

October 2023 spotlight



ANECCC
Association of North East
and Cumbria Car Clubs



ANWCC
Association of North Western Car Clubs

ANCC
Association of Northern Car Clubs



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Ilkley Jubilee Historic Rally
Dan Willan / Ryan Pickering 1st O/A

Photo Courtesy of Tony North

www.sd34msg.org.uk

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Front Cover :- Ilkley Jubilee Winners

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September has been a very busy month in our clubs for Marshalling and organising with lots of events taking place and all are asking for marshals!. At this time of the year, the 2024 events are in planning by all motor clubs. The clubs that I am a member of, all 2024 events at Lymm truck stop have been planned with dates agreed, After the Blackburn AutoSOLO on the 10th September, a new team was formed, and is currently meeting to at look at the Blackburn AutoSOLOs with who want to help and run them and get some dates for 2024. This process happens at all levels of the sport.... more so/even at grassroots! If new people are not encouraged to run motor sport events with the support of those with experience.... then the sport will die!

New organisers also are volunteers, who are trying their best to put on a great motorsport event, if you want motor-sport event to run.... then help your motor club.

On Sunday 16th September I took time out and had a pleasant day and lunch in Southport. And as it happened.... a Classic car show was on in Victoria Park that afternoon! Some folk like polishing cars and some like using their cars. Both I believe are right as the increase of tours and classic runs are much easier to keep our community together than dealing with the Blue Book and the rules!

The SD34 meeting this month had 8 members meet prior to the meeting for a meal and afterwards the persons Face to Face for the meeting had 18 persons with around 2/3rds of our clubs being represented by those 18!... This was a fantastic achievement from our membership of 32 clubs. A report can be found on [page 6](#). It was brought up at the meeting that our 32 clubs and their members have a vast knowledge of our sport in many disciplines most running at temporary venue and a few speed events at fixed venues. The working back ground of our SD34 MSG volunteers; cover all major aspects for Health & Safety, Emergency Planning working with Local councils and Unitary Authorities, Police, Fire, Ambulance, and even Local Authority Safeguarding and Matrons! We also had 4 MSUK Safeguarding officer at the SD34meeting!

When looking for the best in our sport it is the many who do so much and I would ask you to read 'why be a Volunteer' on [page 20](#) I also like the joke on that page if it offends you, please contact me!....

The weekend 23/24 September, I also went out for an all nighter.... Whilst 50 years ago I did like, and still do the Wigan Casino northern soul music! The event starting from the M65 Services The Clitheronian 2023, had the same nostalgia for me and judging by the large numbers of those with 50+ years in 'grass root' motorsport that was helping to marshal!... I was not alone!

Where has the last 21 years gone? When the Civil Service rally 2002 started; Dave Barratt was the Assistant C of C, Mick Conboy was the Chief Marshal, Steve Butler did the results, Paul Buckle and Martin Young were sector marshals and all were the PR crews for the event. In 2003, the event started and finished at Eaves Hall, Country Hotel, West Bradford! (Well in those days it was one of the CSMA – Leisure Properties!)

3 nights Dinner Bed & Breakfast for £100 per person!

I think many folk would like deals like that?...

It was great to see that the Clitheronian 2023 with a new crew running the event still had the same buzz!

The Drivers briefing was well attended... Some had other priorities with the TV screen showing the Rugby match! and still involved. It was good to see that 40 out of 46 starters finished the rally with several newcomers; the winning crew was in a 1400cc Nissan Micra! On a night rally all crews make mistakes and wrong slots or over shoots at junctions, that is just life and often the consistent crews general get the top places. Some times to win an event, all has to come together and then you need an added bit of luck or good fortune..... Out of all the starters, only one crew can win the event!... Well done to the new organising team.






Eaves Hall Country Hotel

An elegant and luxurious Georgian Style house nestled in the heart of the Ribbles Valley, is the venue for the start of this 120+ mile Rally. Once the course is complete, breakfast will be available at the Hotel.

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SD34MSG Delegates Meeting Wednesday 20th September 2023



Present

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

The July meeting minutes were accepted as an accurate record of the meeting.

Apologies

Apologies were received from Mark Wilkinson (Stockport 061 & Motorsport NW), Tracey Smith (Accrington MSC), Ian Farnworth (GPMC), Jack Mather (BLMCC), David Riley (BSSMC), Steve Price (Wallasey MC), Mike Ashcroft (Aintree), Chris Macmahon (U17MC), Ann McCormack and Katy Mashiter.

Matters Arising

Awards night

We have 3 options. 1: Host an awards night, arranged by some willing volunteers/organising committee. 2: An awards night hosted by the league winners (CDMC on this occasion). 3: The awards are simply handed out by the compilers. It was agreed that we should host an awards night, and given the excellent job Tracey did last year. The awards night needs assistance in the form of a committee to ensure it was not all on one person. A mooted date (subject to venue availability & Motorsport events) is Saturday 16th March 2024. Steve J has made tentative enquiries with a working man's club in Accrington that has a room capable of holding around 100 - 150, for a fee of approx. £50, SJ will check on availability for the proposed date. A PA system would be required however. – Ongoing.

Trophies – Brought up by Tracey prior to the meeting, she asked what is to be done about trophies that are running out of engraving space? Gary said we need to know the extent of the issue before we can come up with a solution, and all trophies need collecting in as soon as possible, to give us plenty time to get everything in order. Therefore, IF YOU HAVE A TROPHY, PLEASE GET IT BACK TO US!!!

For the 2023 awards night, Steve B said he was happy to arrange the trophies, order them etc.

Treasurers Report

- Same as July, no transactions through the account since May.

Looking ahead to 2024

- Get your dates in via ANWCC, and simply tick the box that states you wish for your events to be part of SD34 too.

Championships

- The speed championship has almost finished for 2023. Just the Longton & DMCs Anglesey Autumn Sprint left
- For 2024, Dave Thomas has done a superb job in incorporating the SD34 championships into ANWCC as challenges as requested by MSUK Nothing changes for the compilers, and competitors! .Steve Johnson gave a strong vote of thanks to Dave Thomas and ANWCC for all their hard work on the writing of these new regulations and thanked all the volunteers ANWCC & SD34MSG for their work over the years on this issue.

Spotlight Magazine

- Maurice still wants a glamorous assistant, but will keep going for now!

Regional Association Reports

ANCC

- Noyna Ford was raised again, encouraging people to petition against the 'permit only' plan for use of the road.
- It was reiterated that it is a member club's responsibility to keep contact details up to date.
- Next meeting 4th December.
- Looking into a series of training modules for trainers in 2024.
- Forestry are wanting to bring in large fees to fund private security firms to manage stages, instead of volunteers from organising clubs.

ANWCC

- Review from August meeting was shared in Spotlight.
- Next meeting early November on Zoom.

MSUK

- Nothing noteworthy. – All clubs receive direct mailing from MSUK.

AOB

Brian Molyneux award – Nominations are now open for anyone who is in the area who has notably done a lot for motorsport. Send nominations to the secretary at jamesswallow.blmcc@gmail.com and nominations will be considered by the secretary, chairman, treasurer etc.

- Marshals upgrade reminder from Tracey – The acquired rights scheme for marshalling ends at the end of this year. It is highly recommended that everyone puts this scheme to good use before the end of the year, as the path forward from next year onwards is not an easy one to achieve accreditation for roles such as sector marshal, stage commander etc.
- John (Longton CC) – Longton are hosting a trackday at Anglesey on Fri 29th Sept. £150 per driver.
- For safeguarding officers, there is an MSUK webinar on Thursday 28th Sept at 18:00.
- Steve and Dave have competitor sticker packs for marshals and competitors.

Steve Lewis stated that dates early in February for the awards night could also be considered, possible 9/10 February 2024?

The date of the next meeting is Wednesday 15th November 2023 on Zoom. Starting at 7:30pm, with entry to the waiting room from 7:15pm The meeting closed at 21:50hrs. Minutes recorded by James Swallow



Applications for registration of the ANWCC Championships 2024 have been submitted to Motorsport UK so we hope to be able to publish the registration numbers soon, when we have them our regulations will become official issue and we will open up registrations for competitors for next year!

As I write I am about to issue messages to all our member clubs asking for an update of their officials as well as registering events for next year's championships – very important if you are an event organiser that your club registers the event so that we can formulate the championship calendar – you will find a list on our website of events we know about, and this is constantly being updated.

Last month we had information about new classes for stage rallies, this was put out for consultation so has not (yet) become "law". I looked at the classes used by the various Motorsport UK Associations, of which ANWCC is one, and found that 11 of the 13 all use a similar class structure - classes based on engine sizes, split at 1400, 1600 and 2000cc with a split between 2WD and 4WD.

The new class structure has no less than 26 classes if all are used, but clubs can amalgamate classes and many cars will now not be in a class similar to the Association championship classes.

Although the regulation has not been ratified I find it strange that quite a few events are already using the new classes, and this could lead to championship points being incorrect – it is essential that entry lists show not only the engine size but also if forced induction. From now on you will find that results for ANWCC championship stage rallies on our website will show the class for the event as well as the championship class, if different. So, we ask competitors to check as their championship points scores could well be wrong.

This situation was highlighted in my document submitted for consultation, more or less as in *Spotlight* last month, but I suspect as with most things these days the consultation follows the decision to do something, and any comments will be ignored.

Then there was the announcement about running order of cars on stage rallies, no longer allowing most of the under-powered cars to run at the front. This was announced in *Motorsport News* and created a huge outcry on social media. Another case of not thinking things through – the change would stop many competitors contesting forest stage rallies, and organisers are already working to very tight budgets so a loss of just a few entries would make the difference between running the event and the club facing financial ruin. I made my views known to the people at the top of Motorsport UK and very quickly got a reply to say the proposal should not have been published and was being rescinded. However, it is still on the table for discussion – let's hope the Rallies Committee take notice. Many think Motorsport UK are trying to kill off rallies, and such proposals do nothing to stop that thinking – where is the promotion of motor sport to attract newcomers?

It does seem that many organisations and bodies come up with ideas but do not think it all the way through – just look at what Wales has done about speed limits – spend £33M on changing road signs to save, it is claimed, 10 lives a year. I admit that one life lost on the road is one too many, but if that £33M had been given to the National Health Service then many more than 10 lives would be saved. Along with that trade is suffering and tourists are staying away from the Principality.

To finish positively, we are looking forward to our **2023 Awards Presentation** which is provisionally planned for **Saturday 3rd February 2024** when we hope to be handing out lots of awards to winning competitors. More info will follow in due course.

Dave V Thomas
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www.anwcc.co.uk

**Visit the ANWCC Website
and Register
for the 2023 Championships**



HEXHAM & DMC The Car Barn **KIELDER** **TARGA RALLY** 17th September

Geoff Bateman : West Cumbria MSC

A few months ago Hexham made an announcement that they were going to run a new targa rally based in Kielder forest and after our outing in Otterburn on the Shaw Trophy we thought it would be fun to have a go at another forest based event but this time in the rebuilt 205 rather than the MGB which is awaiting a new radiator, a sump repair and the front anti roll bar mountings welding back on.

Since getting the 205 back on the road after a re-shell things had been a bit busy with 3 events in 5 weeks slowly ironing out some minor issues with the car and it seeming like the car was either being driven or was on the lift being serviced or worked on nearly every day. However, things were looking up after a decent finish in the Oaks the week before but it was to be a busy week with servicing the 205 before doing service on the Gallo-way Hills on the Saturday which meant we were home late before the 5am start the next day to head up to Kielder.

The event HQ at the quarry at Keepersshield was easy to find and with the gates open as we arrived we were able to go straight in, park up and unload the trailer before visiting Colin Salkeld for scrutineering in what must be one of the most scenic spots we had ever been scrutineered in. It was a clear morning, but overcast, with the threat of rain looking probable.

All done we picked up our document pack and whilst Maggy got busy on the excellent test diagrams – well done Motorsport Diagrams – a superb job, I sorted out a few last minute jobs on the car before heading off to the catering van for a couple of very well packed bacon rolls for our breakfast.

The driver's briefing was held at 9-10 before the first car left MTC1 at 9-30 with us running car 28 leaving at 9-58 am following behind Dan Place in his 309 Gti as car 26 and Dave Garstang in the Fiesta ST at 27.



