as electric. Jag will be 100% electric. And Range Rover Sports currently start at around £85000 whereas 2025 Jaguars will be from about £120000 we're told.

Big targets!

Commentator's Curse

Last month I announced that I was surprised to learn that the top selling car in Europe to the end of May this year was the Dacia Sandero. In June the Tesla Model Y overtook the Sandero to take top spot year to date. The top ten now comprises 1 Tesla, 2 Dacias, 3 VWs, 1 Opel, 1 Peugeot, 1 Renault, 1 Toyota.

Will The UK Actually Ban New ICE Cars In 2030

This subject has been one of great controversy in recent weeks. The Cabinet is said to be split. Publicly the Government is saying there is no doubt the ban will go ahead on time. But in private there are severe doubts. Opinion polls say only 36% of voters are in favour and there is an election coming next year. The installation of the required chargers is 10 years behind schedule already with 7 years to go. Now the House of Lords has launched an investigation into whether the ban is workable and how it can be achieved.

Meanwhile JCB press ahead with the development of their hydrogen powered ICE. Lord Bamford is convinced this is the way forward and has committed £100M to the project. JCB don't often get it wrong.

Watch this space.

2023 Charity Challenge

Still behind but things are improving. In the last month I've passed both the 1000 mile mark and the half way point. Both behind schedule but landmarks nevertheless. In the next few days I'll pass the 1000 miles to go point and arrive in Nice, a city I have a great affection for. If I can avoid visiting my many favourite watering holes in Nice then three days afterwards I'll cross the border into Italy. Need to keep banging in 7 mile days and all will be well!

Paul Gilligan



Hexham Motor Club won Best Club stand at the Northumberland Classic and Performance car show

Hexham and District Motor Club are pleased to announce they won the best club stand at the Classic and Performance car show at Tyndale rugby club today.

They had a number of members in attendance with a great variety of cars on display.

The club attends various car shows during the year. These are a fantastic way of engaging with new, old and prospective members of the club.

There are two more coming up next weekend which you can still be part of.

Saturday the 26th of August is the Bellingham show, and the 28th of August is the Stamfordham Classic and Sports car show.



Wigton MC

Cumbria Classic & Motorsport Show

Dalemain

20th August

Graeme Forrester : Wigton MC

The 34th Cumbria Classic & Motorsport Show organised by Wigton Motor Club once again was a superb event with over 800 cars on display in warm and sunny weather in the tranquil surroundings of the Dalemain parkland.

The show was celebrating the centenary of the Wigton Motor Club and well as a hundred years of MG & Triumph and there were fantastic displays of both marques.

The grass autotest was held under the Motor Sport UK's Street car banner drew plenty of interest and some 50 new members signed up to the club. One of the other highlights was the firing up of the 1956 Cooper F3 V twin that won the British Hill Climb Championship in 1948, 59 and 1960 and is now owned by Fred Bell. Also on display was a current Ford Puma WRC car provided by Malcolm Wilson.

The Car of the Show was voted to be the Saab 92 of Ken Dover from Keswick.

The Show supports the two charities that the Club choses each year, in this case Cockermouth Mountain Rescue Team and the Air Ambulance.

The Cumbria Classic Weekend started on the Saturday with the Rose & Thistle Tour which saw 75 cars exploring the Borders and north Pennines.

Wigton Motor Club is the largest motor Club in the North with over 900 members who enjoy all types of motorsports, classic car events and tours, and also have their own HQ at the Motor House.

Graeme Forrester : Wigton MC



Hybrids a new thing?

This is the Lohner-Porsche hybrid horseless carriage built 1900-1905. It had electric motors built into the front hubs and on later models the rear also making it 4WD.

It ran a petrol powered engine genset supplying on board batteries.

Developed around 56 hp and had 4 speeds.

The 1.8 tons of batteries gave it a total weight of over 4 ton!

Around 300 were made in various configurations.

The engineering was studied by NASA and Boeing when designing the moon buggy. So no, hybrid 4WD isn't new technology, its been around a long time.



Wigton MC
**Cumbria Classic
& Motorsport Show**
Dalemain
20th August

Keith Thomas

Once again Wigton Motor Club committee and their fantastic bunch of hardworking members put on an absolutely brilliant Classic car show at Dalemain that ran with military precision and would have been a credit to any organisation or body, it was a stunning feat of organisation, perhaps they should consider running the national railways, health service and

refuse collection services in West Cumbria too. I witnessed David Agnew doing a sprint up the field akin to Usane Bolt when a delivery van decided to go the wrong way up the clearly marked out one way system, he apprehended the van and corrected the error, I was looking around for a De Fib but none was required as David took it all in his stride so to speak !

Dozens of 2nd Wed people were there, many of course had entered their cars, lots were marshalling doing various tasks during the day, a few were meet and greet, others were directing cars to their allotted spaces clearly marked by little flags with numbers on, some were collecting rubbish and the myriad additional tasks that need attending to during the day, some helped set up the roped off areas for the club stands and parade ring prior to the event, the list goes on and on but what a super job they all did.

As last year a grass autotest was organised which anyone could take part in provided anyone participating had a MSUK licence which is free and could be done online or by a paper form which Wigton club officials submitted to MSUK on behalf of the participants, what a great service this was provided by Wigton officials. This allowed youngsters or not so youngsters (here I'm thinking of Derek Reynolds secretary of Fellside Northern trial for many years !) to be a passenger in a competing car and I would like to express my sincere thanks to the drivers I asked to take youngsters as passengers once they had the required licence in place. Every person I asked without exception took the school kids as passengers, the only driver I actually knew was Mark Milne so thank you Mark and to the other drivers it was much appreciated by the various school children two of which were our grandsons and they all without exception loved it.

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Cumbria Classic & Motorsport Show **Continued from Page 63**

Once they were issued with the MSUK licence they were then enrolled as members of Wigton motor club free of charge, no wonder the club is as popular as it is. I was chatting to an enthusiast from Workington area who has a serious collection of high value Ford vehicles, he hasn't previously been a Wigton member but was today planning along with his brother to join, well done Wigton mc for such initiatives as this.

Channel 4 film crews were filming all day and were very prominent especially around Chris Spencer with his Crossley car and his Morris Z van, they are making a film that will go out next spring with the focus on classic vehicle enthusiasts and their hobby in our area, they have done a number of hours filming already showing the build up to the show and will be filming with a drone in the coming week on some iconic Lakeland roads, Chris helped by wife Barbara will be great ambassadors for the classic car movement and no doubt will provide the film crews with much entertainment whilst they film the various scenes when Chris draws on his vast tapestry of life for various anecdotes of humour.

At the show as usual I met lots of interesting people among them Fraser Graham and his wife Susan, Fraser and his dad Mungo ran the car dealership at Central Square Workington for many years before Fraser worked at M Sport then latterly has been warden at the Caravan Club site at Park Coppice, Coniston, next year they have to move to another site but they don't know which one at the moment, they were exhibiting their BMW Z4 at the show, quite a change after selling hundreds of British Leyland products over many years.

Another 2nd Wed member (a more respectable name for 'The Dirty Finger Nail Club') has a load of Mini bits for sale, pair of doors, boot lid, bonnet, heated rear window, dash and instruments, Jaguar gearboxes and overdrive units plus much more, he is going to make a list and let me have it, Mini parts are from a 1988 model I believe but if you are in need of any such parts contact me and I will put you in touch.

A lady I know has what she described as an "ice cream cornet looking thing" in her garage that she feels she should get rid of, after an in depth conversation I think this will be a gearbox and a bellhousing ! The model and application are at present unknown but most likely Ford Escort or BMC and there should be other items as well.

Chris and Fiona Hunter are doing some Targa events on the same weekend as Boness, others are off to Goodwood Revival, Loweswater show is on Boness weekend where Simon Riley is running the classic car section. Prior to that there is a classic car section at Keswick show on Bank holiday weekend many of will be going so hope everyone has a great time



Keith Thomas

Marshal's Bulletin

August 2023

Welcome to this issue of the Marshal's Bulletin – sent to all Marshals registered with Motorsport UK.

Thank you for all the positive comments regarding the contents of the bulletin. Please do forward it on to any Marshals who say that they have not received a copy (this is usually either because they have opted out of Mail Chimp or because they have not updated their email address).

If you need to update your details, you can do this on the Motorsport UK website. If you have forgotten your login details, please email marshals@motorsportuk.org and we can reset it for you (please remember to include your Motorsport UK number). This is also the correct email address to use for all marshalling matters.

2024 Registration Renewals

Marshal Registration renewals will open in September. As with 2023, renewals will take place online and you will receive an email once the system is live. If you know of any Marshals who do not have internet access, please ask them to contact us and we can post them a form to complete.

British Motorsport Trust

Many Motorsport UK Clubs obtain grant funding from the British Motorsport Trust (BMT) to arrange Marshal training events. In case you missed it, Autosport recently ran an article on the work of the Trust, and you can read it on their website [HERE](#) [Autosport.com]. For more information on how the Trust supports motorsport in the UK, or to make a donation, please visit www.britishmotorsporttrust.org

Stage Commander training

Motorsport UK is currently putting together a new Stage Commander training programme, along with modules for Deputy Stage Commanders and Stage Safety Officers. These modules will have an anticipated release for the end of 2023 and will be delivered by Motorsport UK. Communications will be made to identified individuals so that they can register for a place at a course in the coming weeks.

The Learning Hub

The Learning Hub is Motorsport UK's online learning platform, and many of you will have accessed it since its launch in 2020. There are a variety of learning modules on there, and we are continuing to add additional content on a regular basis. New this month is the addition of several Marshals Pathway training modules which can be completed online. These are:

- GE01E Upgrades & Assessments
- GE01F Safe, Fair and Fun
- SP01A Introduction to Speed
- RC01A Introduction to Race
- OT01A Introduction to Off Track
- RY01A Introduction to Rally
- KT01A Introduction to Kart

The Registered Marshal (Accredited) course was introduced as part of the registration process for new Marshals in August 2020, and we encourage all Marshals to revisit this course from time-to-time as a refresher.

Whilst online learning has its benefits, nothing beats getting hands on at a practical training event. Many Clubs and Regional Associations list their training events on their websites – you can find your local Club of Association on the Motorsport UK website [HERE](#), or feel free to [contact us](#) and we will let you know what's on in your area.

Upgrades

The deadline has now passed for upgrades to be carried out under the old Grading Scheme, but if you have any queries, questions or issues, then please do contact us using marshals@motorsportuk.org – we are here to help. You can find all of the requirements for the Marshals Pathway [HERE](#).

Please be assured that we will be looking at all upgrade applications on an individual basis this year to give as many marshals as possible the opportunity to upgrade if they fit the criteria of the previous Grading Scheme, the new Marshal Pathway or a mix of both. So far in 2023, we have processed 173 upgrades via the previous Grading Scheme or the new Marshal Pathway.

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

We do accept Personal Record Cards (PRCs) and other paperwork electronically, however, please include the inside of the PRC showing personal information. If posting original paperwork, please make copies as they can sometimes go missing in the post. Please also remember to ensure that there is a photograph on at least the most recent PRC when upgrading, as we are still receiving upgrades with PRCs where there is a space for a photograph, but there isn't one attached.

Upgrade Assessments

If you require an upgrade assessment, then please give the Chief Marshal of the Event as much notice as possible. It is up to you, the Marshal, to arrange your assessment with the Chief Marshal and it is not something that Motorsport UK is able to assist with. Please do not just turn up and expect to be put with an Assessor.

However, should you find yourself allocated to an area where there is a Marshal Assessor present (who hasn't been given the maximum of two assessments to do that day) then the Assessor may at their own discretion carry this out and, if successful, inform the Chief Marshal at the end of the day.

Acquired Rights Scheme

Over 175 people have taken advantage of this scheme in 2023 alone. This means that over 348 Marshals have upgraded so far in 2023, compared to 105 at the same time last year.

However, to clarify, the Acquired Rights Scheme is primarily for people who have not previously registered with Motorsport UK but have been marshalling for a number of years. This also includes those that have attended training and marshalled at events but have never upgraded.

It is also to assist those disciplines such as Kart and Speed where there are less Assessors available, but it is rarely used for Race or Off-Track as Assessors are and have been available for many years and the majority of Marshals in these disciplines are already registered.

Some Race and Off-Track Marshals have attempted to use Acquired Rights rather than going through the upgrade route – this is not the purpose of the Acquired Rights Scheme, and their upgrades have been refused and requested instead to contact their Chief Marshal for an assessment.

Further details on the application process can be found in the Resource Centre of the Motorsport UK website, or by clicking [HERE](#). All applications under the Acquired Rights Scheme must be submitted to Motorsport UK by **31st December 2023**.

Here to help

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

training@motorsportuk.org – for any training related queries.

marshals@motorsportuk.org – for any queries relating to marshalling.

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

If you would rather post your paperwork (once the club that you Marshal with has completed the Club Endorsement), please send to: **Sue Fletcher – Volunteer Development Officer, Motorsport UK, Bicester Motion OX27 8FY**

REGULATION CHANGES FOR CONSULTATION

Committee:	Rallies Committee
Date of Meeting:	11 & 27 July 2023
Closing date for consultation:	22 August 2023
Email for comments:	ralliesconsultation@motorsportuk.org

Section R – Rallying

Proposed Regulation

1.1.12. Any Organising Club or Promotor who propose to establish a new Stage Rally or Targa Road Rally, or Rally Championship, must complete an Expression of Interest form and submit this to the ASN Head of Rallies and Cross Country in advance for ratification. No promotion must take place prior to ratification by the ASN.

Date of Implementation: Immediate

Reason: *The event calendar is becoming too densely populated and is increasing pressure on the current number of Officials, Volunteers and Competitors. In order to relieve this pressure, and encourage strategic long term growth, it is important that any new Event and Championship is reviewed prior to permission being given.*

6.1.3. On Special Stage Rallies the organisers will specify in the Event Documentation how competitors must display their allocated competition number as follows:

(a) In accordance with J.4 or together with,

(b) Front door panels must measure 67cm long by 17cm high including a 1cm white surround. This panel shall comprise of a 15cm x 15cm competition number box which shall always be at the front of the panel. When the number is greater than 99, the box width may be increased. Numerals may be reflective yellow (PMS 803) of height 14cm and stroke width 2cm on a matt black background. In addition to the above 2 x numbers for each rear side window which shall be 20 25cm high with a stroke width of at least 25 31.5mm, a minimum separation not less than 25 31.5mm and coloured yellow or orange and which may be reflective. These numbers shall be in place at the top of the rear side windows. Further in the bottom and ideally centre of the rear screen (or equivalent space on two-seater cars) the competition number shall be displayed black numbers on a 18cm x 18cm white background. This number must be visible from the rear of the vehicle at eye level but must not impede rear view via the rear view mirror. Where a National event follows an International status event, they may use the International style numbering.

Date of Implementation: 1 January 2024

Reason: It has become apparent that the choice of two different car numbers has resulted in a significant decrease in the standard of car numbering on competing vehicles. By moving back to one style, this will ensure standards are improved, there is a level of consistency and a uniform approach across the sport. This will also help to improve the visibility of car numbers for Officials and Marshals.

24.4.2. The crew of each Safety Car must have specific duties, based on the current ASN Safety Car Roles and Responsibilities. At least two vehicles of the Safety Car convoy must complete the entire route.

Date of Implementation: 1 January 2024

Reason: To ensure all Controls are in place, events must ensure that two vehicles of the Safety Car train completes the entire route.

29.1.2. Signs should be placed approximately 1.2m from the ground. Wherever possible arrows and signs should be of Day-Glo red or orange and should be easily visible to Competitors. To avoid confusion, multiple signs on one post should be avoided. Advance warning signs for junctions should **must** be **placed** between 50m and 100m **(+ or – 10m where visibility is reduced)** before the junction.

Date of Implementation: 1 January 2024

Reason: To ensure consistency in Stage set up.

29.6. Applicable to Multi Venue events only;

Chicanes

29.6.1. Chicanes must be constructed with a minimum of 4 elements (subject to Art 29.6.3.) which must maintain a distance of 10m between the outer edge of each element in accordance with Drawing 29.1.1.

29.6.2. Chicanes must be constructed with round bales (subject to Art 29.6.3. below) which can be wrapped in silage wrap but must not be tied together with a protective sleeve.

29.6.3. Where organisers require Chicanes of alternative design and construction methods, due to the limitations of the proposed location or requirement to change the course of the vehicle, these will be considered by means of email application to the ASN with the following information;

- a) Location
- b) Proposed number of elements
- c) Proposed construction methods
- d) Reason for application

29.6.4. All Chicanes must utilise countdown boards that are blue in colour, positioned at 300m, 200m and 100m in advance of the Chicane, as outlined in Drawing 29.1.1.

29.6.5. It is acceptable to position Chicanes on roads narrower than 4.26m in width but, as with all road widths, it is important that Chicanes are to be positioned in a way that does not force the competing vehicle off the road in order to enter or exit. Their design must meet the above construction requirements.

29.6.6. It is recommended that there are no poles, trees or pillars at the entry and exit point of the Chicane. If these features are positioned at the entry or exit of the Chicane, there is to be additional protection added using hay bales.

Bus Stop Chicanes

29.6.7. 'Bus Stop' type Chicanes, made of a minimum of one element, are to follow the proposed construction methods as outlined above. Additionally, it is recommended that there are no poles, trees or pillars at the entry or exit point of the chicane. If these features are positioned at the entry or exit of the chicane, there is to be additional protection added using hay bales.