Continued on Page 9

Kielder Targa

Continued from Page 8

There was a fairly long run out through Simonburn and across Broadpool Common on narrow yellows before arriving at Ladyhill for the first test. All we knew about the tests were that they were all going to be on forest tracks with "mixed" surfaces, as we had been told, and with the light rain falling we knew there was a possibility that there would be some grip problems at times. However, test 1 started benignly enough with a short run off the line to a left flick round A before a stop line followed by a code board and then another stop line before a tight 2 cone left/right followed by a very tight and very muddy tight left flick followed by a hairpin left in a mud pit before the up hill run to the final 2 cone left/right before arriving at the finish after 1.41 miles manned by Barry Lindsay. Test 1 had been a bit of an eye opener and I had already realised that our 4 year old Maxsport RB3F on the front and normal M&S tyres on the rear were going to make the grip quite interesting throughout the rest of the day especially considering the light rain.

There followed a run of about a mile or so down a track to the start of test 2 Black Law which on the face of it looked as though it might be a bit easier than the first test although we had been warned at briefing that the first long right hander was slippery and there was a deep ditch with tree stumps on the outside of the bend so after passing the first code board and passage control we approached the bend with probably a little too much caution as I don't want to have to rebuild the car again at the moment and probably lost some time before arriving at the first 2 cone left/right and a further long right hander leading to a lay by left with a cone for a 360 clockwise. A short run up a long left took us to another code board before a final tight left/right pair of cones and the finish. Once finished I knew we could go better when this was repeated later in the day as test 5.

There was then a long run through the forest of several miles, fortunately well marked with arrows to get us to the start of test 3 which was to be the longest test of the morning loop at 2.57 miles. The strat was easy enough with a slip left and a left/left/right sequence before a run up to a code board before entering a tight left/right/left slalom leading to a 3 cone figure of eight layout followed by a left side 90 right exit. There followed a run down to another 3 cone left/right/left before a tight 2 cone left/right followed shortly after by a 2 cone right/left just to catch you out. The second half of the test was a series of 3 code boards, 3 passage controls and 2 stop lines before reaching the end of the test which we completed in 7-10.



Continued on Page 10

A long run out from test retraced some of the route in before splitting left and heading down to a yellow at Middleburn where we handed in our timecard and drove the mile or so back to Ladyhill for the start of the second loop of morning tests.

Test 4 was a repeat of test 1 and we managed a modest improvement of 11 seconds mainly due to being more aware of where the code board and passage control were. Test 5 saw a 32 second improvement but we had a fairly heavy impact under the car which resulted in an exhaust rattle when we exited the test and headed down the long forest transfer to test 6. Fortunately there was a long queue waiting to go in to 6 so I had time to get out and have a look underneath to assess the problem. We had lost an exhaust mount rubber on the back box which meant it was hanging down a long way but the main cause of the rattle was a broken tank guard bracket which I could do nothing about. I jerry rigged a couple of hose clips to hold the exhaust back up, hoping that it would survive test 6 and then found Dan Place behind me struggling to try and stem a fuel leak from his fuel filter. There was still a good queue so we tried to sort the problem but to no avail. After several minutes the queue had moved up quite a bit and the drivers behind were getting a bit restless so I bade Dan good luck and moved up the track to get in to test. Our second run at Bellcrag was 19 seconds quicker and the hose clip on the exhaust held enough for us to get back via Middleburn, Broadpool Common and Simonburn to MTC2 back at the HQ at Keepersshield quarry.

Maggy went off to get a couple of extremely tasty sausage baps with a complete coiled sausage in each one – ooh scrummy!! I meanwhile was back under the car inspecting for damage to find that the centre exhaust mount had completely sheared and was now languishing somewhere in test 5 and the hose clip on the back box was nearly coming off. Fortunately I carry some really big cable ties in the tow car tool kit and I replaced the hose clip with one of these and it seemed to hold it securely enough. I packed a few more in the back of the 205 in case I would need them later on. Meanwhile Dan came in a bit late, returned my spanner and told me that they had eventually got a workable fix with PTFE tape. I made a note to add this and copper sealing washers to my on board tool kit for future events. We'd used a fair amount of petrol in the morning as the distances between tests was more than I had expected so I put the 2 gallons of fuel in that I had brought and hoped that it would last us the afternoon.



Kielder Targa : Continued from Page 10

The morning's tests had taken much longer than planned and it was announced that the afternoon loop would be reduced from 6 tests to 5 which was the right decision to enable a finish at a sensible time and so we set off for test 7 out over Broadpool common passing test 1 start to arrive a bit further along at Crookbank. The test was 1.23 miles long but only had 4 cones along its length supplemented by 2 code boards, 2 passage controls and one stop line. The test went fairly well and was the closest we got to bogey on any of the tests all day. Unfortunately its second run as test 10 was the test which had to be dropped – bugger!!

Another transfer of a few miles but mostly on narrow yellows with the last mile or so on a track got us to test 8 Camstone Rigg which was a similar length to 7 at 1.32 miles. Off the start line and in to a flick left of cone followed by another code board and shortly after a passage control. On the move again and a couple of right flicks around cones preceded a couple of long sweeping bends before the next code board and a run down to a particularly nasty and tight 2 cone figure of eight in a junction with ditches either side which seemed awfully close and were definitely not a place you would have wanted to go. The run to the end of test was then just punctuated by a flick left followed by 2 passage controls and a code board before the finish. The brakes were certainly getting a good test today!!

Test 8 finish led directly to the start of test 9 Pundershaw but there was a long queue waiting to go in so the delay was used for a much needed comfort break and a bit of a crack with some of the other crews that we know. The test itself was another long one at 2.43 miles but only had 5 cones along its length but 4 code boards (Maggy must have been getting writer's cramp by now!!) and 4 passage controls with 2 additional stop lines to keep the brakes warm. Off the start line it was straight but very slippery and every time I tried to push the car just started sliding about. The front tyres had nearly had it and the rears were not much use in these conditions. However, once past the first 2 cone right/left the grip improved but the track didn't and there were several large holes, big bumps and a couple so bad they warranted caution boards! The rough section ended with a stop line and 90 right to a passage control before setting off to be stopped by a code board and another passage control before a tight 90 right down a line of cones to a 180 before returning with a 90 left on to the main track again. One last 2 cone figure of eight led out to a nice quick bit to a board followed by a flick right and a passage control before heading to the last stop line marshalled by the editor which we approached all over the place because we had picked up an offside rear puncture.

We drove out of test and stopped to change the wheel and it was nice to see so many crews stop and ask if we were OK. A modified road route got us back to the start of test 8 now running as test 11 and we repeated the test unfortunately coming a bit unstuck at the tight figure of eight and ending up 2 seconds slower than our previous run by the time we got to the finish.

There just remained the last test, a repeat of test 9 where we had punctured and with no spare we were a little apprehensive about it. However, Dan Place was now behind us so we had a bit of a crack and joked that if we punctured we would be able to flag him down and nick his spare!

As luck would have it we got through the test without further problems and managed to knock a few seconds off our previous time.

There was a fairly long road run back to HQ via Wark and Simonburn and time to reflect a little on the day's event. There had been some cracking tests and a really good mileage but we had been struggling with grip all day and took the decision early on to "drive to survive" to try and limit any damage to the car. A full set of new forest tyres would have been a help but we're not in the market for shelling out £500 on a set of tyres for use on one event so all things considered we were satisfied with what we'd done on what was, for us, quite a challenging event. On arrival at HQ we handed in our final time card and with one eye on the clock got back and started loading up as we'd booked a table at our local eating pub for 6-45 and we weren't going to miss that!! We packed up, bid our farewells and headed off back through Chollerford and the old military road back to Greenhead. Coming off the Chollerford roundabout the Galaxy engine light came on and it struggled up the hill and we thought we might be in trouble but once over the top it picked up and we drove all the way home with the light on without further issue. I found out later it was a "low turbo boost" code which I've deleted and it all seems OK again.

A big thanks, as usual, to everyone involved in the organising and running of this event which I should imagine had been quite an ambitious project from the start and was run on the day in a most efficient manner. A credit to all the marshals and others who were out in the rain and the midges making sure that things ran as smoothly as possible. Superb test diagrams that were extremely clear and informative and overall a very good road book which helped keep us on track. Well done to all involved.

Geoff and Maggy Bateman – Car - 28 Peugeot 205 Gti - 30th overall, 4th in class

HEXHAM & DMC The Car Barn **KIELDER** **TARGA RALLY** 17th September

Samantha Teasdale : Hexham Courant

Hexham Motor Club hails their recent rally event around Kielder as 'huge success.'

Teams from all over the country turned up to Hexham and District Motor Club's first running of a Targa Rally last weekend to compete in the first of this kind of event to use the world-famous Kielder Forest complex.

A Targa rally is a new kind of event that is designed so you can compete in a standard road car, although most competitors like to modify their cars to stand up to the rigours of driving off road.

It is believed to be a very affordable way to enjoy motorsport and is growing quickly as a form of clubman motorsport.

During the event, many teams found that it proved a tough challenge with seven cars not making it to the halfway halt with mechanical issues.

But one team did succeed, which was car 11 Elliott and Sam Stafford in a Mazda MX-5 from Shropshire.

Co-organiser Ali Procter said: 'It's been months and months of hard work, but we are so pleased it's been well received by all the competitors.'

"We had over 50 volunteer marshals standing outside in the forest during the day, in variable weather, we are most grateful for their support.

"We also must thank Forestry England for their support during the event too. With so many crews travelling to come to the event many stayed in local hotels the night

before so it is nice to know we are also helping the local economy.' "This is the third major event of the year run by Hexham and District Motor Club, all of which have been well received.

Club chairman Jonathon Webb also adds: "The club is growing in numbers at quite a rate at the moment, which is great to see, we would as ever love to have some more members. Our events cost from just £25 per car to enter, so if you have an interest in cars and/or motorsport please feel free to join us and get involved!"

For more information on the club, you can visit their website <http://www.hexhammotorclub.co.uk>



Samantha Teasdale : Hexham Courant

HEXHAM & DMC The Car Barn **KIELDER** **TARGA RALLY**

17th September

Now the dust, or rather the mud has settled on the inaugural Kielder Targa Rally, Jonathon, Ali and Lynsey have written the following report.

What started as a great idea back in March this year, soon became a reality. Lots of doubt and worry about financial viability was soon dispelled when the entry system went live and it quickly filled.

Jump forward to this weekend and we welcomed a full entry including a couple of reserve crews eager for someone to not start. Their hopes weren't fulfilled and both signed on as officials, we really appreciate them helping out after the disappointment of not competing.

We put a huge amount of effort into this event. Trying to build on our experiences from organising the clubs road rally and competing on various events, but we knew that we were venturing into new territory with a forest targa and expected some things to not be perfect.

We've been blown away by the response from all competitors and marshals alike. Yes there's room for improvements which we are well aware of and we can't wait to find the solutions. We've received some excellent constructive comments and we really appreciate those.

There's no doubt the event wouldn't have run so smoothly without the amazing support of our marshals who all gave up their Sunday. The weather was changeable but that never deterred any of them from doing as we asked, and it's

not only us organisers who say that, we've had many compliments within the competitors feedback also.

So, to conclude, it wasn't perfect as we ended up with some slight delays, the first two tests were a bit tight and we lost 1 mile of tests to try and recover some time back.

We did however put on a successful event that everyone seems to have enjoyed, and we have learned where we need to improve. We can't wait to build on a great foundation.

Now the people, companies and organisations we need to thank for making it all possible.

We were very fortunate to have the support of Forestry England, and our contact there even got to enjoy a run round in one of the course cars to see exactly what we were doing. They made forestry access possible and couldn't have been more supportive.

Hanson Aggregates, the owners of our rally HQ venue, were very accommodating and equally impressed by the behaviour of our club and all competitors, so thank you all for your cooperation in adhering to the rules.

Motorsport Diagrams worked with us to produce the roadbook, and what a document it was. We think it was flawless and has received much praise from our competitors.

Mr Cook Construction. A club member who offered his company's services to repair a forestry road making it possible for us to use a specific section of road. That was an invaluable offer that we couldn't turn down, and we really appreciate it.

Macro motorsport who provided rally plate design, numbers and some new orange arrows.

Our results team who wrote a spreadsheet and input all the times and penalties did a great job to produce an accurate set of results under pressure.

Finally our sponsor, The Car Barn. They came on board early and supported us with a cash injection and the use of some vehicles the Ineos Grenadier. All competitors were given vouchers from them and these were offered to marshals as well.

We couldn't have run the event without everyone's support, so a massive thank you from us Jonathon, Ali & Lynsey, and we hope to see you again next year.



HEXHAM & DMC The Car Barn **KIELDER** **TARGA RALLY**

17th September

Andrew Magee, Navigator Car 40



I was really impressed with the pre-event publicity, supplementary regulations and final instructions. The roadbook and test diagrams, time cards and rally plates were absolutely first class. The venue for the Rally HQ scrutineering and MTC start were enhanced with the Hexham & DMCs gazebo and trailer, which went a long way to enhance the quality of the event.

After starting Test 1, the tightness of the cones and the precision required to stop for the code boards became immediately apparent. We struggled with the hairpins around the cones and had to take at least 3 bites before we could resume progress. Maybe because of that the clutch started to overheat and by the time we had finished Test 2 the clutch was well toasted. The inevitable complete loss of drive occurred on the link section between test 2 and 3. Thanks to those following competitors who paused as they passed our stricken Fiesta to enquire if we were ok. A couple of phone calls to Jonathon at Rally HQ and recovery of the car was organised. Thanks to the driver and crew of the Ineos Grenadier who towed us out of the forest complex onto the public road. By that time the clutch had cooled to allow some friction between it and the flywheel so we managed to drive the car home without any further drama.

Overall it was really disappointing to retire so early on and without the opportunity to complete the remaining tests. Although we didn't see too many of them, big thanks to the marshals for their usual efficient work.

Andrew Magee : Hexham & DMC

Luke Tait, Driver car 23

This would be my first event for over a year, after I damaged my mk2 escort and myself quite badly on the Berwick Classic. I took a jump too quickly and landed heavily bending the front of the car and hurting my back. Once I had repaired myself, I spent numerous hours in the garage repairing the car in time to use it on my wedding day, but it wasn't quite ready for a rally so it went into storage over the winter whilst I rebuilt a car for a friend.



When Hexham & DMC announced they would be running a targa in the world famous Kielder Forest, I knew I had to enter. The car was road worthy, but definitely not rally ready. After a long wait to get it back in the garage, I had about 6 weeks to fully prepare it.

The big day arrived, the car was ready and loaded onto the trailer ahead of the early morning drive to rally HQ.

A short run out to test 1 helped settle the nerves a little whilst Dylan Scott and I tried to remember what to do.

Test 1 didn't go well for us; Dylan was spot on calling the route but the cones were just too tight and I couldn't commit or have any trust in the car. We struggled round and stopped on the finish line with a slow time, but at least we were in one piece. Test 2 was slightly better regaining some faith in the car, trusting the grip

Continued on Page 15

As we set away into test 3 it suddenly clicked into place. The car was performing how it used to, my braveness was increasing and we caught the car in front. I kept cool and didn't push past, keeping a safe distance so that nothing silly happened. This disappointment however became insignificant when we noticed friends Liam & John at the side of the road with broken steering.

Unfortunately we couldn't help Liam, so we continued on our way to repeat test 1. This time round the cones had been adjusted slightly to open them up, we were therefore a lot quicker. We were finally getting back into the groove, but mid way round a 360 degree manoeuvre the rear wheels found a rock and it proved too much for the half shaft which snapped with a bang. We had some drive remaining allowing us to limp to a safe place where the marshals then managed to push us clear of the test.

We were pulled out to the finish by the recovery crew, who had already been quite busy. I managed to get through to Liam who had just got back to service. He generously brought my van and trailer to the finish of test 2 so we could recover the car.

Before heading home, we enjoyed a good lunch at rally HQ, and went out to assist at the end of test 9 with the time card collection point.

Thanks to the organisers and marshals for a superb event, Dylan and Warren Scott for helping me push the car back into my garage and everyone else who made the day what it was. A short but brilliant day.

Now I need to build an axle that can stand the abuse.

Luke Tait : Hexham & DMC

Liam Charlton, Driver car 18

Our day couldn't have started any better. We set second fastest time on the first test, just 12 seconds behind the legend Steve Retchless, and then we were joint third fastest on test two, not bad going for the little Mazda.

In setting that quick time however, I took slightly too big a cut on one corner and clipped a log, I believe this slightly bent the steering.

We carried on to test 3, but in there we hit a large pot hole that I think finally broke the end off the rack causing use to visit one of Kielder's many ditches. We managed to get back into the road and get to the end of the test, but with only one wheel steering we had to call it a day.

We managed to limp back to the start/finish venue, and just as we arrived we were dispatched to see if we could recover Luke Tait and Dylan Scott as they had unfortunately retired in their MK2 Escort. Even though it was a short day, the bits we did were great fun and I'm already looking forward to next year. Thanks to John MacWhirter for joining me in the silly seat.

Liam Charlton : Hexham & DMC

Photos Courtesy of Vicki Sinclair



Caernarvonshire & Anglesey MC

Anglesey Aggregates

Palferman Road Rally

16th/17th September

Barry Allman : Clitheroe & DMC

Second rally of the month (see page 51 Oaks Trophy for 1st report) and I am off to Anglesey for the Caernarvonshire & Anglesey Motor Club organised Anglesey Aggregates Palferman Road Rally. Another long time like 40 years since I last did a road rally on the Island. This week I was with Chris Way again in his rapid Honda Civic 1400cc with both of us having competed on the previous weekends OAKS TROPHY rally with different navigator and driver. Chris and Dylan Griffiths got an excellent 1st Semi Expert and 10th o/a, and so no pressure on me to get us as good a result. Chris and his dad Mike got the car through the noise test and scrutineering without any issues I met them and our marshal for the night Chris Lloyd at the start venue. The Nantporth football Stadium (home of Bangor City FC) was a great place on the mainland and close to the Menia Bridge, with the finish being at Plas Menia outdoor centre also being on the mainland. The club did say a venue on the island was hard to find but to be honest didn't take away from the rally.

The week before the rally I had been sailing past all these places with Mike Way, Chris's dad now that was fun too.

With just the rally plates and time cards given out to start with there was plenty of time to look at cars, have a meal and chat away the night started off dry but as rally time got nearer it did begin to drizzle ! Drivers briefing was held at 21.30 with all the usual instructions and a display of the various boards used on route. Of course at Midnight the new Welsh 20 mph speed limit came into force in all the 30 mph stretches and so extra time was allowed.

All the local rally fans were out in big numbers, great to see so much enthusiasm for the sport we all like, that also meant lots of the slots would have folks on that helps.

The rain was coming down heavier now which could make it very interesting in the lanes. At 22.23 we got our route from MTC0 inside the club almost four A4 size pages of grid references to plot in just over the hour. With just a few little sections I wanted to check over again we managed to get it all plotted with some time to spare. I went over the tricky bits again and they made sense, let's see when we get there !!

Chris and I had finished all the Welsh Championship and ANWCC rounds we had started but never got the results we have deserved we thought mainly due to issues outside our control.

A usual handsake, belts clicked in and tightened and off we went over the newer Britannia bridge as the Menia bridge is open but under repair, so YEAH finally onto the Isle of Anglesey.



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Palferman Rally **Continued from page 16**

The runout was along the A55 (no 20 mph there) slotting off for Llangefni heading North for a few miles upto the start of the first section of the night. "T" junction left 100 into more than 90 right, with instructions from the COC (Clerk of Course) NOT to have a bump on the first bend, it was close but we managed to get around it OK. It was a shortish section on the North East corner of the map two Route Check codeboards to get, four Passage controls to stop at plus two intermediate time controls and a few cautions to deal with. On some very narrow and twisty lanes, it was going to be fun right from the Start.

Chris was on the pace right from SS1 cleaning the time controls mid section dropping just 30 secs at SF1 a lively beginning.

A short neutral section brought us to SS2 for another short section just to the south of Amlwch less than a mile in and at a crossroads leading onto a white the car in front of us had got stuck ! Oh No not again, with some pushing it got moving again. The white was very muddy and quite rutted, Chris's choice if a gravel type tyre paid dividends, that lost us over two minutes but at least no fails as we were on the correct route. To his credit the car did pull over at the end of the white and we never saw them again! Two R/C's and two P/C's and we stopped the clock dropping 3.33 at SF2 lost extra time but that is rallying.

Heading West now on the A 5025 another short neutral section to SS3 a very short section almost to the Northern coast with two P/C's going through Llanbadrig to finish at SF3 dropping 37 seconds just before the A 5025 again

Another short neutral through Cemaes brought us to SS4 just south of the town a very tricky section using a couple of very short whites on main road junctions with controls on we got both controls and even had time to say Hello to Mike (the Dad) we dropped 51 seconds at SF4 and a minute at TC4a (just making sure we got both of the controls correctly) YES.

Section five was the longest one so far heading down the Western side of the island and petrol at Valley.

Happy with our pace and a great feeling between us we were both looking forward to this bit, just a few miles in we picked up a slow puncture which slowed us down. We decided to push on until the end with each control telling us we had a puncture !! SF5 appeared. We had dropped 33secs then 1:10 then 1:03 and finally 1:04 at SF5 the puncture lost us another 2 minutes plus but at least we had all the route checks and were clean up to MTC2 and the petrol halt.

We were lying 25th o/a at petrol a great shame as we would have been 15th without our issues but that is Rallying ...

Time for a quick leg stretch and drinks then off to start the second half. Another short section from SS6 around the outer perimeter of Valley airport included a white, which had a GRAVEL caution in the instructions and I had marked on my map. I did say gravel and it was full of it too, our only moment of the night really but with a wide exit and some skill from Chris we got around it !! we dropped just 32 seconds on that bit.



***Photos Courtesy of Joseph Gilbertson
joegillb653@aol.co.uk***

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Palferman Rally Continued from page 17

Neutral again to the longest section of the night section 7 which was heading North crossing the A 55 and A5 just to the North of Bodedern found us at SS7 and an hour long push.

After a few lanes going North East of the start it then headed South on the B road at LLechcynfarwy then down towards Soar before heading we felt like we where going well and kept pushing hard.

The just with about a mile to go to SF7 and the end of this bit on a "T" right we lost all drive and that was that. It has turned out later that the pinion gear in the gearbox / diff has stripped it teeth.

Gutted was how we both felt on an event where we where going so well. The last section was just a short one which would have lead us over the bridge again to the finish at Plas Menia outdoor centre.

We then had to wait for the closing car to go through and Mike W, Chris's Dad came to the rescue with the tow car and the trailer. Strangely we had reverse gear !! but no forward gears he ho !!

Yet again so close for Chris and I but at least on our other events we have managed a finish. Looking at the number of rallies I have done this year this was my first mechanical breakdown / non finish of the year !!

I did manage to get back to the finish just before they closed the breakfast bar and a quick chat with Rob Bryn Jones who had some issues on his event as well.

Onwards both Chris and I go on, with both of us competing on the Clitheronian road rally next weekend, again changing our navigators and drivers. Tha latest good news is on Tuesday night Chris has sorted out his car and is ready to go again.

We both get together again on The Rali Meirion at the end of the month, hoping finally for a change of our luck !!

Big Thanks to all the Team at C&A who put on a cracking event as good as the Anglesey rallies I did back in the 1980's !! in fact my first rally was the Autoplace on Anglesey back in 1978 !!

Oh Yes I am really that old !!

I didn't finish that one either as the alternator failed and Our Lights Went Out

Barry Allman : Clitheroe & DMC



WANTED A LARGE TOW CAR

Something like a Landcruiser, Patrol, Pathfinder etc. Needed to pull the Chrysler this season to VSCC Trials, and while the Mondeo is legal to do so, it's a little unhappy with all the weight!

All of my money goes into fuel for that Chrysler, so I'm not flush with cash for 10k plus motors, but interested in anything reasonable your contacts may have locally!