Recce

29.6.8. Chicanes must be marked on the road prior to recce commencing using semi-permanent paint that is easily visible in wet weather conditions (white to be the preferred colour). Events are to use a stencil that mirrors the size of the element. A chicane board 100m prior to the location, or a sign identifying the first element and the side of the road of entry should also be in position.

Approval Process – Closed Road Multi Venue Events only

29.6.9. Safety Delegate must be provided with Stage Set-up Notes including all Chicane details at least 2 months prior to the Event preferably accompanied by a high quality video indicating the exact location to confirm proposed positioning and construction of Chicanes (subject to Art 29.6.3.).

29.6.10. Where changes to the Chicane is proposed following the presentation of Chicane details to the Safety Delegate, the organisers must provide a further high quality video to the Safety Delegate for their review and approval prior to their arrival on Events.

29.6.11. On final approval of the Safety Delegate, the proposed Chicanes can then be approved by the Motorsport UK Head of Rallies & Cross Country.

Date of Implementation: 1 January 2024

Reason: To improve the use of chicanes on Multi Venue Stage Rallies; it is important that a consistent standard of construction is adopted, including the signposting of chicanes during reconnaissance where used. Chicanes are to be used to protect Competitors from genuine hazards and must follow these approval and Construction processes. These proposals are coupled with 28.2.1 and 28.2.2 and are crucial to the facilitating of that change. Drawing 29.1.1 will be updated to reflect these changes

30.2.3. Competitors must present themselves to the Arrival Time Control (ATC) ready to start a Special Stage.

Chart 32.2 – Penalties

- i) 10 minutes
- ii) Disqualification

(d) Not attempting or being ready to attempt a stage when instructed to do so

32.13 – Penalties

- i) 10 minutes
- ii) Disqualification

e) Not attempting or being ready to attempt a stage when instructed to do so

Date of Implementation: 1 January 2024

Reason: Since the beginning of the season, there have been numerous reports of Competitors approaching the Special Stage Start not prepared to begin the Stage, with PPE in an unsatisfactory state despite there being sufficient time to prepare. It is imperative that Competitors ensure their own safety; this will continue to be monitored over the remainder of the season

Chart 32.2 – Penalties.

- 1st Offence – 10 seconds (or actual jump time if more)
- 2nd Offence – 1 minute
- 3rd Offence – 3 minutes
- Further Offences – at the Clerk of the Course' discretion

e) Making a false start at a special stage

Date of Implementation: 1 January 2024

Reason: To bring jump start penalties in line with FIA regulations and that of other ASNs. This will ensure consistent regulation and application across all grades of event.

25.4.1. In the case of an accident where urgent medical attention is required, the red SOS sign should **must** be displayed as quickly as possible to alert following cars and aid any helicopter **aircraft** attempting to assist. **Where present the crew must operate the SOS function on the Tracking Console.**

25.4.2. Any crew that sees a red SOS sign displayed on a car, or sees a major accident where both crew members are inside the car but not displaying the SOS sign, must immediately and without exception stop to give assistance. **Where present the crew must operate the SOS function on the Tracking Console.**

25.4.6. Any crew which is able to but fails to comply with the rule will be **disqualified and reported to the ASN.** reported to the Clerk of the Course who may impose penalties.

25.4.7. In the case of an accident **incident** where medical Intervention is not required, the OK sign must be clearly shown to following vehicles, and to any helicopter **aircraft** attempting to assist. If the crew leave the vehicle, the OK sign must be left clearly visible to other Competitors. **Where present the crew must operate the OK function button on the Tracking Console.** The Emergency Red Warning Triangle should **must** be placed at least 100m down the stage, appropriate to the approaching speed of following competitors to provide a visible advanced warning.

25.4.8. Any crew failing to comply will be **disqualified following a Judicial Hearing pursuant to Section Cand reported to the ASN.** subject to a penalty at the Clerk of the Course's discretion.

25.4.11. Competitors who misuse the Hazard function will be disqualified following a Judicial Hearing pursuant to Section C and reported to the ASN for further action.

25.4.12. A 'hazard' is defined as any situation or incident on a Special Stage which is considered to be creating a safety issue that affects the safe passage of Competitors through that Stage.

Red Flag Procedure

25.6.4. On passing a Red Flag displayed by a marshal wearing a marshals' tabard, the driver MUST immediately and significantly reduce speed as well as being prepared to stop at any time; at no time must they overtake any safety vehicle they encounter on the special stage route. The driver must then follow the instructions of any marshals and/or stage safety personnel and maintain this reduced speed until leaving the special stage.

Failure to comply with this rule will result in disqualification and Judicial Hearing pursuant to Section C and reported to the ASN. incur a penalty at the discretion of the Clerk of the Course.

Date of Implementation: 1 November 2023

Reason: Tracking Systems are to be mandated from the 1st November 2023; these regulations are updated to include the use of Tracking Systems, provide definition for a 'hazard' and to detail the penalties for misuse.

28.2.1. If the stage is wholly on a sealed surface, no Competitor should be able to achieve an average speed of more than 75mph. Subject to Art.28.2.3 the average speed may be increased to 80mph.

28.2.2. If the stage is run partly or wholly on unsealed surfaces, no Competitor should be able to achieve an average speed of more than 70mph. Subject to Art.28.2.3 the average speed may be increased to 75mph.

28.2.3. All Event Organisers must attend a webinar hosted by the ASN (and provide evidence if requested) prior to receiving permission to increase the average speeds outlined in R28.2.1 and R28.2.2.

Date of Implementation: 1 January 2024

Reason: In order to reduce the amount of manmade obstacles (Chicanes) in stages, it is proposed to increase the average speed on all Stage Rallies. Chicanes are to be used to protect Competitors from genuine hazards and must follow the approval and Construction processes outlined in R29.6. Events must attend a webinar prior to utilising these average speeds. A further guidance document for Organisers will be published prior to implementation

Green text = change from originally approved proposal

48.5.11. The approved quantity of tyres must be detailed in the event supplementary regulations. The maximum number allowed will not exceed 10 tyres (unsealed surfaces) and 12 tyres (sealed surfaces and all Single Venue Stage Rallies not covered by a Master Agreement) for rallies up to 45 planned competitive miles. For events over 45 planned competitive miles an additional 2 tyres may be added for each return to service after 45 planned competitive miles during the event, but these may not be used prior to the relevant service point.

Date of Implementation: 1 January 2024

Reason: It was agreed within Rallies Committee, following initial feedback, to synchronise the regulation with the Forestry Master Agreements and, provide an additional two tyres for sealed surfaces and all Single Venue Stage Rallies not covered by a Master Agreement.

24.5.4. If the normal running of a Special Stage is red flagged prior to any Competitors completing that stage competitively and where circumstances allow the stage to be re-started, the Clerk of Course may give to each crew which has not been able to cover the stage in the normal manner a notional time corresponding to the time set by the first following Competitor who completes the stage competitively after the interruption, however if this time represents a complete anomaly, the next Competitor's time may be retained (and so on until the 5th recorded time following stage re-start).

Date of Implementation: 1 January 2024

Reason: To clarify the notional time provisions in the event that a Stage is red flagged prior to any Competitors completing the Stage.

2.8. If competing cars or service vehicles are required to carry any identification markings, the name of the organising Clubs must be incorporated, except in Single Venue Stage Rallies confined wholly to private property.

2.9. All the vehicles, including Course/Safety Cars **on Special Stage and Targa Road Rallies**, must comply with the relevant Technical and Safety Regulations.

4.1.3. All measurements refer to the 0.5m test (J.5.16). Wherever practical the 2.0m test should be used for road **and Targa Road Rallies**.

6.1.2. For Endurance Road **and Targa Road Rallies** rally plates must be displayed at the front or rear of the car and 2 x numbers for each rear side window which shall be 15cm high with a stroke width of at least 15mm, coloured orange or yellow and may be reflective. These numbers shall be in place at the top of the rear side windows **(or equivalent space on two-seater cars)**.

Targa Road Rallies

7.1.9. Targa Road Rally. A schedule timed rally where the principal competition comprises the competitor's performance on Special Tests., **where the marking for maintaining a time schedule forms a part of the competition.**

10.6. Written ASN approval must be obtained for any Special Tests by submitting detailed diagrams, **including all roads on the test venue, distances between manoeuvres, overhead images of the land being used, written details of the terrain being used and WhatThreeWords locations for the Test Start, and** ~~written~~ **in addition to** explanations of their format and finishing procedures, before the event.

10.6.4. Flying finishes are not Permitted., **stop lines must be clearly defined on route instructions and with stop boards on the test. The board must have minimum dimensions of 76cm x 61cm.**

10.6.8. Tests must be designed and laid out to ensure cars are not able to the driven towards each other. See Club Toolkit for further guidance on this.

Stop/Go Control

11.7. A manned Control where Competitors are required to stop in line with at least a pair of course markers. Crews must not be held, they should stop and then be immediately 'released' by the Marshal when safe to do so.

18.1.4. All major internal trim as fitted to the body type by its original manufacturer when offering it for sale must be retained. This trim will include ~~headlinings, inside door panels, carpets and rear seats.~~ **Major internal trim includes headlining, inside door panels (which may be replaced with representative material) for all doors and / or rear side panels alongside the rear seat (for a 2 seat car), carpets and rear seats.** It does not include parcel shelves, boot carpet or boot side trims.

18.5.10. For events taking place wholly between half an hour before sunrise and half an hour after sunset 18.5, 18.5.7, and 18.5.9. do not apply. **18.6.1 is relaxed to permit advertising not exceeding 1250 sq cm in total. Also it is permitted to fit a sunstrip of no more than 90mm deep which may display the manufacturer's make or model, or the name of the event, or a recognised Motor Club, or a registered charity, provided that this does not affect the Driver's view.**

Specific Regulations for Targa Rallies

21. Targa Road Rallies must comply with the following;

21.1. To be classified as a finisher, a Competitor must report to all Main Time Controls and, unless otherwise stated in the SRs, attempt at least 75% of the tests listed in the Route Card or Time Card.

21.2. Not include any Standard Sections.

21.3. Regularity Sections may be included.

21.4. Classes to be set by organisers.

21.5. No regular assistance organised in advance may be used by Competitors in Rallies defined in 7.1 inclusive, except when Permitted in the event SRs for Single Venue Targa Rallies.

21.6. Competitors are required to carry a First Aid Kit, high visibility vests or jackets, OK/SOS board, spill kit, warning triangle and for events run during the hours of darkness a torch.

21.7. The use of in car cameras, a copy of which must be provided to Motorsport UK if requested, is forbidden on any public road sections. Organisers may not sanction, encourage or facilitate the filming of events taking part on the public highway. The use of in car cameras (fitting must be specifically approved by a scrutineer) is allowed where event SRs expressly permit this.

21.8. The vehicle must be currently registered and taxed as a Private Car and comply with all statutory regulations as to the Construction and Use regulations (especially regarding brakes, lighting, tyres, warning devices, rear view mirrors, silencers, speedometers, wings and windscreens). In this section the term MODEL refers to all variants of the same family of cars. In addition to complying with Section J all cars competing in Road Rallies must comply with the appropriate part of the following: Body. Vehicles of commercial type, such as vans/pickups (J5.20.6) are not permitted.

21.9. Be currently registered and taxed as a private car, unless specific event regulations relax the requirement for taxation, by virtue of the entire event taking place wholly on private property.

21.10. All major internal trim as fitted to the body type by its original manufacturer when offering it for sale must be retained. Major internal trim includes headlining, inside door panels (which may be replaced with representative material) for all doors and / or rear side panels alongside the rear seat (for a 2 seat car), carpets and rear seats. It does not include parcel shelves, boot carpet or boot side trims.

21.11. Front seats may be improved or replaced.

21.12. The trim, including the door cards and rear seat may be cut to allow the fitting of a safety cage.

21.13. If equipped with a non-standard fuel tank it must be separated from the driver/passenger compartment by a protective bulkhead of non-flammable material preventing the passage of fluid or flame.

21.14. Full harness seat belts may be fitted.

21.15. Guards may be fitted beneath the vehicle to provide protection from damage.

Engines and Transmissions

21.16. Vehicle engines must have:

- a) A maximum of four cylinders.
- b) A maximum of two carburettor chokes (two single or one double).
- c) A maximum of one camshaft per bank of cylinders.

21.17. Engines with more than one camshaft per bank of cylinders may be used providing that they were originally fitted with fuel injection and that the fuel injection system complete with plenum chamber and throttle body is retained unmodified.

21.18. For petrol engines under 1500cc and diesel engines under 2000cc actual capacity, forced induction is permitted providing that the complete original induction system is retained unmodified, other than the replacement of the air filter element.

21.19. Fuel injection may be fitted where it was standard equipment by the manufacturer for that engine type and where the original plenum chamber and throttle body is retained for that engine type. (will need amending to reflect new 2023 18.3.1 rule).

21.20. A standard Wankel unit will be considered as three cylinders – twin Wankel units are prohibited.

21.21. Engines must comply with the silencing levels G.11.1, J.5.17 and 4.1 and have induction air filter elements fitted that ensure the vehicle complies with noise regulations J.5.17.

21.22. Only H shift pattern manual transmissions are permitted. The gear lever must remain the only means of changing gear unless an alternative method was originally fitted by the vehicle manufacturer as standard. Automatic transmissions are permitted provided that they are in their original configuration as fitted by the manufacturer to that specific vehicle model.

21.23. The number and location of the driven wheels must remain as original to the model of car.

Wheels and Tyres

21.24. Wheels and tyre sizes are free but must fit within the standard unmodified wheel arch. A total of six tyres can be used by a crew during an event, unless events Event Documents state otherwise.

21.25. Vehicles must be fitted with tyres that are always legal for use on the public highway.

21.26. Tyres must comply with L3.2.

21.27. Vehicles must have all spare wheels securely fastened in position and must not be fitted with spiked or stud-ded tyres or any non-skid attachments, other than chains if permitted by Event Documents.

Specific Regulations for Special Stage Rallies

21. 22. Special Stage Rallies will be organised in accordance with 1 to 6 where appropriate, the following regulations and the Motorsport UK Stage Rally Safety Requirements which are published on the Motorsport UK website;

Date of Implementation: 1 January 2024

Reason: Following discussions by the Targa Rally Working Group, it has been considered necessary to separate out the Targa Rally regulations and to clarify the intention of the discipline. Also included is a consistency with Road Rally regulations with regards to internal trim. The previous R21 has been re-numbered to allow these regulations to be placed correctly within Section R. These regulations are designed to assist the discipline in its growth whilst retaining its ethos.

2.5.1. Competitors must be started on the road sections of a Rally at intervals of one minute and will leave the start in numerical order, unless the SRs specify a longer time interval or a different order. **Road sections must be a minimum of five minutes regardless of distance.**

2.5.1.1. Events must provide additional road timing when utilising media interviews at Stage ends. A figure of one additional minute is recommended.

Date of Implementation: 1 January 2024

Reason: 2.5.1 will ensure even short road sections have sufficient time to ensure competitors are not rushed and will still have time to prepare for the following Stage. 2.5.1.1 will ensure promotional opportunities are maximised without increasing the demand on a competitor's road timing. This will reduce the negative PR impacts of competitors being rushed.

30.1.3. At all Controls, the Time Card is to be completed manually by a Marshal.

Date of Implementation: 1 January 2024

Reason: The use of automatic clocks for Arrival, Start and Stop Controls is felt to be disengaging for Marshals. This regulation will return the social aspect to Marshalling.

Recommended Classes

49.7.1. Deleted. Historic Category 1 Rally Cars. Pre- 1.1.60.

~~Class A1 up to 1200cc~~

~~Class A2 1201cc up to 1500cc~~

~~Class A3 Over 1501cc~~

~~From 1.1.60 - 31.12.67~~

~~Class B1 Up to 1000cc~~

~~Class B2 1001cc up to 1300cc~~

Regulation Changes for Consultation

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~~Class B3 1301cc up to 1600cc~~

~~Class B4 1601cc up to 2000cc~~

~~Class B5 2001cc up to 2500cc~~

~~Class B6 Over 2501cc~~

49.7.2. Deleted. ~~Historic Category 2 Rally Cars. 1.1.68 - 31.12.74.~~

~~Class C1 Up to 1300cc~~

~~Class C2 1301cc to 1600cc~~

~~Class C3 1601cc to 2000cc~~

~~Class C4 Over 2001cc~~

~~Class C5 All cars having engines with both more than one camshaft and more than two valves per cylinder.~~

~~All cars with a Rotary Engine.~~

49.7.3. Deleted. ~~Historic Category 3 Rally Cars. 1.1.75 - 31.12.81.~~

~~Class D1 Up to 1300cc~~

~~Class D2 1301cc to 1600cc~~

~~Class D3 1601cc to 2000cc~~

~~Class D4 Over 2001cc~~

~~Class D5 All cars having engines with both more than one camshaft and more than two valves per cylinder.~~

~~All cars with a Rotary Engine.~~

49.7.4. Deleted. ~~Historic Rally Cars complying with FIA Appendix K.~~

~~Classes as specified by Article 2.1 of the FIA European Historic Sporting Rally Championship Regulations.~~

49.7.5. Deleted. ~~Historic Category 4a Rally Cars. 1.1.82 - 31.12.85.~~

~~Class E1 Up to 1300cc~~

~~Class E2 1301cc to 1600cc~~

~~Class E3 1601cc to 2000cc~~

~~Class E4 Over 2001cc~~

49.7.6. Deleted. ~~Historic Category 4b Rally Cars. 1.1.86 - 31.12.90.~~

~~Class F1 Up to 1300cc~~

~~Class F2 1301cc to 1600cc~~

~~Class F3 1601cc to 2000~~

Stage Rally Class Structures

50. All Stage Rallies must use the class structure detailed in Chart 50. Events may choose to utilise all, or some, or amalgamate, the provided classes but must not deviate from the list.