Andrew Wright <andy@eamont.net>



Andrew who lives at Eamont Bridge near Penrith seen here on the Lakeland trial in his Austin 7

Hills Ford Three Shires Stages

16th / 17th September

Mark Broadbent : Airedale & Pennine MCC

Due to various reasons (time, business and family commitments), Dave and I have had limited events this year, but the Hills Ford Three Shires Rally would be the third time out this year together

Going back to the event we last completed in 2021, we were looking for an improvement on the 35th overall result we last recorded and a good warm up for our next event in three weeks time

The usual excellent preparation beforehand with the car and may I add the most preparation with notes I have ever done, we conducted recce efficiently and with no challenges. Although we used some of the roads from 2021, they were now in reverse and we also switched note providers to our preferred supplier which made a huge difference. Four stages repeated three times in three loops, the first four were flowing, fast and with plenty of chicanes. The final stage was slippery, tight and with little rhythm and was marked as the toughest of the group

After a ceremonial start on Saturday, we went for a team meal in Tewkesbury and I felt awful. Stomach pains kept me up through the night and at 6.30am I had had around three hours of sleep. Not ideal after a long day recce but the event excitement kept me fueled

The weather was the main talking point in the morning - heavy grey clouds filled the skies however after checking the radar, rain would not be due until the afternoon. With dry tarmac everywhere, we decided safety first and took Pirelli wets. We were in fact one of only three crews who did take them in the top thirty, but felt it was the right decision at the time given we have run the tyre in similar conditions before and it performed well

The first stage was complete and it felt good, although the first two miles were steady the last four were quick. The second stage was trickier than we thought it would be so some time left to recover there, with the third very fast stage ticked off as well. The harder fourth stage was as predicted tough and plenty of time to recover next time around

We stayed on the Pirelli wets at service, I was feeling better so we set out for the second loop looking to be quicker again. We were seeded 28th which we felt was ambitious given our 2021 result and also looking at the cars around us. Ford Fiesta RS WRC and a Ford Fiesta Rally 2 in front of us with another two Ford Fiesta Rally 2 behind us. As a result, we were checking mirrors at the end of every stage to make sure we were not holding anyone up, however a glance at the results showed us 31st and respectable times to the cars around us



Continued on Page 20

Three Shire Stages **Continued from page 19**

This will be a bold statement I know, but the second loop was the best loop I believe Dave and I have ever done. The notes were perfect, the driving was as committed and as fast as we have ever done with the car was predictable and felt super quick. So much so the heat soak at the end of the stage meant we lost all brakes, so water onboard was used to cool them the best we could

The times themselves did not reflect the push we had... Over the twenty competitive miles, we were only seven seconds faster. We however chose to take that as a compliment to our first loop times - we could not go any faster that we did on the second loop, so to be close with the times on the first loop was a strength

Back to service and the heavens opened. Hard rain for thirty minutes soaked the grass service area and the surrounding roads with the radar showing the same rain cell covering the stages. Running 29th overall now and beating our 2021 time we went with caution given we had learnt everything we could learn from the first and second loops. We were however now on the right tyre and typically we have always gone well in the wet

Our driving was conservative and steady to ensure a finish, apart from a big fifth gear moment on a crest where we went broadside down the road after the tarmac changed! Somehow the rallying gods kept the car on the road and we continued

The stage times however said otherwise - we were storming through and much quicker than the cars around us making up positions against others in cars far quicker than ours

We then finished a very pleasing 23rd overall and 4th in class. Most of all, it felt we had found a new level of commitment both to the notes and to the car and tyre package so the three hour drive home was a good one knowing we could not have done anymore than we did both pre-event and during. Very pleasing was the car drove straight onto the trailer after not missing a beat (apart from a stall in Ledbury town centre, blocking the busy crossroads!)

Next up for me is Trackrod Rally Yorkshire with [Steve Waugh](#) next week before Roberts Garages Jersey Rally less than two weeks later. Most likely a divorce from the wife the week after that with all this rallying!

**David Longfellow and
Mark Broadbent
Airedale & Pennine MCC**

WHY BE A VOLUNTEER

It's not for the money, it's not for the fame.

It's not for any personal gain.

It's just for the love of fellowman.

It's just to send a helping hand.

It's just to give a tithe of self.

That's something you can't buy with wealth.

It's not medals won with pride.

It's for that feeling deep inside

It's that reward down in your heart.

It's that feeling that you've been a part.

Of helping others far and near,

That makes you be a Volunteer

Author Unknown

(NB : Rally Marshals)





Ocean Speed Revival Southport Speed Sprint Saturday 16th September 2023

Southport Classic and Speed took place over the week-end with two days of events for people to enjoy.

The event, organised by Aintree Circuit Club, built on the growing success of previous shows in 2021 and 2022.

Saturday saw the Ocean Sprint Revival taking place, sponsored by Ocean Plaza Leisure and Cataclean Global, with spectators lining up on the seawall to watch this competitive, timed, high-speed event along a half-mile / 820m section of Marine Drive.

It recognised the 120th anniversary of the first Southport Speed Trials, which were held along the Promenade in 1903.

This year is also the 60th anniversary of the last Southport Speed Trial, which took place along The Esplanade and Marine Drive in 1963.

Cars were waved off by Mayor of Sefton Cllr June Burns. One car was driven by 15-year-old Junior Driver, Lewis Collier, who had to sit alongside his Dad, tyre development engineer, Ray, for three practice runs before going out on his own.

It brought back memories of the historic sprint course that used parts of Marine Drive up until the early 1960s prior to the establishment of the Coastal Road.

This ran under a Motor Race Order and Speed Permit, issued by Motorsport UK, providing delegated powers to Sefton Council to suspend the Road Traffic Act for the duration of the event.

Sunday saw the popular Southport Classic and Speed show taking place at Victoria Park, the home of Southport Flower Show, between 10am and 3pm.

Admission was once again free, with scores of eye-catching vehicles to admire from the past 120 years of motoring from 1903 to the modern day.

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*All photos Courtesy of
Andrew Brown/Dave Brown Photography
Stand Up for Southport*



Ocean Sprint, Southport Continued from page 21

There were marque and car club displays, plus food and drinks outlets and a shopping village.

The Class and Best in Show Awards were presented by the Mayor of Sefton, Cllr June Burns:

People throughout the town were then able to watch the annual Grand Parade, which began at 3.30pm from Rotten Row next to the park before making its way down towards Lord Street and through Southport town centre.

The Ocean Sprint Revival had taken four years to organise, from an initial enquiry in 2019 to Aintree Circuit Club's Event Director, Mike Ashcroft, from Stuart Barnes, Head of Planning and Economic Development at Sefton Council. A closed road, non-competitive MS UK Permitted demonstration run took place in Sept 2022 using the proposed Speed Course using a mix of Veteran, Vintage, Sports and Racing Cars to test the layout and traffic management arrangements, which worked very well.

For 2023, the Sprint Revival (and the Classic and Speed Show) was held one week after the Southport Air Show, which uses the same stretch of Marine Drive as the ticketed spectator area, to take advantage of over 2Km of Spectator fencing erected both along Marine Drive and also 250m out to sea at the Weld Road end of Marine Drive/Coastal Rd, to prevent beach access. However, this illustrates the additional costs involved (£4 figs) to ensure the main spectator area is both safe and controlled.

Other measures included the use of over 100 350Kg straw bales, that had to be machine loaded into place on the morning of the event, to create the MS UK specified safety features, including safety walls created outside the Guelder Rose Pub in the slowing down area after the Flying Finish and along a high speed section of the course that ran alongside part of Southport Pleasureland, where members of the public may have been located within the amusement park, as the Owners had advised Aintree Circuit Club that this part of the park would remain open during the Sprint. After having positioned 42 bales at this location, this part of Pleasureland was actually closed for the day!

Whilst the course appears to be straightforward, it is quite technically challenging, as confirmed by a number of very experienced drivers, including ex Bentley Test Driver and tyre development engineer, Ray Collier, who was sharing his 1.4Litre MG ZR with his 15-year-old son, Lewis. The start was towards the end of the Coastal Road, opposite the Southport Offshore Rescue Trusts new Lifeboat Station, with a 150m straight before taking the fast Pleasureland Island anti-clockwise, which lead on to the 4th gear 1/2Km main Marine Drive Straight, where cars could stretch their legs, before hard braking into the Ocean Plaza min roundabout, again taken anti-clockwise.



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Ocean Sprint, Southport ***Continued from page 21***

This was actually quite a spectacular corner, with excellent viewing from the seawall spectator area as cars approached at high speed, hard braking before a right, left, right flick through the corner and then a 120m dash to the finish!

Excellent in car video from Ian Medcalf, who set second fastest time of the day in his very rapid FIAT 500 Special Saloon: (165) Southport Ocean Revival 2023 - Ian Medcalf Fiat 500 Special Saloon "The Mighty Mouse" - YouTube

As previously mentioned, the spectator fencing (inland side of the course) was left in place from the AirShow with just the sections across the approach roads to Marine Drive temporarily removed. Course build commenced Friday, but it was decided not to place the straw bales out on Friday evening due to the risk of fire, as the area was still open to the public.

The road closure was from 7am until 6pm, but bales were brought in at 6am with a very enthusiastic Team of young farmers having everything in place by 7.30.

The drivers briefing took place in the Victoria Park Paddock at 9.30. We also had the pleasure of having former International Championship winning co-driver and former M Sport and Mitsubishi World Rally Team/Sporting Manager, Phil Short, as the Motorsport UK Steward.

Timed runs commenced at 10, with 15-year-old Lewis Collier sitting alongside his Dad, Ray, for the mandatory 3 accompanied Practice Runs before he took the course himself.

Cars were run in batches of 10, with a holding area opposite the Guelder Rose Public House, at the far end of the course.

We finished for lunch at 12.30 and went for a 2pm start for the timed runs.

Once competitors got used to the procedures and course layout, cars were leaving the line every 30 sec. All drivers were given 4 timed runs and we finished the event at 4.15 with roads open at around 5pm.

Whilst the entry was relatively small due to date clashes with major Hillclimbs at Harewood and Shelsley Walsh, we had a very high quality entry with some very rare cars including the 1908 12Litre Aero engined Gordon Bennett Cup Brasier Racer, a gorgeous sounding very well-known 1954 Cooper Bristol racer, Andrew Wareing's 1966 McLaren M1A CanAM and also the only pickup bodied NASCAR racer in the UK, Geoff Parker's 900Bhp 2010 beast, that MS UK allowed to run in Sports Libre.

We also ran a special class for Bristols, with some extremely rare versions competing for a very special Trophy, The Anthony Crook Memorial Trophy.

Tony is on record as saying he got hooked on Motor Racing in 1926, aged 6, when he was brought to Southport to watch the Sand Racing, which back then was comparable to a Grand Prix. Crook went on to be a very successful driver, winning Britain's first post war circuit race at an abandoned airfield in Bedfordshire in 1946 and competing in 12 Grand Prix.

The award was presented at ACC's President's Dinner, which took place at The Waterfront Hotel on the Saturday evening by Michael Barton, Bristol Owners and Drivers Association:



The Old Ford Garage Mewla Stages Rally Epynt Motor Club ANWCC Stage Rally Championship 27 August 2023

Chloe Thomas : C&AMC

Great day today on our annual visit to the Old Forge Garage Mewla Rally 2023. A tentative start, testing some theories on the issues we had during the Look Out Stages back in April, but ended the day very happy!

Despite a "something doesn't feel right!" panic on SS1 (which ended up being nothing) we FINALLY had an issue free rally. All 10 stages with no dramatics or gremlins, and a great pace from dad. I'm also starting to feel at peace with pacenotes, getting into a nice rhythm during SS2, so all around it was a great learning experience for everyone! (I.E. dad and me)

Finishing 39th O/A and 7th in class out of 12 finishers is a great result for us having starting car 67 (also finishing the rally with a total time of 50 minutes on the dot is super satisfying!) shows how class the little C2 can be, even without the power, and the mad drive Dylan Thomas got out of it today. A stellar drive today especially with the weather being not so brilliant, and the mud in service being even worse so! More seat time is always nice when nothing goes wrong :)

Though, if you've seen on facebook, the same couldn't be said for everyone. It's the nature of the sport we love; things can go south so quickly and unexpectedly which just highlights the importance of making sure your safety gear is on properly and up to date. A big thanks to the organisers, marshals and recovery team who made the day run faultlessly while attending to some BIG offs as well. Hoping all crews who had their own incidents today have a speedy recovery.

And thanks to Christine for the ham sandwiches midway through the day Highlight of the day

Chloe Thomas



The Old Ford Garage Mewla Stages Rally Epynt Motor Club ANWCC Stage Rally Championship 27 August 2023

Callum Young : Clitheroe & DMC

This would be my 3rd event sitting in with Josh Evans, but the last one was now over 2 years ago, in 2021, so I knew this would be a quick ride around Epynt! We arrived Sunday morning, and got scrutineering and signing on out of the way, then a couple of hours until we started the event. Seeded at car 27, the aim was just to help Josh build confidence in the car, as it was only the 2nd event after a full rebuild of the car!

The first loop went well, just seeing where the grip was, and wasn't, as we found out halfway through the first stage, where the back end stepped out on a fast left hander! But we came back in on piece, sitting in 24th overall, and 7th in class. Next up was a repeat of the first two stages, so we knew where the grip was, so where we could push on a bit. No moments on either of these stages, just gaining confidence in the car again, but getting quicker as the day went on. After these pair of stages, we were lying in 21st overall, and 5th in class.

Next two stages were similar to the previous two, but they go a different direction near the end of each stage. These two used the majority of the roads that we had already used, so most of each stage we knew where the grip was, so just kept pushing on. But we could have got away with dry tyres, if we had known what the road conditions were like on the stages, as it was still wet in the service area! We ended this pair of stages in 19th overall, and still 5th in class, so getting quicker, which was the aim.