Chart 50

Class	Description
1	Homologated cars FIA Rally 2, R5 & S2000 specification cars and any derivatives therefrom, plus World Rally cars with a sequential gearbox.
2	All 4-wheel drive cars over 2000cc not eligible for Class 1.
3	FIA Rally 3 cars and Group N4 that still comply with their homologation.
4	FIA RGT and 2-wheel drive cars with normally aspirated engines over 2000cc or forced induction engines over 1500cc.
5	Homologated cars that still comply with their homologation FIA Rally 4 and R2 cars with forced induction.
6	Cars with normally aspirated engines over 1600cc up to 2000cc or forced induction engines up to 1300cc.
7	FIA Rally 5 and cars with normally aspirated engines over 1400cc up to 1600cc, including R2, or forced induction engines up to 1000cc.
8	Cars with normally aspirated engines up to 1400cc.
9	Rally First specification cars, including Road Rally cars, over 1600cc.
10	Rally First specification cars, including Road Rally cars, over 1400 and up to 1600cc.
11	Rally First specification cars, including Road Rally cars, up 1400cc.
12	Junior 1000. Only cars eligible to compete in the Junior 1000 series'.
13	Hybrid Electric & full Electric cars of all types.
H1	Historic Category 1 Rally Cars. Up to 31.12.67. All capacities.
H2	Historic Category 2 Rally Cars. 1.1.68 – 31.12.74. Up to 1600cc.
H3	Historic Category 2 Rally Cars. 1.1.68 – 31.12.74. 1601cc to 2000cc.
H4	Historic Category 2 Rally Cars. 1.1.68 – 31.12.74. Over 2001cc.
H5	Historic Category 3 Rally Cars. 1.1.75 – 31.12.81. Up to 1600cc.
H6	Historic Category 3 Rally Cars. 1.1.75 – 31.12.81. 1601cc to 2000cc.
H7	Historic Category 3 Rally Cars. 1.1.75 – 31.12.81. Over 2001cc.
H8	Historic Category 3 Rally Cars. All cars having engines with both more than one camshaft and more than two valves per cylinder. All cars with a Rotary Engine.
H9	Historic Category 4 Rally Cars. 1.1.82 – 31.12.90. Up to 1300cc.
H10	Historic Category 4 Rally Cars. 1.1.82 – 31.12.90. 1301cc to 1600cc.
H11	Historic Category 4 Rally Cars. 1.1.82 – 31.12.90. 1601cc to 2000cc.
H12	Historic Category 4 Rally Cars. 1.1.82 – 31.12.90. Over 2001cc.
H13	Historic Rally Cars complying with FIA Appendix K.

Date of Implementation: 1 January 2024

Reason: Research undertaken as part of the UK Rally Strategy has highlighted that there are currently too many classes used across existing events and Championships. Across 8 Championships there were 113 different classes utilised by Events. It would not be unrealistic to see one car competing in 4+ events and be in 4 different classes. This structure is designed to provide a uniform approach to the sport, making it easier for all to understand. Championships can retain their existing class structures for their own promotional purposes if they wish, but all events must follow the proposed class structure.

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Specific Regulations for Targa Road Rallies (continued)

Electrical Systems

21.28. Vehicles must have a maximum of four forward facing beams, as well as side and indicator lights, unless further restrictions are specified in the Event Documents. Where more than four beams are fitted as standard, only four may be used and the remainder must be rendered unusable for the duration of the event.

21.29. Light pods are not permitted.

21.30. A headlamp must provide the main beam and dipped beam functions.

21.31. An auxiliary lamp provides a beam other than that provided by the headlamp. With the exception of cars built before 31st December 1946 the maximum width of the lamp body of any auxiliary lamp must not exceed 222mm.

21.32. A headlamp may consist of a single reflector with a dual filament bulb, or separate reflectors each with single filament bulbs providing the functions of main beam and dipped beam separately. This will be considered as equivalent to a single dual filament headlamp unit. Lamp units comprising two reflectors where one is fitted with a dual filament bulb will be considered as a combined headlamp and auxiliary lamp. In this instance therefore no additional auxiliary lamps may be fitted.

21.33. Auxiliary lamps unless fitted as standard equipment using gas discharge or LED technology are not permitted and gas discharge or LED headlamp units may not be retro fitted.

21.34. Auxiliary lights must not be used in neutral sections except in poor visibility as permitted by law.

21.35. Where more than four beams are fitted as standard, only four may be used and the remainder must be rendered unusable for the duration of the event.

21.36. Vehicles must have all lights fitted and used according to motor vehicle lighting regulations.

21.37. External navigational or Marshal lights are not permitted.

21.38. For events taking place wholly between half an hour before sunrise and half an hour after sunset 18.1.2, 18.5, 18.5.1, and 18.5.9 do not apply. 18.6.1 is relaxed to permit advertising not exceeding 1250 sq cm in total. Also it is permitted to fit a sunstrip of no more than 90mm deep which may display the manufacturer's make or model, or the name of the event, or a recognised Motor Club, or a registered national charity, provided that this does not affect the Driver's view.

Miscellaneous

21.39. Vehicles may not use racing style numbers, nor have any advertising except for event sponsor decals which must be incorporated within the rally plate.

21.40. They should be equipped with an effective method of stopping fuel supply, operable by the Driver when normally seated (the ignition switch would normally cover this requirement) and must use pump fuel as defined in Nomenclature and Definitions.

21.41. Brakes are free but must comply with Construction and Use Regulations. A hydraulic handbrake is permitted where a functioning mechanical system is also present.

21.42. Vehicles must display registration plates in compliance with the current Road Vehicles (Display of Registration Marks) Regulations.

Please Read the comments by Dave Thomas pages 7 - 10

Scrutineers' Bulletin

August 2023

PPE Checks

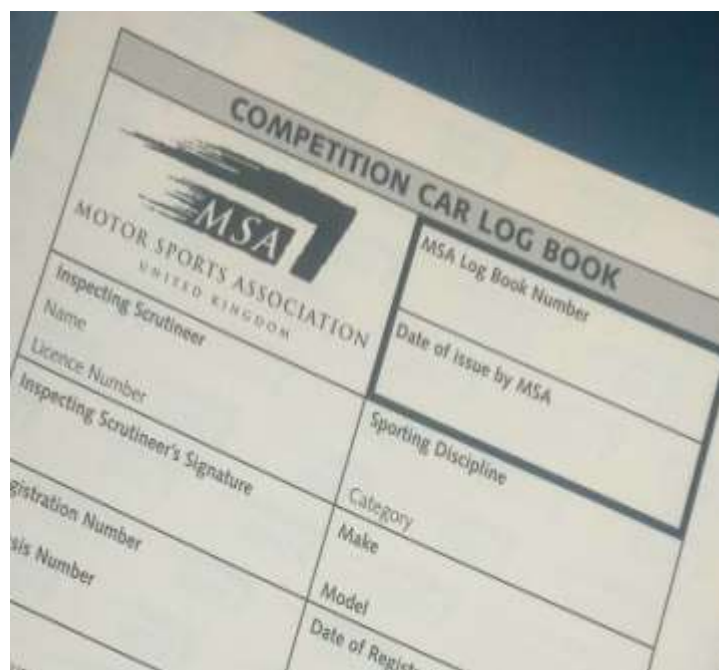
It is imperative that all competitor Personal Protective Equipment is checked for compliance with the relevant technical regulations. However, please remember that if the PPE is being checked whilst it is being worn, this should be as “hands off” as possible.

It is not appropriate for a Scrutineer to touch an individual – even to check PPE – without the express consent of that person.

Be mindful of the person in front of you:

- If you cannot easily see the required identification labels on a race suit and it needs to be unzipped, the competitor may not feel comfortable doing this in a space where other competitors or people are present. If you need to go to an area outside general public view, ensure that there is another official present with you and ask if the competitor would wish for someone to accompany them
- Explain what you are looking for and ask for the individual to loosen the item which would assist you to see the required labels
- If for example the identification panel is inside the neckline explain what you will need to do and gain consent before carrying out the required checks
- It is never appropriate for Scrutineers to unzip suits or other clothing without consent. If you do not have consent, you should ask that the individual unzip the clothing themselves if required for checks.

Also, a reminder that for any competitors under the age of 18 checks on undergarments (and rib protectors in karting) must be done in such a way that protects their dignity and privacy and promotes their welfare. Checks should always be completed in the presence of the competitor's parent or PG licence holder.



We recently received a request for a reminder from February (207) regarding the expiration schedule for the old-style Competition Car Log Books, which is detailed in (J)2.1.5.

The phasing out of the old-style Competition Car Log-books continues with the latest batch, CCLBs issued between 01 January 2000 and prior to 31 December 2004, having expired at the end of 2022.

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

The next batch of CCLBs to expire were issued between 01 January 2005 and prior to 31 December 2009 and will expire on 31 December 2023.

All other CCLBs will expire on 31 December 2025.

Once a CCLB has expired a new Vehicle Passport will need to be applied for. Until the date of expiry a CCLB may continue to be returned to Motorsport UK for amendment

FHR Sticker Deterioration



The FHR device shown above was identified recently. As can be seen in the photo, the “void” print is starting to show on the FIA hologram on the left. The FHR was checked and found to have had no defects, and the hologram does not show signs of tampering or being intentionally voided.

This example was shared with the FIA, their reply advised that the “older” stickers found on FIA 8858-2002 Standard FHRs do begin to display the void print due to deterioration of the sticker over time, without the sticker being intentionally voided.

If presented with an FHR with an FIA hologram in a similar condition to the example above, please inspect the FHR and apply your best judgement. If the FHR passes inspection in all other respects and the hologram sticker does not show obvious signs of having been intentionally voided, then it can continue to be used.

Please refer any specific cases with photos for advice or support to technical@motorsportuk.org.

Helmet Drying

We have been made aware recently of a few instances of helmets being found during scrutineering with apparent damage to the interior face of the internal structure – commonly at kart events. Noticeably these helmets appear to show signs of heat damage, with ‘crazing’ or whitening on the interior surface of the structural foam.

Upon further enquiry the common theme being that these helmets have all been exposed to some form of direct heat source for the purposes of drying, such as a blown hot air/hair dryer. There are a number of specific helmet drying products on the market, and also some ‘DIY’ solutions. The important thing in all cases is to ensure that the drying process is carried out in a careful and controlled manner – which should be more manageable with purpose made products. Ensuring that any heat source is not excessively high – a longer period of drying at a lower temperature will be more favourable than rushing it and potentially damaging the structure of the helmet!

Motorsport UK Helmet Stickers



A SNELL K2010 helmet was recently spotted at Kart Scrutineering sporting a blue Motorsport UK helmet sticker...

A reminder that helmets approved for use in all disciplines require a blue Motorsport UK helmet sticker. Helmets which are accepted for use in kart racing only require a yellow Motorsport UK helmet sticker if bearing an FIA CMR or CMS standard (this is a helpful reference for drivers under 15), or a green Motorsport UK sticker for all other approved karting standards.

The SNELL K2010 helmet with the blue Motorsport UK helmet sticker, should have been issued with a green Motorsport UK sticker.

Dual Standard Helmets



A reminder from February (207) that helmets could have more than one approval standard. Where a helmet is approved to more than one standard, then as long as a minimum of one of those standards is currently valid then the helmet is acceptable. Commonly this would be both a Snell and an FIA standard. For example, a helmet could be approved to both FIA 8860-2010 and Snell SA2010 standards.

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

You do need to read the FIA label carefully to make sure it is one of the helmet standards listed in (K)10.3.1, as the earlier FIA helmet standard label, before the hologram system was introduced, is very similar in appearance to the early FIA 8858-2010 Standard label shown below

Continued on Page 79

(for non-8859/8860 helmets compatible with FHRs), this is not a helmet standard and requires an accompanying valid helmet standard, such as a Snell label. Take care not to confuse it also with the FIA 8858-2002 Standard label below, which relates to the FHR tether anchorages and again must be combined with a valid helmet standard.



A Thought For All Motor Clubs

Our club was saddened to learn this week of the death of one of our most valued members, *Someone Else*.

Someone's passing creates a vacancy that will be difficult to fill. *Else* has been with us for many years and for every one of those years,

Someone did far more than a normal person's share of the work.

Whenever there was a job to do, a setup to organise, or a meeting to attend, one name was on everyone's list, "Let *Someone Else* do it."

Whenever leadership was mentioned, this wonderful person was looked to for inspiration as well as results; "*Someone Else* can work with that group."

Someone Else was a wonderful person; sometimes appearing superhuman. Were the truth known, everybody expected too much of *Someone Else*.

Now *Someone Else* is gone! We wonder what we are going to do.

Someone Else left a wonderful example to follow, but who is going to follow it? Who is going to do the things *Someone Else* did?

When you are asked to help this year, remember -- we can't depend on *Someone Else* anymore.

Get more involved and do your bit to help your club.



2023 IMechE Formula Student Scrutineering Team

The 2023 IMechE Formula Student event was held at Silverstone over the weekend of the 22/23 July. The event was won by Modena University from Italy using an internal combustion engine fuelled by sustainable fuel supplied through a partnership between Motorsport UK, IMechE and Coryton Fuels. There were 63 University teams (including 41 UK teams) in attendance.

Thanks to Chris Baker and his team of Motorsport UK Scrutineers (some of which you might recognise in the photo below amongst the IMechE team) who supported the IMechE technical judges with Safety and Environmental Scrutineering, and worked alongside the IMechE and ZF in providing Scrutineering and Safety protocols for the Electrified Vehicle classes.

Chris who has been Chief Scrutineer for last 6 years following Dallas Smith and a Scrutineer at the event for 22 of the 25 years it has been held in the UK, shares some of the experiences that keep drawing him back to the event...

"I think the main thing that keeps me doing it each year is the willingness of the students to learn from their experience. For example, 10 or so years ago we had an entry from a university in the Indian subcontinent and when it arrived it was, to be nice about it, agricultural. The left side bore no relation to the right side, it was impossible to steer, and the brakes were different on each wheel! The team took so much information back and passed on to the next year group and so on so that the team that arrived from the same university last year presented a car with a carbon fibre chassis and a hybrid drive that flew through tech and safety without a problem.

At no other event do you get to work on 39 fully electrified race cars and possibly the first and only hydrogen fuel cell single seater to compete in the UK!"

NOTICE

THIS IS THE
BACK DOOR
THE FRONT
DOOR IS
AROUND
THE BACK



SPRINGHILL

**Motorsport Club
CLUB REUNION**

Thursday 26th October

Stanhill Social Club

**Stanhill Rd., Oswaldtwistle,
BB5 4PP**

In the Function Room from 7pm



2300 MC

Andy Mort Tour

Sat 21st October



THE 2300 Club of Blackburn is pleased to announce that the 2023 Andy Mort Tour will take place on Saturday, October 21.

The regulations and online entry form will go live on Saturday, August 19 on the club website, www.2300club.org.

And there's a new look for the route on this year's Tour, thanks to the organising team led by Walter Bateson and Cliff Simmons.

"The traditional format remains the same, but we will be heading further north-east and utilising some of the very best driving roads that North Yorkshire has to offer," explained Walter.

"As a Touring Assembly, there is no competition element to the Andy Mort Tour, although crews will be required to follow the tulip road book and visit the codeboard check-points, some of which will be marshalled, to ensure the correct route is adhered to.

"The entire route takes place on sealed roads and can be safely driven in a standard road car, there is no need for special modifications."

The start and finish venue will once again be at West Bradford village hall, where breakfast will be served to the entrants, before the first car is flagged away at 9.30am.

The lunch halt is at Brymor Ice Cream Parlour at High Jervaulx, near Masham, where refreshments will be served.

And a signature feature of the Andy Mort Tour, the 'fun test' is back again, ready to entertain crews (and spectators!) before the finish back at West Bradford, where a potato pie supper and prizegiving ceremony awaits.

"The Andy Mort Tour promises to be a great day out for everyone, and we look forward to seeing friends old and new in October," said club chairman Neil Molyneux.

Entry fee for the 2023 Andy Mort Tour is £65 for driver and navigator, which includes a breakfast roll, tea/coffee at the start, a light snack at the lunch halt and a meal at the finish.

Marshals Wanted

No experience necessary, breakfast, evening meal and a fuel contribution provided.

A good day out in great company, excellent cars in some fantastic scenery.

Please contact David Barritt 07836349295

Clitheroe & District Motor Club,
Sponsored by PD Extinguishers present:

THE CLITHERONIAN 23/24th September 2023

145 miles on 97% tarmac roads. Start and finish near M65 JCT 4.
6 figure pre-plot route. Regulations and entries available end of July.

An early call for Marshals for The Clitheronian!

As one of the last few remaining traditional road rallies in the North West we require your help in delivering a first class event in the best CDMC tradition.

All offers of assistance to me in the first instance via the CDMC Facebook page (a pm is fine), text etc to 07801715501

or email .. tonykart54@gmail.com.

Marshals goody bags will be awarded to all...