Now the final 4 stages, were the same as the first two stages, but in reverse. As it had started to rain again, we decided to stay with the wets on the car, but this was probably the wrong decision, as the stages were very dry, so we definitely could have got away with dry tyres on them. But we still managed to gain time in our class, and with two stages to go, we were in 17th overall, and 3rd in class.

For the final two stages, these were a repeat of the previous two stages, so we knew the road was dry, so opted to stick the dry tyres on the front, and push on in the final stages to see what we can do, as we had a 7 second gap to 4th in class, which was behind us. The first of these stages we pushed on a lot, and ended up going 13 seconds faster than the time before, even with a couple of moments coming into chicanes! But we still lost two seconds to the car behind, meaning we had 5 seconds between us and the car behind! The final stage we decided to have another push, but unfortunately we lost out to the car behind by 7 seconds to the car behind, meaning we ended up 2 seconds off a class podium! We ended up in 17th overall, which is a good result, considering Josh was learning the car still, and we had never competed together before on a pacenote event!

Callum Young : Clitheroe & DMC



Photos Courtesy of [Black Mountains Media](#)



Photo above Courtesy of [Mark Little Auto Avia Photographic](#)



Callum Black and Jack Morton win the 40th anniversary Prottyre MSUK Asphalt Rally Championship title

Callum Black and Jack Morton are the 2023 Prottyre Motorsport UK Asphalt Rally Championship drivers' and co-drivers' champions, having scored maximum points on both days of the double header JDS Machinery Rali Ceredigion (2-3 September).

The new champions won the title for the first time on the 40th anniversary of the UK's premier sealed surface series, and were the only crew to score maximum points on more than one round, with victory the Manx National (day two), Argyll Rally and the penultimate and final rounds held over the two day Rali Ceredigion.

In a masterful performance, the 586 Sport crew finished an impressive 41.8 seconds ahead of their nearest rivals on day one, which took in six demanding closed road stages in the Cambrian Mountains and two runs over the Aberystwyth street stage. Despite their incredible pace, they never put a mark on their Pirelli-shod Pallas Connections Ford Fiesta Rally2 to take the full 30 points on the penultimate round.

Neil Roskell/Andrew Roughead still led the championship at this point, having picked up third place points despite a spin on SS2 and fearing that the gearbox on their Michelin-shod ND Civils/Burdens/Witham Motorsport Ford Fiesta Rally2 was on the way out. This meant that Black needed to finish inside the Prottyre Asphalt top 10 on day two of the event (the eighth and final round of the series) and that any major mishap would see Roskell lift the title.

The spectacular Nant y Moch stage was to prove decisive. Black picked up a front left puncture, but luckily it happened just a mile from the finish and he was able to complete the stage with minimal time loss. Roskell, meanwhile, failed to reach the end of SS11, having badly damaged the front of his car mid-stage.

Black still had to finish the event to overtake Roskell at the top of the leaderboard, and he made no mistakes over the final 22.31 stage miles of the 2023 Prottyre Motorsport UK Asphalt Rally Championship to win the title for the first time.

"Winning the Prottyre Asphalt title was the plan at the start of the year, but it wasn't easy to do and I'm pleased that we've got the pace on asphalt to achieve what we set out to do," said Black.

"It all got a bit interesting after the Down Rally when we had a DNF and we knew that we pretty much had to win the last two rounds at Rali Ceredigion to win the title, but the confidence was there in the car, neither Jack nor myself made any mistakes this weekend and everything worked really well.

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“It’s a brilliant championship and we’ll give it some serious thought about coming back and defending our title.”

James Ford scored second placed Protyre Asphalt points on day one, despite a dramatic opening day in his Sligo Pallets-backed Citroën C3 Rally2. Co-driven by Neil Shanks, Ford lost the brakes on the opening loop of stages and then lost part of the front of the car after hitting a chicane in the afternoon. He only had 15 minutes in service to replace the radiator, but the car looked like new again when Ford started the Aberystwyth stage, and second placed points at the end of the day was just reward.

Ford also suffered brake problems on day two, which contributed to a 1min 50sec penalty for leaving service late and which dropped him down to fourth on the final round. The big double points score in Wales did rocket the Preston driver up to seventh in the overall standings at the end of the year, with his victory on the Jim Clark the highlight of the season.

Kevin Davies rebounded from a big off on the Manx National to score two excellent double header results on Rali Ceredigion. Co-driven by Owain Davies, the Pencader driver used all his Welsh road rallying experience to bravely attack the bumpy and twisty narrow lanes in his Melvyn Evans Motorsport-prepared Cobra Hydraulics-backed Volkswagen Polo GTI R5. The former road rally stars ended the season ninth in the standings after four big scores – proving that they’d be title contenders if they did the full championship.

Steve Wood picked up a front puncture halfway through the long 17 mile Cwm Ystwyth test (SS3) and when he stopped his Sligo Pallets-backed Citroën C3 Rally2 to change it he discovered that the jack wouldn’t work. By the time the 2022 Protyre Asphalt champion and co-driver Kenny Hull had reached the flying finish, a stage maximum was their unfortunate reward. That signalled the end of any chances of a good result, and things didn’t get better in the afternoon when they stopped with a slipping clutch. They had a much better run on day two, picking up third place Protyre Asphalt points.

Subaru Imprezas are becoming a rare breed, and so a fans’ favourite was the Chevron Motorsport-prepared ITG Subaru Impreza STi driven by Richard Clews/Carl Williamson. Two excellent Protyre Asphalt results (fifth and seventh) propelled the Coventry driver into the overall top 10 at the end of the season.

Ant Eaton/Ian Jackson put in two of their best performances of the season on Rali Ceredigion as well, with the North-allerton driver scoring his fourth top 10 Protyre Asphalt finish of the season in his Autotest Ford Fiesta R5. High scores from Round 3 onwards rewarded Eaton with a classy fifth in the overall drivers’ standings.

After numerous differential and transmission issues this year, Steven Ormond-Smith had a good and clean run in his ORMCO Accounts/Manx Rally Sport Mitsubishi Evo 9. Partnered for the first time by Callum Young, the Isle of Man driver scored two top 10 Protyre Asphalt results, despite a big spin on SS2, to climb to 11th in the overall standings, and runner-up in class B14.

Lee and Cole Hastings started cautiously, as their first attempt at the event came off the back of crashing their John Gibson & Sons-backed Subaru Impreza last time out. They finished third in class B14 on day one, but their hopes of finishing in the runners-up position came to an end when they retired on day two.

Mike English (co-driven by Simon Hunter) had an eventful day one in his Proact-backed Fiesta Rally2, which included a spin and stall on SS1, two stalls and an overshoot on SS2 and a spin at a hairpin on SS5. He got into his rhythm on day two, to post another good finish in one of the prettiest cars in the field.

Chris Ford clouted a chicane on day one, but as his confidence grew with his Citroën C3 Rally2 so did his pace and, together with Neil Colman, ended the event with some impressive stage times – and the R5 class title.

Darren Atkinson came to Rali Ceredigion to secure third in the overall drivers’ standings – which he successfully did in his Haldane Fisher Escort Mk2. Co-driven for the first time by Matt Daniels, the Lancaster man wasn’t able to recce all the stages (and most stages only once) but that didn’t prevent him putting in another extraordinary performance. In the end he walked away with an incredible third in the overall standings, plus the class B13 and Escort Challenge titles. Brad Cole slipped to fourth in class B13 after electrical issues and finally alternator failure put him and co-driver Jamie Vaughan out on day one. They did fight back and finish second in class in their Trick Motorsport-prepared Hydroline Solutions 2.5-litre Escort Mk2 on day two.

Two class B13 podiums in Ceredigion saw Andy Scott finish runner-up in his P.A.C.E. Escort Mk2, while his partner Ian Robertson won the co-drivers’ title.

Rali Ceredigion : Continued from Page 27

Having to swap cars on the eve of the event cost Will Hill hopes of finishing in the top three overall, although he had little option having damaged the gearbox on his four-wheel drive 1.5 litre EcoBoost engine Hills Ford Fiesta Rally3 on the non-championship Mewla Rally. Having already secured the class B14 title, he and Richard Crozier appeared instead in a front-wheel drive, four cylinder, 1.6-litre normally-aspirated Fiesta R200 – and set out on their normal giant-killing antics in the much less powerful car. Finishing fourth in the overall drivers' standings is still a magnificent achievement.

Will Rowlands/Emyr Hall secured the Historic class H9 title after finishing the season with a double maximum points score in their Ford Escort RS1800 Mk2. The pair also won the new BTRDA Historic Asphalt Cup title, despite the best efforts of class H8 winners Graham Muter/Steve Hallmark (Escort Mk2).

Will Onions (co-driven by Dave Williams) were also on inspired form in their Hoosier-shod Motorcraft-backed Escort Mk2, with two second place class finishes. The Shewsbury driver had closed to within eight points of second placed Geoff Roberts (co-driven for the first time by Jack Bowen) who took the runners-up spot in his Escort RS1800 Mk2. It wasn't such a good event for Rob Smith/Alun Cook, who didn't pick up any points this time out in their RS1800.

Michael Harbour clinched the class B11 title in his two-litre Vauxhall engined VS Pro Pressure Washing Services/Miller Waste Water Escort Mk2 – with his co-driver Ian MacDougall winning the class B11, Escort Challenge and Junior titles.

Geoff Glover/Keith Barker finished second in class after taking home a pair of third place finishes in Wales in their self-prepared rear-wheel drive Vauxhall Astra Mk3.

Nick Heard/Oliver Mathison scored their best result of the season, taking home second place B11 points in their Ginetta G40 on the final round, while Malcolm Boyd/Brian Stubbs' season ended when they slipped their Escort Mk2 off the road and into a field on SS9.

With the early season teething problems well and truly sorted, Jonathan Stepney/Aled Davies finished on a high with a second place finish on the penultimate round and a class win on the final round in their rapid Gavin Griffiths Group/Motorhome Services Scotland Renault Clio Sport 2.0 16v.

Nicky Cowperthwaite/Helen Hall Cowperthwaite stopped with suspected fuel pump issues on day one, but having changed that and other parts their Cowperthwaites Garage/H&K Travel Opel Corsa's engine cut out on the second stage of day two. A double DNF cost them the chance of the class B9 title, which goes to Mark and Andrew Constantine (Kwiktrak-backed Vauxhall Corsa S1400).

Action from Rali Ceredigion is available to view on the Special Stage TV Facebook and YouTube pages, with commentary from Mark James and Paul Woodford – plus special guests Hugh Hunter, Matthew Jackson and Nigel Evans (co-founder of the Asphalt Rally Championship). The total views from the Rali Ceredigion coverage (at the time of writing) is well in excess of 300,000 and climbing.

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

Rali Ceredigion – top 10 registered 2023 Protyre Motorsport UK Asphalt Rally Championship finishers (after SS14):

1. Callum Black/Jack Morton (Ford Fiesta Rally2)....1hr 26mins 18.1secs
2. James Ford/Neil Shanks (Citroën C3 Rally2)....1hr 29mins 29.1secs
3. Kevin Davies/Owain Davies (Volkswagen Polo GTI R5)....1hr 29mins 57.4secs
4. Darren Atkinson/Matt Daniels (Ford Escort Mk2)....1hr 34mins 25.1secs
5. Richard Clews/Carl Williamson (Subaru Impreza STi)....1hr 34mins 33.5secs
6. Will Rowlands/Emyr Hall (Ford Escort RS1800 Mk2)....1hr 34mins 54.5secs
7. Anthony Eaton/Ian Jackson (Ford Fiesta R5)....1hr 38mins 21.3secs
8. Will Onions/Dave Williams (Ford Escort Mk2)....1hr 38mins 31.3secs
9. Steven Ormond-Smith/Callum Young (Mitsubishi Evo 9)....1hr 38mins 48.2secs
10. William Hill/Richard Crozier (Ford Fiesta R200)....1hr 39mins 11.3secs

2023 Protyre Motorsport UK Asphalt Rally Championship

Final overall driver points (after Round 8):

1. Callum Black....174pts
2. Neil Roskell....163pts
3. Darren Atkinson....145pts
4. Will Hill....139pts
5. Ant Eaton....118pts
6. Will Rowlands....117pts

Final overall co-driver points (after Round 8): :

1. Jack Morton....174pts
2. Andrew Roughead....163pts
3. Richard Crozier...143pts
4. Ian Jackson...126pts
5. Emyr Hall....111pts
6. Matt Daniels...109pts

JDS MACHINERY

RALI CEREDIGION

2-3 Sept 2023

Greg Harrand : Lampeter & DMC

The 2nd and 3rd of September saw a very welcome return of the Rali Ceredigion once again to the lanes around and in Aberystwyth. JDS machinery were welcomed as the new title sponsor for this much revised rally which saw a number of championships such as the FIA European Rally Trophy, Motorsport UK British rally championship and the Motorsport UK Protire Asphalt championship among others use this rally as one of their qualifying rounds. With last year's Aberystwyth street stage proving to be so successful it was decided that once again the town would provide a stage for competitors which would be stages 7 and 8 with the roads around the old college and town castle once again being used, although this year in the opposite direction.