Plus the usual Full English Breakfast at the finish

Remember its a no spectator event and therefore to be closely involved please consider volunteering - assistance will be given if unsure of what to do on the night. Thanks in advance.

Tony Vart (Chief Marshal)

Regulations are now available on the CDMC website, (clitheroedmc.co.uk)

**Entries opened on rallies.info
on 21st August at 19:00.**

**I am so old. I can remember
when Global Warming was
called Summer**

SCAM EMAILS

Please be aware there are some emails flying around with people imitating various committee people asking to make a payment to a club delegate or similar.

If you interact with the sender they will say they cannot take phone calls etc. I strung them along the last time and they wanted me to buy 6 £50.00 iTunes gift cards, scratch off the panel and give them the code.

Neville has made me aware of the best imitation yet, see the below image. If you get anything like this please let me or Andy know.

Just to be clear, we would never ask anyone to make a payment of this type in this way. To be absolutely clear always check the sender's email address. In this case, it is coming from a @yandex domain.

Anthony Jamieson ANECCC

Request

3 August 2023 08:17



Andy Whittaker

Details

Good morning Neville,
Are you available? I need you to send an urgent payment to a supplier on behalf of ANECCC.
The money will be reimbursed back to you later.
Let me know if you can help send the payment now so I can send you the details.

Regards

Andy Whittaker

Chair & Regional Delegate

The Association of North East
and Cumbria Car Clubs (ANECCC)



Association of North East and Cumbria
Car Clubs

Gilligan Vehicle Consulting Ltd

Postal Address

Great Carrock, How Hill

Greystoke, Penrith

Cumbria. CA11 0XY

CONTACT US

pg@gilliganvc.co.uk

01768 484 185



Anglesey at the beginning of July saw CSCC hold their 24 hour event - some apprehension from the club but they needn't have worried. The marshals who came from near and far (!) did sterling work to make the event a success. A few tired people by the time we finished on Sunday lunchtime but many hope it's back on the calendar next year.....pretty please!

The British Grand Prix saw two Brits on the podium - a few organisational issues to iron out for next year for those attending and the recruitment tent (as per separate mail message) but discussions have been started with Motorsport UK so watch this space for updates.

There has also been discussion around Recruitment, Retention and Recognition - our survey plus a Motorsport UK club survey highlighted similar initial conclusions around the reasons for attending (or choosing) events. There will be further working groups and feedback to Sporting committees and Clubs accordingly. And if you want to get more hands on then why not apply to one of the Committees within Motorsport UK? Applications open until 7 August direct to Motorsport UK as per the latest Revolution publication (<https://www.motorsportuk.org/revolution-magazine/>)



Northwich hosted the third Krazy Races event of the year - and it was certainly Krazy. Mixed weather conditions and dodgy brakes led to some interesting finishes on what is the longest track they use. Great fun and a bit different. Next stop is Wolverhampton at the end of August and then Lancaster in September. Still time to sign up - if you are interested please drop me a line.

Motorsport UK have released a video referencing the installation of the Light Panels. This was sent to all registered marshal - further communication is required but any comments on the video and actual issues experienced should be sent to Motorsport UK directly as requested in the video.

SE Region - a few marshal point changes requested by Motorsport UK. Marshals should raise concerns via the safety@ email to Motorsport UK or via their regional circuit reps.

NW Region - BMMC NW marshals raised an amazing £239.38 from the sale of Oulton Park 70th Anniversary cloth badges, kindly donated to us by circuit management at the recent Gold Cup event. We are very grateful for their gift and donations have been sent to Race Against Dementia - our chosen charity. Thanks for your generosity.

NE Region - the Social Media channels for the region are in the process of being refreshed so that there are more ways to communicate with the region. Updates soon!

Mids Region - Mel Baggeley has taken on the role of Safeguarding Officer for the ES Team and Donington Park specifically. The safeguarding policy will be updated on our website shortly to reflect this addition.

The Fun Cup competition has now closed with a phenomenal 80 plus applications. Those successfully through to the next round will be contacted in due course. Thank you so much for your interest and stories - a few decision making evenings now required!

Sadly MGCC announced at Cadwell Park at the weekend that it was their last independently organised meeting after 60 years of motorsport. The meeting at Snetterton in September will run in collaboration with Equipe Classic Racing and Motor Sport Vision Racing. Championships will race on and further announcements will be made. We thank them for their ongoing support and wish them well.

Nadine Lewis : BMMC National Chair

FOR SALE

1987 Ford Escort 1.6 L

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

£2,000 ovno

brian_heaney@btinternet.co



FOR SALE

MAZDA MX5 1.8, 06 plate,

- mot June 24 ,
- car drive's good,
- no leaks
- odd age related scrapes, nothing major

£1850

tel Gary 07879850009

garystewardsn1969@gmail.com



For Sale 1987 Reliant Scimitar SS1 1600



I was planning to adapt her for off-road trialling, but she's much too nice for that so I have bought another tatty version for trialling.

- Ford CVH engine and gearbox.
- Sierra final drive unit.
- Derwent Blue.
- Galvanised Chassis.
- Restored around six years ago.
- Genuine car in very good all round condition.

£3250 ono.

**Steve Lister 07976 654333.
(Matlock)**

DYSON ROLLS OUT NEW JET ENGINES



For Sale (maybe) 1991 Alfa 75 Twinspark



I'm thinking about selling my 1991 Alfa 75 Twinspark for personal reasons.

It's obviously in above average condition, as it is still surviving and is MOT'd until 17/08/24.

If anyone is interested, I'd be delighted to give further details.

Phil Thompson

philthompson75@gmail.com

The Solway Rally Sunday 22nd October 2023

Wigton Motor Club will be presenting the Solway Rally with Historic & Targa classes based at Rowrah kart circuit, South of Cockermouth, and featuring some new, previously unused test venues in West Cumbria.



Marshals appeal

As always the event cannot run without the help of an army of marshals. All marshals will be offered a meal at the end of the event at Rowrah.

If you are available and would like to join us in West Cumbria please contact the Chief Marshal on eddieparsons5@icloud.com with your contact details.





NESCRO



Historic Motorsport In The North Of England & Scotland

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

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.

I've had an email from Solway Car Club, saying as they have had acceptance from the Military Range to allow them to run the Solway Coast Targa on 8th October.

It will be based at Kircudbright as in previous years and the regulations should be available from late August/early September.

Bob Hargreaves

2023 NESCRO Challenge Co-ordinator

01229 587777

07742 313602

NESCRO 2023 Historic Driver's Challenge

Pos	Driver	pts
1	Alex Willan	376.4
2	Geoff Bateman	292.2
3	Tom Hall	265.3
4	Neil Raven	258.2
5	Andrew Johnson	197.3
6	Michael Read	195.0
7	Paul Slingsby	170.8
8	John Pye	166.6
9	Live Escreet	163.5
10	Ian Dixon	160.7

NESCRO 2023 TARGA Driver's Challenge

Pos	Driver	pts
1	Chris Dodds	399.2
2	Kevin Stones	296.1
3	Jack Morten	282.9
4	Kevin Savage	260.2
5	Simon Jennings	217.9
6	Andrew Thompson	212.5
7	Barry Lindsay	209.5
8	Ali Procter	208.6
9	Peter Clegg	202.6
10	Phillip Hodgson	187.9



NESCRO 2023 Historic Navigators Challenge

Pos	Driver	pts
1	Andrew Fish	371.2
2	Maggy Bateman	292.2
3	Clair Raven	258.2
4	Dave Boyes	197.3
5	John Lidsay	195.0
6	Glen Fothergill	191.3
7	Paul Taylor	185.1
8	Michael Fox	170.8
9	Andy Turnbull	166.6
10	Audra Banks	145.2

NESCRO 2023 TARGA Navigators Challenge

Pos	Driver	pts
1	Christopher Holden	296.1
2	Essi Salonen	282.9
3	Phil Savage	260.2
4	Colin Fish	217.9
5	Joshua Bailey	212.5
6	Martyn Petry	209.5
7	Lysey Procter	208.4
8	Sarah Clegg	202.6
9	Peter Gibson	196.6
10	Lewis Hodgson	187.9



*Photos from Spadeadam MCs
Blue Streak
Courtesy of Tony North*



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

- 9th /10th September 2023 M65 Junction 4 services

Contacts;

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

Sapphire Solutions Ltd

TimingAppLive Management And Results Solutions



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

Facebook group TimingAppLive

www.sapphire-solutions.co.uk

CONTACT John

John@sapphire-solutions.co.uk

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



Clitheroe & DMC **HALL TROPHY** **POSTPONED**

Weeton Barracks
26th August

It is with regret that the committee have made the decision to cancel the Hall Trophy Rally at Weeton Barracks on the 26th August.

We have worked very hard over the last few months to get this on . We have been advised that nothing will be allowed to happen on site till September at the earliest due to an environmental issue .

We are disappointed to be saying this but the decision is out of our hands .

To all competitors and marshals who had pencilled in this event we can't thank you enough . We, as a club, pride ourselves on putting simple no nonsense events on for the competitors to enjoy .

We have a date in Feb 2024 we want to provisionally book and work towards and going by communications should be good to go .

Should current entered Competitors wish to have their entries refunded please contact the entries secretary but please be patient .

Should the current entered competitors wish to secure a place for the Feb event you can and it will be honoured at the 2023 rate you don't need to do anything with your entry.

The entry fee for 2024 will probably see an increase .

See Below

I am continuing to track this and awaiting a decision to be made. The breeding season for barn owls is between March and August and we are expecting environmentalists to conduct an inspection in September. The head of establishment is chasing this to try and bring this forward.

I apologise for the inconvenience but we are following legislation under protected bird act and I assure you that we are and have been pushing to gain full access back to the training area.



EGM

Notification

Notification to the 2023 membership and interested parties of Manx Auto Sport Limited

An EGM will be held at the Creg Na Baa Hotel at 18.30 for an 18.45 start on Monday 25th September 2023

This Meeting is to allow the Club to explain various changes to its structure (committee) and how events are planned going forward.

At this meeting all (4) current Directors of MAS will offer to resign their current positions. There are various roles within the club (committee/Director) that are currently vacant which need to be filled.

If you are interested in joining the club in an official capacity we would like to hear from you on the night.

Please note, while the EGM is open to those interested, only fully paid members are entitled to vote.

Membership will be available on the night.

Kind Regards
Manx Auto Sport



Clitheroe & District Motor Club



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



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

O/S Maps 97, 98, 102 & 103
Regs : Early September



WDMC

WARRINGTON & DISTRICT MOTOR CLUB



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 .

WIGAN & DISTRICT MOTOR CLUB



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

SD34MSG Championships '23 Open to ALL SD34MSG Group Members

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

Enter ALL for Just £5
Register on Line

<http://sd34msg.org.uk>

Clitheroe & District Motor Club,
Sponsored by PD Extinguishers present:

THE CLITHERONIAN

23/24th September 2023

145 miles on 97% tarmac roads. Start and finish near M65 JCT 4.
6 figure pre-plot route. Regulations and entries available end of July.

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

The Malton Forest Rally 5th November

The Malton Forest Rally in association with B&F Potatoes
To help with the current cost of living, the Organisers of the event have decided to offer an innovative payment plan to competitors to help spread the cost of the entry fee.

Regulations for the event come out on the 1st of September, with entries opening on Sunday the 3rd at 8pm.

"Entries will be allocated on a first come, first served basis, and upon entering competitors will have 3 days to pay a non-refundable deposit of £50 to be classed as an acknowledged entry. If this is not received within the time frame, the entry will be cancelled. The remaining entry fee can be either be paid in full by Friday 29th September 2023, or in 2 split payments with the first payment of £400 received no later than Friday 29th September 2023 and the balance paid no later than Friday 20th October 2023."

We are hoping this enables competitors to split the fee over 2 wage packets, while ensuring that competitors commit to the 105 spaces available for the popular Yorkshire Rally



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

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>



three sisters
CIRCUIT

threesisterscircuit.co.uk

Competition Car Testing

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

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

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

rally
AT
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anglesey
circuit
traction

**JUST £140
FOR THE DAY**

PRICE PER TEAM OF DRIVER AND CO-DRIVER



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

UPCOMING EVENTS

FEB 17th

SUNDAY

MAR 15th

FRIDAY

APR 13th

SATURDAY

JUN 29th

SATURDAY

BOOK ONLINE AT RALLYTRACKDAYS.COM

OR CALL THE CIRCUIT OFFICE ON 01407 811400



Liverpool Motor Club Marshals Needed

**for our events on the
historic Aintree Circuit.**

Month	Date	Day	Event
Sept	TBA	Sun	Grass Autotest
	10th	Sun	Cars & Coffee
	24th	Sun	Cumbrian Canter
Oct	8th	Sun	Cars & Coffee
	22nd	Sun	Solway Historic & Targa
Nov	12th	Sun	Cars & Coffee
	19th	Sun	AutoSOLO
Dec	27th	Wed	Autotest

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

**KNUTSFORD
TARGA
2023**

WWW.KNUTSFORDTARGA.CO.UK

SUNDAY 19th November



Pro-Rally.co.uk

1



Motorsports Photography and Journalism

Classic Rallying | Historic Rallying | Road Rallies
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 1

www.pro-rally.co.uk

I said to the girl in B&Q what's the best thing to sort out greasy ovens.

She said "Ammonia cleaner"

I apologised to her and said I thought she worked there

My wife found out I was cheating after she found the letters I was hiding. She got mad and says she's never going to play scrabble with me again.

Sting was spotted in the red light district in Amsterdam.

He was getting a massage in a brothel

Got talking to Elvis in B & Q.

Apparently he returned a sander


three sisters
CIRCUIT

threesisterscircuit.co.uk



Car Track Days:
4th September
18th September
9th October

ANWCC

To Access all
of the following

2023 Championships Calendar

Championship Registration

2023 Championship Tables

Please Visit

www.anwcc.co.uk

SD34MSG

To Access the
**Championships
Registration**

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

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Gazzard Accounts Ltd

AS Performance North of England Tarmacadam Rally Championship

The Championship rounds for 2023

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



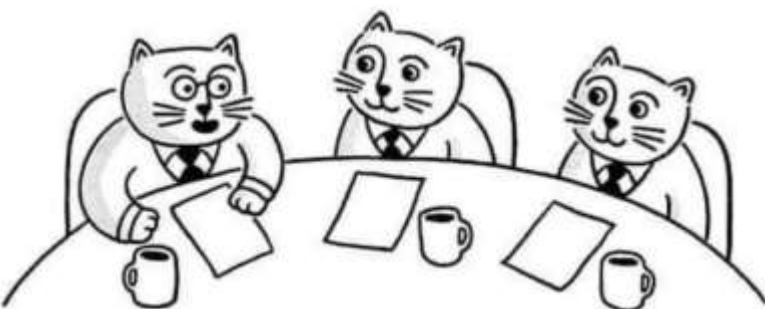


Matlock MC

Dansport Historic Rally **14th/15th October**

- Historic Road Rally
- Penultimate round of HRCR Motorsport News Championship
- 50+ miles on Saturday Evening
- 110 miles on Sunday
- 8 Tests on both Tarmac & loose (Nothing Rough)
- 8 Regularities on Maps 110 & 119 (inc. a few smooth whites)
- No tricky navigation - HRCR guidelines
- HQ at Peak Edge Hotel
- Entry £125 (Supper on Saturday, Coffee Break, Plentiful lunch & a 3 course dinner on Sunday)
- Prologue start on Saturday & Finish are all at the Peak Edge
- Noise & Scrutineering on Saturday 1st car departs at 17:31
- Nearby Hotels - Casa (Rally Deal), Ibis & Premier Inn

HOW AMAZON WAS INVENTED



"Any ideas on how to get more cardboard boxes into our homes?"

Beatson's Building Supplies **Mull Rally 2023**



Sailings between October 16th (Rally Monday) and October 22nd will be open for bookings today, Friday 4th August. This final week of 'summer' timetable has been held back for some time, awaiting confirmation of winter dry-docking schedules. Due to the pressure of Mull Rally traffic, Mull routes are being opened up for bookings a little ahead of the rest of the network....

There will also be additional sailing on the Sunday October 15th 08:45 from Craignure.

If you haven't already registered.

Marshals: <https://mullrally.org/marshal-registration/>

Radio Marshals: <https://mullrally.org/radio-reg/>

Marshal Financial Incentive

1. The claimant must pre-register for the event via the online marshal registration system as detailed below.
2. A maximum of £120 will be payable to each marshal if he or she marshal's all 3 legs (excluding Shake down). If a marshal, marshals less than 3 legs they will be paid at £40 per leg.
3. To claim your expenses you must complete the on-line expenses form (link below), after the 15th of October 2023
4. A separate expense claim must be submitted for each individual marshal.
5. Provide bank account details for BACS payment
6. All claims must be received before the 31st of October 23.

Link to claim expenses:

<https://form.jotform.com/231893777372369>

Look forward to seeing you all on in October.

Tom Wilson

Chief Marshal

07725 652994

Acknowledgements

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

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

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

A Special mention of gratitude to

ALL THOSE CLUBS AND PEOPLE
WHO DO SEND IN REPORTS,

Jokes, Photographs, Information, Events etc

Terry Martin (CDMC)	Steve Entwistle,
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 November 14th

8pm

Via Zoom

<http://anwcc.co.uk>

ANECCC



Thursday 26th October

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 October Edition is
Thursday the 28th of September
which is due out on

Saturday the 30th 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