Consisting of two days of competition as well as the ceremonial start and autograph signing at Aberystwyth seafront which proved to be very popular with the fans on the Friday night the rally would include fourteen stages, all on closed public roads and would include the likes of Cwmerfyn, CwmYstwyth and Nant y Moch as well as the Aberystwyth street stage giving just over 100 miles of competition.

The action began on Borth 1 and here it was car 3, Meirion Evans and Jonathan Jackson that got off to an excellent start, opening their rally with a 3 second lead over car 1, current british champion Osian Pryce and Stephane Prevot, with car 2 James Williams and Dai Roberts, a further 2 seconds back. Number 4, Callum Black and Jack Morton held forth and James Ford and Neil Shanks were fifth. Cwmerfyn 1 followed and this stage included running up over some hairpin bends well known in the road rallying community that saw a large number of cars slide off the road, with pretty much everyone gaining no damage, just a little time loss, and excellent entertainment for the spectators that were gathered there. However James Williams and Dai Roberts did manage to lose one of their Hyundai's front flights. Osian Pryce and Stephane Prevot achieved the fastest time here with 4 minutes and 24.9 seconds, they would be over 6 seconds faster than Callum black and Jack Morton who were second fastest. Gary Pearson and Daniel Barrit, number 6, were third quickest, a further second back. Sadly Meirion and Jonathan lost some 40 seconds with a puncture on this stage, knocking them down the leaderboard some what and realistically taking their chances of a win.



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Rali Ceredigion

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The 17 miles of Cwm Ystwyth followed, and here Meirion and Jonathan were on a mission to claw back time, setting an incredible pace with a time of 12 minutes and 58.7 seconds, they would be the only crew to go under 13 minutes on this stage. Osian Pryce and Stephane Prevot would be second quickest on 13 minutes and 7.9 seconds, and third would go to Callum Black and Jack Morton 5 seconds further adrift. It would be an eventful stage for Andy Davies and Michael Gilbey who were suffered some time loss with a puncture on this stage and the Citroen C3 rally2 of Steve Wood and Kenny Hull would also suffer with a puncture, unfortunately for them as they would go to change the punctured wheel they had issues with a malfunctioning jack which would go on to cost them over 20 minutes to sort.

It would also be a disaster of a stage for Stefan Davies and Dafydd Sion Lloyd who had the alternator bracket break on their escort, putting them into temporary retirement, they would restart the rally on day 2. A pair of Gilberts were also entered into the event, but they would both come into trouble on this long stage, both retiring with clutch issues. They would be towed out of the stage back to service where both gearboxes were stripped and rebuilt, with some of the service crew travelling a 4 hour round trip to collect parts to fix both cars, they would be ready to rally again at 2:45 in the morning and re scrutineered ready for the second day. They would go on to win the spirit of the rally award for their unwillingness to give in and won many admiring fans in the process.

At the regroup it was Osian and Stephane that held a lead over just over 21 seconds over Callum Black and Jack Morton, with Meirion Evans and Jonathan Jackson back up to third, 28.3 seconds off the leaders. A repeat of the first stages would make up the second loop and here it would be Osian and Stephane that set the pace, taking fastest time on all three of the afternoons stages, extending their lead over Meirion and Jonathan to 50 seconds by the end of the second loop. James Williams and Dai Roberts were close behind in third, 10 seconds behind Meirion and Jonathan.

The Aberystwyth town street stages followed, and car 10 the Skoda Fabia R5 of Mark Kelly and Will Atkins would win both stages in front of the packed spectator stands. The atmosphere in the town was incredible and it was obvious that the organisers efforts were appreciated by the town who came out to support the event in their thousands. At the overnight halt it was still Osian Pryce and Stephane Prevot that held the lead over Meirion Evans and Jonathan Jackson but the gap had been narrowed down to just under 43 seconds. Callum Black and Jack Morton held third in their Ford Fiesta Rally2.

Llanafan, Clywedog and Nant y Moch would make up the second day's stage, both would be run twice. Llanafan 1 would be first up, and here there would be very little separating the front runners, with Meirion and Jonathan taking the stage win over James Williams and Dai Roberts by 0.2 seconds! Osian and Stephane were only 1 second further back, and James Ford and Neil Shanks another 1.8seconds further adrift.



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Being the first stage of the second leg some of the previous days retirees were running again, including the Mk2 escorts of Dylan Davies and Llion Williams and welsh rallying legend Gwyndaf Evans and Peredur Wyn Davies, both of which retired on the first day with transmission issues. Unfortunately Dylan and Llion didn't have any luck as they would soon retire again with suspension issues, however Gwyndaf and Peredur would go on to finish in sixty-eighth overall after having dropped to eighty-eighth.

Times got even closer on stage ten, with James Williams and Dai Roberts tying with Meirion and Jonathan on 6 minutes and 45.1 seconds. Osian and Stephane were third quickest, and still holding onto the overall lead but the gap now stood at 37.5 seconds. John Dalton and Gwynfor Jones in a Darrian T90 GTR+ were doing very well as they lay tenth and were the first two wheel drive vehicle on the results sheet, John not having driven competitively since last years event, and they were followed by another Darrian, belonging to current welsh tarmac champion Wayne "tar" Jones and Rhys Jones who were a handful of seconds behind. James and Dai took another stage win on the first pass over Nant y Moch, pulling 5 seconds out of everyone in the process. Unfortunately a few names joined the retirements sheet here with the Fiesta of Andy Davies and Michael Gilbey retiring with mechanical gremlins and the Fiesta rally2 of Neil Roskell and Andrew Roughhead leaving the road.

Following service back in Aberystwyth competitors would leave for one last loop before the ceremonial finish back on Aberystwyth seafront. James and Dai achieved another stage win on Llanafan 2. They were followed by Meirion and Jonathan who were doing their very best to close the gap on Osian and Stephane, who would respond with the fastest time over stage 13, albeit by only 1 second. James and Dai would be another second down, showing just how little there was separating these three crews. In the historic class Jason Pritchard and Phil Clarke were holding a comfortable lead in their recently completed Mk2 Ford escort over the similar car of Will Rowlands and Emyr Hall. A number of historic vehicles were entered including the immaculately prepared Mk1 Escort twin cam belonging to former World rally championship winning navigator Phil Mills who swapped seats for this event, the twin cam's engine running on biofuel as part of the rallies efforts to introduce more sustainable motorsport, the fuel being far more sustainable than regular and showing no loss of performance.

As well as being a rally for top level competition it also proved popular among the clubmen, with the well supported road rally class demonstrated. Here the car of choice seemed to be the Mk2 Ford escort, with four door models in particular being the most popular. All of them would set very respectable times and the class would be won by Mark and Claire Lennox who would take the win in their Honda powered example.

The final stage of the rally would be one last pass over Nant y Moch, and here again there was very little separating the front runners, with James and Dai putting in an excellent performance and claiming yet another stage win. Meirion and Jonathan were 2 seconds behind the, and the Osian and Stephane were a further 6.5 seconds. However this would not affect the overall standings, so for the second time it was Osian Pryce that won the rally, with Stephane Prevot gaining his first win. With a total time of 1 hour 24 minutes and 30.8 seconds they would have a winning margin of 22.9 seconds ahead of Meirion Evans and Jonathan Jackson. James Williams and Dai Roberts finished in third overall, 31.5 seconds off the leaders, but their result was good enough to see them take the British rally championship win on what was the fifth round of the championship. Callum Black and Jack Morton finished in fourth in their Ford Fiesta rally2 and Gary Pearson and Daniel Barritt were fifth. As well as Meirion many other local competitors managed to have excellent results, with Kevin Davies and Owain Davies finishing in a very respectable seventh overall, Kevin being the man to beat a couple of years ago in the road rallying scene with his very successful Mk2 Ford escort, he took to more powerful four wheel drive vehicles very naturally. John Dalton and Gwynfor Jones finished in an impressive tenth overall and first two-wheel drive vehicle with their Darrian battle with Wayne and Rhys ending prematurely after they slid off the road on stage 12. Ioan Lloyd and Sion Williams achieved another giant killing performance in their Peugeot 208 rally4, winning their class in the process, Ioan very much following in his fathers footsteps with excellent performances on the stages. Ieuan Evans and Dafydd Evans would be the first Mk2 Ford escort home in twelfth place overall, Ieuan driving the door handles of the escort all weekend and navigator Dafydd enjoying every second of it.

***Many thanks must go to Tudor Evans and Black Mountains Media
for the use of their images in this report.***

Greg Harrand : Lampeter & DMC



Neil Raven : Ilkley & DMC

For the past 23 years I've been part of the Ilkley Jubilee rally in one form or another, my first official role being a gate opener and closer at the Coniston Hall test site. Then in 2008 I got chance to navigate for Nigel Bromley, who borrowed Nigel Sykes blue Mini and "drove it like he stole it!" I managed the whole event without throwing up, but my navigational skills weren't as strong as my stomach and I made several costly errors. Nige seemed to enjoy throwing the little car around the tests but I was testing his patience, especially when I told him to follow another car, which also happened to be lost! The kids have grown up marshalling on the event and helped me out when I was test coordinator for the Coniston Cold test site back in 2018, signing the marshals on and helping set the test site out. More recently Claire Nevar and I have helped out scrutineering, PR'ing and as stand in chief marshals one year, after Les and Ian had done all the work! The event used to run on Claire's birthday weekend, which meant I could treat her to a day in the countryside and a slap up meal, all for free!

You could say the Jubilee has been a major part of my motorsport life, and I remember closing the gate behind some fantastic cars at Coniston and hoping one day I would be driving away from a test site, ready to take on the next regularity or heading for a coffee splash and dash! Well, this year, 23 years after my first exposure to the event, I got to fulfil my dream with my best mate sat beside me, Mrs Rave. I must admit to feeling a slight twinge of guilt as I knew marshals were required but I justified my position inside the car by the fact we were supporting the event with our entry.

Another part of getting us on to the Leyburn auction mart start slope was a lot of events and practice to take us from scatter hooligans to HRCR competitors! The scatters are a great way to get used to plotting grid references then relating what you are seeing on the map in front of you to what is on the other side of the rain covered windscreen in the pitch black!! 12 cars step it up a level and if you want a real challenge, take on one of Corey Powell Jones's 12 cars!



Photos Courtesy of Tony North

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He uses navigation that hasn't been thought of yet and is way ahead of this time. On that note, Corey has used his event organising to help him when he is competing and is making a mark for himself in both stage and regularity events, a star of the future for sure.

We did a few HRCR rounds last year and competed on the North Yorks Classic and St Wilfs this year and have improved on each event, mostly by making mistakes and being bitterly disappointed, but that's how you learn, I guess. We took Sticky up to see her favourite scrutineer, Chris Woodcock, (he told her she was too pretty to take part in a road rally once ☹ and we went home and got the MX5) but he was happy for this event and we parked her up to get a few event stickers to put on her. Along with the sparkly stickers, fitting them is my department, we also got the complicated stuff in the form of gibberish numbers, lines, mind puzzles and cryptic clues, otherwise known as navigational information. Fortunately, as novices we were given five of the eight navigational regularities to plot the night before. Unfortunately, two of them were on the Catterick army ranges for which no maps exist for the general public and one was just a grid of numbers and map features!

While I took my time making sure the two sets of numbers, we were car 43, and two event stickers were placed perfectly, Claire cracked on with the plotting. It's amazing how much skill and time is required to get the stickers level, free of bubbles and parallel with the intricate panel lines of the Peugeot 205. In the end I had to go back inside, it was dark by now, to see what state the kitchen table was in, but it was all calm on the Western front! Claire was unsure of a couple of bits, but we worked those out together, marked the test diagrams up and called it a draw at 11pm! It's daunting how long the plotting takes, it makes you wonder how the Experts and Masters do it on the move. It was time for bed, we needed to be fresh for the day ahead.

It seemed like just an hour later we were heading up the A1 to sunny Leyburn, the 1600 Peugeot engine purring away at a steady 65mph and the low morning sun reflecting off the perfectly placed stickers! It was a wonderful start to the day. The route into Leyburn was picturesque and would pale into insignificance later in the day when we got out on to the moors and through the small villages around Leyburn. We took our place in the car park, next to Robert Clifton's lovely 944, and who was in the passenger seat? Corey! Claire and Corey got their heads together to compare each other's squiggly pencil lines while Robert and I talked about tyres and car prep!



Photos Courtesy of Tony North

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Time flew and before we knew it, we were queueing up ready to set off on our Jubilee adventure. Ian Mitchell and team had worked hard to get the use of the Catterick Ranges and played a blinder in pulling it off.

The first test of the morning was just that, an autotest style timed test which needs both driver and navigator to concentrate for around 3 minutes solid. Running at car 43 meant 42 other competitors had been through the test so while this can be a disadvantage if it cuts up, the advantage is there are tyre tracks showing the correct route, most of the time!!

But hold on a minute, Mr Colin McRae wannabe, we have to get there first! Those weren't the words that came out of Claire's mouth but the look said as much. The road navigation was ok but when we turned off into the ranges, and had to follow the vague printed map in the rally pack, it all got a bit tricky. We tiptoed our way towards the start and decided not to follow an Avenger down the track between a large bush and wood, a good move as the instructions were accurate and we pulled up to the start of test one. 3, 2, 1, GO..... we were off. Whizzing round cones, slipping on mud, gripping on tarmac, jolting across broken concrete then hard on the brakes for the stop restart box. This test also had a split and on the second approach you turned left and sped off into the trees following mud tracks and instructions coming from the noisy side of the car! One instruction was 90 left which I couldn't see as it was hidden by a load of gorse bushes. However, I wasn't the only one and there were more skid marks on the concrete than the back of a festival portaloo! I added two more, both on the tarmac and my own pants, as I hit the brakes that hard! Valuable seconds lost but not a disaster. Brilliant fun.

With the adrenalin still rushing through our veins and the dust settling, we moved 200 yards around the corner to start test two. It started very tight around some cones and then went off into the trees again. A 180 around a cone, being looked after by David Ruddock, then a left over a slippery bridge and the rally driving started again. This was superb! '90 right' came the call but all I could see was a small bridge. It was only when we were going weightless on the top of the bridge did I see the aforementioned 90 right, a couple of car lengths ahead! Every brake was applied and an optimistic bit of steering added and we managed to get round with a little bit of banking as a souvenir. 'Passenger entry chicane' was the next call and those damn gorse bushes were hiding the entry again. Full brake mode and this time some sideways braking was used which worked out just fine, we might even have looked like we knew what we were doing, Stephen Waddington will tell you if you ask nicely as he was custodian of this chicane.



Photos Courtesy of Tony North

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Some more twisty and tight turns led us to a steady left at a cone and to the finish! I had a sweat on and we were only 10 minutes into an 8 hour day!! What came next topped all that. A regularity on a featureless moorland criss-crossed by tanks tracks on loose gravel, awesome. The name of the game here was making sure your trip was accurate because there was nothing else to go off and all the instructions were directions at specific distances, some of them were to 0.01 of a mile. The sensor for our Brantz tripmeter reads off the speedo cable, which means if I spun the wheels the trip meter would think it's gone further than it has. I couldn't accelerate hard but trying to achieve the average speeds and turning on loose corners was going to make this a real challenge. Bring it on! What a laugh. Mrs Rave was on the instructions and helping out with the looking out of the window task and helping to spot the turns. Left at a crossroad sounds simple but there were tyre tracks all over the place, it had to be at the mileage on the route instructions, it was bonkers. Needless to say there were a few cars heading off in the wrong direction leaving trails of dust we didn't want to follow. We were on a lot of tank training tracks and after one left turn the hill in front of us blocked the sun out and would have required a push up even on an e bye gum bike! It was steeeeeep. Trying not to wheelspin but keep forward motion was interesting but we popped over the top and continued on our way. It really was such a laugh.

All along the route were passage and time controls where we had to stop, get a time and set off again, all the time trying to average 28 to 30mph. It was so hectic but we both kept calm and got to the end with huge grins on our faces. And that was just the warm-up for the next challenge, test 3, which won my award for test of the day, fortunately we visited it twice. I could have stayed up there playing all day.

Test 3. Hagworm Hill – great name! Broken concrete, into gravel, into very slippery trees and woodland. Flowing left and right bus stops and a smattering of mud to make your car look like an actual rally car. I could have quite happily finished there and then; I'd had so much fun! But there was another pesky regularity to complete, of which I remember little of because coffee was after that and my tummy was rumbling. We did have a little stop and think ½ mile from the start of the regularity, which put us on the back foot a bit. Fortunately, the Peugeot has a turn of speed about it when asked and we were actually 18 seconds early at the first control and by the end, amazingly, 1 second early into the 3rd control. Mrs Rave was working hard and deserved her coffee, especially when we checked the results at coffee to find we were joint 3rd overall.



Photos Courtesy of Tony North

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Yes, I had to look twice as well! I must mention the coffee stop location as it's one of the poshest I'd been to. I felt I should have taken my trainers off at the door of the Tenants Auctioneers building! Calming background music played as we queued for coffee and a cracking selection of calorie free (they weren't wrapped up) sugary treats that were laid out for us to choose from. Mrs Rave doesn't have a sweet tooth but I do so had hers as well, I'm a growing lad you know.

On the crest of a sugar high, I trotted off to get the car while Mrs Rave queued for our 'coffee out' time. In the past we have ignored these times and received a hefty penalty but we have learnt from our mistakes and set off to regularity 3 with the correct times and signatures on the time card. This was another regularity on private land and as such was timed at 30 mph with controls closer than the 2 mile gap you have to have on public roads. No wheel spinning but we needed to get a wiggle on and had a blast on the loose then popped out on to the public road for about ½ mile then back on to private land and a time loss mitigating sprint to the final control. All of this was on tulip diagrams with no pre plotting possible because there were no maps showing the roads. Great fun! We dropped a total of 17 seconds which was our best regularity result of the day, 4th best time. Brilliant.

You may be getting the impression we were having fun; you'd be right. Mrs Rave was focused on the maps and instructions and the sun was shining. The countryside flashing past was stunning in the September sun and the Catterick Ranges were awesome. Everything was coming together and the tests suited me and the car. On top of this we were doing the best we'd ever done on an HRCR event, it felt good.

One of the clocks we use in the car is my body clock and my stomach was telling me it was nearly lunch time! It would have to wait until we'd completed regularity 4. This was a steady drive through narrow lanes but for fun Ian Mitchell had thrown a couple of whites in which had to be driven with care even though there was a control at the end of one of the tricky ones. Fortunately, this was one of the pre plot routes we received and was in the form of a herringbone, Mrs Rave's favourite, Not! The plotting was accurate and we had a good run through, although went from regularity heroes to zero's, dropping 41 seconds making us the 28th best performing crew on that one! Booo!

But not to worry, we had lunch to look forward to at the Leyburn auction mart, which would also give me a chance to have a look at the exhaust as it had started blowing a bit after one of our spirited drives on the Ranges. Robert and Corey were already parked up and had the bonnet up and a pair of white yooofs legs sticking out the side of the 944 passengers door. All their navigational equipment had gone off and was refusing to play ball. Fuses were being checked and trim panels removed to try and find the source of the problem. They seemed to be having fun so we headed off for our lunch sarnies and cuppa to prepare us for the afternoon's fun.



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On our walk through the car park I was having a look over the Minis, trying to gather information for our new acquisition to make it reliable for the Northumbrian Classic Border rally in November which can only be entered in a classic Mini. Thank you to everyone who passed on their knowledge and experience, I think I'm going to need a bigger budget!!

Suitably refreshed with egg sarnies and tea, we made our way back to the bright white limbs poking out of the Porsche, reflecting the sun like the solar panels of the space station, to see how the fault finding was coming on. There was a bit of progress but the main clock and box of wizardry wasn't playing so Corey had to resort back to the old fashioned way of timing using a stop watch and trip meter. We still work this way and have two stopwatches on the dash but generally only use one before lunch then sometimes neither afterwards! We passed one on to the timeless Porsche and set off to join the start queue for the afternoon fun. Which started with two tests which were short but sweet. One of the test diagrams showed a car sinking in slurry so we avoided that particular trap and enjoyed two steady runs. I think I was still in lunch mode as we didn't set the world on fire on these two tests but the next two were of interest, the first of which was Bivouac. A very level and smooth test although it was all loose and very entertaining. All cones could be seen and there were only a few buildings and fences that might jump out. We had a great run with an extremely sideways moment as we approached the last cone but the car gripped, flicked itself round and lined us up perfectly for the stop line! All intentional of course....

The last bit of play before we got back to the serious business of frazzling the brain with route finding, adding seconds to miles and working out how many minutes are in an hour at 22mph, was a rerun of the fab Hagworm test. A slightly different start but with the slippery surface cleared, our first run advantage was removed and we settled for a top ten time. I think the sight of Nick Pullan's Peugeot's rear end pointing skywards on the morning run, put the willies up Sticky and she got out of there as quickly as possible! This was the best test of the day, although the next regularity was superb! On the gravel tracks of the ranges again we turned left @ T, right after the 4th track, straight on at the rusty tank, up a 1 in 5 gravel slope from a control, trying to get back up to speed and not spinning the wheels but also trying to keep on time!

Brilliant, brilliant fun. I could have played all day but there were plenty of bits to catch you out, ditches, large concrete lips and car folding concrete ramps. Oh, and the soldiers walking next to the track complete with guns and menacing looking eyes, 'don't cut or make eye contact' was the call here! Mrs Rave and the trip meter were keeping us on track, I was having a ball driving around and the sun was out, what more could you want?

Ilkley Jubilee Historic Rally Regularity 7 Partial Instructions. Issued at MTC 1

	A	B	C	D	E	F
1	LC	Pass through 32 Green Dots	Drive the final Yellow Road at 22mph	Change speed to 26mph at 30mph signs	SH.77	You won't need all these squares!!
2	Head East from here	At the first bus junction do not pass the 7.2 mile	Do not Cross Gridline 28	Gr	Change speed to 28mph at national speed limit signs	Drive the White Road at 18mph
3	SH.73	Change speed to 25mph at SH.56	SH.104	SH.63		Pass through 11 Green Dots
4	Care through Village	SH.101	Use NAM 2 at next junction	SH.53	ig	SH.136
5	SH.87	Pass through 7 Green Dots	Via 224 920	gh	Drive the 8 Road at 28mph	arm
6	C	SH.92	SH.65	24 mph	Pass a Place of Worship	Use no more than 10m of the A684
7	Use approximately 2 Mile of the A684	Ran	SH.73	Change speed to 28 mph at 1.5 miles from this control	Via 220 924	rist's
8	Do not Cross the A1W	un sa	O	SH.118	h	Pass a place of Worship with a Tower
9	Via 230 920	H	SH.52	Change speed here to 25mph	M	SH.58



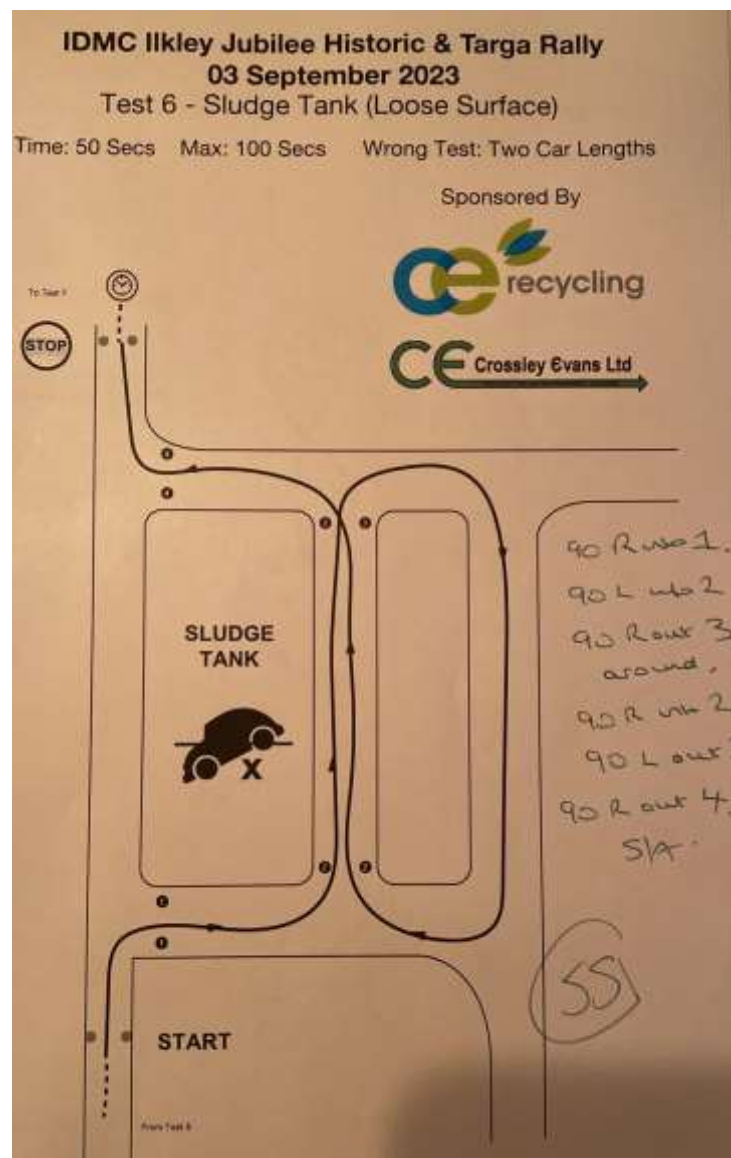
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How about two more tests! Hell yeah!! The final two of the day and they were brilliant. I keep using that word but really, they were. These were reruns of the first of the day and I was looking forward to making a better job of them this time. On the first one there was a stop box where each car was held to allow any cars coming off the start line to clear. As we approached I lined the car up on the right hand side of the stop box which meant the marshal had to walk a few paces across to us. Out of nowhere a flying Ian Waddington appeared at Mrs Rave's window, stopwatch in hand and a countdown on going! If the patrolling soldiers had seen his leap from the bushes they would have had him signed up. We left him in a cloud of dust and tyre smoke, retreating to his hideout in wait of the next stop and go'er! We were in stitches. A top 5 time was our reward, we were still laughing from Ian's karate appearance as we positioned ourselves on the start line for the last test of the day. The start was a bit tight, and I didn't help matters by dragging the Peugeot's back end round with the handbrake, she looked like a dog with worms making it's way across the living room carpet! I didn't have enough speed to spin her round so let the handbrake off and understeered our way to the next cone. Writing this now I can see the sun flashing through the green leaves of the trees as we kept our eyes peeled for a cone placed up an opening to our left. Found it, up we went, a

180 turn around and back out past Niall Frost and team, encouraging us to go faster into a very narrow gap across a bridge! Of course I obliged and we sped off to the next bridge with an immediate 90 right after it. A much smoother approach to this and the following chicane. Another smooth run with plenty of engine revving, tyre squealing and another top 5 time rounded off the tests nicely.

With the hooning around completed it was back to the OS map Mensa tests. Two regularities were all that stood between us and a slap up Sunday roast at Catterick golf club! Regularity 7 was a grid of instructions and map features which made absolutely no sense at all, until you got the code at the start of the regularity. Mrs Rave was on it and off we set to try and get round the North Yorkshire lanes in the afternoon sun. Bugger, I forgot to start the stopwatch as we left the start! The one job I had to do. Corey may as well have had them both! And that wasn't the only rookie error we made. As we approached a right turn, that we had intended to take, three fellow competitors hurtled up the road we wanted to turn down, turned right at the junction and sped off down the road to another right turn. We stopped and had a conflagration. We had got the instructions correct and that right turn was the shortest route but it must be wrong if three other crews had come back up it? Surely? So we did what you should never ever do and followed them. We took the next right which took us back up the road to a crossroads which had the spot height we needed to go over but we couldn't see which bit of the crossroads we should take. So we turned right down the road we would have come out of if we'd have taken the first right 5 minutes ago. Are you still with me?

Nothing to see down here, we turned around and headed back to the crossroads. Lo and behold, there was a control on the other side but we couldn't see it when we stopped initially! Arse and bugger! At this point the stopwatch, average speed and toys were out of the window. We were both kicking ourselves for following others! We both accepted what had happened and decided to drop to plan B, attempt to average 25mph for the rest of the regularity. Unbeknown to us at the time the first two controls, where we'd had our mishaps, would be scrubbed, leaving just the last one to count which we were 30 seconds late into. We got away with it this time but we definitely learnt a valuable lesson, never follow anyone, well, until the next time!!



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Regularity 8. No time to relax. This was the last regularity but it was 21 miles long and at the end of a long hot day. There was a Not As Map (NAM) and it was based on this code: YYy, BRB, yYYB and so on. Basically it's the colours of the roads you take with the first colour being the road you approach a junction on, for example y, being a small yellow road and the last letter being the road you leave on, for example B, brown road. Simple! We had the luxury of a kitchen table to plot this on as we had it as a pre plot, the experts and masters were given it at lunch to keep them occupied! The NAM was a slot off into a farmyard at a T junction and to add to the fun the mileage and times were all cumulative. Normally when we come to a control, we reset the trip and the stopwatch and set off maintaining our prescribed average speed but, on this occasion, resetting the stopwatch would make it nigh on impossible to work out how fast we should be going.



As we pulled into the first control I reached across and beep beeped the stopwatch to reset it, very pleased with myself for remembering to do it, I felt the Superman lasers coming from the eyes in the navigator's seat on the side of my face as Mrs Rave realised what I had done. That had knackered the job. It was possible to work out the speeds from the intermittent times and distances, if you had a day on your hands, so we dropped back to plan B, average 25mph, or what felt like that. We followed the route through some very picturesque landscape and some very narrow roads. Along some roads with a field growing between the tracks and then through a farmyard that had a gate closed across it. Opening that hampered our progress somewhat then a wrong slot for 500 yards added to the fun. I gauged we need to go really fast for a bit, then slow down for a moment, pass the car that was behind us, to get back into running order, then put my arm out of the window for a bit to maintain the average speed. The elbow-meter worked well and with clear and accurate instructions we carried on through the regularity, free of the stopwatch's constant reminder that we were either going too fast or too slow. We were both holding our breath as we waited for the last control to come into sight. It had been a few miles without any sight of other competitors or any indication of life for that matter! But after what seemed like forever, the colourful marshals and their control board reflected off the afternoon sun and we rolled to the yellow stop line with a sigh of relief and a huge grin.

At the end of each regularity there is an extra post with a bit of white paper nailed to it which we use to simply drive past. But it does have a purpose, which is to tell you what the ideal times were between each control. We have a bit of a laugh and write these down now and see how we've done. On this particular regularity we were expecting a poor outcome but the elbow-meter had done well with two 2 seconds early, a 4 and 5 second early and a 1 minute late. Absolute more luck than judgment but we'll take that!

All that was left to do now was to fill our faces and discuss our day with the ensemble of crews, marshals and organisers back at Catterick Golf club, assuming we could peel ourselves out of the car after being tucked up for the best part of four hours. We'd had a fantastic day, getting all the tests right, the regularities sorted and the timing accurate, well, certainly the morning part of it! One of the most nerve-wracking parts of the events is the results. We had kept our top ten placing and were lying in sixth overall, first in class, but a couple of appeals against penalties etc. could see us tumble. I just tucked into my lamb and spuds, followed by two puddings, as Mrs Rave isn't a fan of puddings, especially the type that fiddle with stop watches! We relayed our tales of woe regarding the turn we were going to take but then followed others, along with our excitement about the regularities and tests on the ranges, which seemed to be most people's favourite part of the event.

The results went final and I worked my way up from the bottom of the list to see if we'd slipped down, my double helping of puddings gurgling around in my stomach. Sixth overall, first in class and first novice by 4 minutes, was our confirmed spot, bonkers! Our best result on an HRCR event to date and on our home event as well. We couldn't have dreamt of achieving such a good result.

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This made up for all our disappointments on recent events and made all the hard work we've put in to improve worth it. Thank you to all the organising team at Ilkley for the Peugeot friendly tests and some brilliant regularities, the hard work to obtain and keep a day on the ranges really paid off in the end, I know Ian Mitchell had sleepless nights over it. The glow in the light marshals are always a welcome site and we appreciate your dedication to your allotted location to make sure our day is recorded accurately both on the regularities and the tests. And a special thanks to everyone who has helped and encouraged us on our journey so far. All your help and advice has been invaluable; we are well aware we still have plenty to learn so please keep entertaining us when we ask a daft question!

We had a wonderful weekend and were rewarded with an incredible result. I never thought that closing the gate at Coniston would open a journey to this point. Hopefully there is more to come but I think we're going to struggle to beat this day for a while!

Neil Raven : Ilkley & DMC



'It's exempt from the Ulez charge, but I was fined £300 for tacking up the A2'

Welsh Weekend

North Wales Car Club

Gerry P Evans Memorial

Cymru Trial

Saturday 5th August

Rupert North : Airedale & Pennine MCC



As the 2023 season begins to run to its conclusion this was the last double header, only a single day event and the grand final in the national calendar and it is pretty much all over for another season. The events are generally run though the summer months between April and early October, probably in the hope of some better weather, but 2023 was proving to be a wet one, the double header Yorkshire weekend was only 2 weekends before these events and was run with an awful weather forecast, and even though wet on the day I think both days dodged the very worst of the weather. I'm not sure in Yorkshire if it actually stopped raining daily during these "summer" weeks with a local evening trial getting canceled because of water logged field.

Evening loading up the van and trailer. Friday was a case of dodging the showers, and Saturday's North Wales MC event had a grim forecast with a bit of hope for a drier event Sunday. Setting off in the dry at just after 6 am I was soon met with the rain by Manchester and it stopped with us most of the way. Managed to get unloaded without getting soaked and up to the top of the hill and though the normal pre-event things more or less dry...which was a bonus. Once those things are taken care of you can at least hide in your car as it rains. The drivers briefing was wet, sideways rain, but that's how it goes I guess.

Out to the sections, 8 hills tackled 4 times, It's hard to set events out in the wet and when it's soaking wet like it was it's even harder, they seem to either end up too easy or way too hard, easy cleans or everyones stuck at a 10. Scores after the first round between all the cars ranged from 0 to 67!! A tricky job for the clerk of the course. My round one was somewhat disappointing, I normally go well on this event and had the potential to be the first person ever to win 3 in a row, but there was no chance of that happening now.

Round 2 went a bit better but still losing ground to the front of the class, the sections were altered to add either new challenges or make the section easier if it was proving to be too hard. The field was now starting to churn up a bit in the wet conditions. The hills were altered over lunch to find some fresh grass.

Round 3 was a tough one, losing many many marks to the people at the front of the class, a small consolation was a blinding climb which only myself and 2 others were able to get up. Little lifts like that keep you going to be honest. To say round 4 was muddy would be an understatement, there's only so far you can move the sections and the poor old field was battered.

I think it would be fair to say most of the time the event would have been cancelled, North Wales MC team did a great job in spite of the bad conditions and people did seem to be enjoying themselves despite the rain. And a big thanks to the marshals who braved the pretty much 100% chance of rain to stand on an exposed hillside marking us. Cheers

Nothing to report in the results, I was the best standard car finishing in the middle of the class, a fair way back from the more modified cars but well ahead of the other standard cars. Overall honours went to Barrie Parker in the light-weight Liege which tiptoed its way through the muck and mud win from a class of 4, which takes some doing.

Loading the car back on the trailer was painful. The rain was in full force with no sign of letting up, so I had to suck it up and get it done....soaked to the skin!! I opened and shut the van door twice...quickly and once I jumped back in the door trim wasn't wet it was soaked, so much so I was patting the electric window switches dry.

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Heading over to my friend's house where I was staying for the night, rain finally stopped and things started to brighten up. Dry clothes and a decent meal in a pub set us up for Sunday's event.



Bala Motor Club

Disgarth Trial

Sunday 6th August

This is a great little event which uses a field which is almost made for trails, we have over the years used fields near and around it but until last year I had only ever been in it once many years before. It's steep enough to handle the driest of days and smooth enough for standard cars and big enough to handle 8 sections with enough variation to keep it interesting.

It is a fair way up a steep hillside, but you have options to either unload in the farmyard at the bottom, have a go at the trailer park halfway up or if you have a 4 x 4 towing vehicle go for gold and park at the top in the trialling field. You don't get any awards for getting to the top apart from the view which if you were a walker would be the point of your walk.

I was a little more in touch this time around but as the field started to dry out towards lunchtime I began to struggle a little more, losing a few marks here and there. Ideally sections would have one or two stopping points in them and I was making it passed the humps and lumps near the bigger numbers but was missing out on the the odd mark here and there at the ends of the sections. Only 1 or 2 on the odd hill but they start adding up! And after my earlier success I was dropping back. I was second in class at lunch. Probably my best morning since April's events.

The hills were moved around during lunch and into the steeper parts of the field, one of them was notable, a steep climb and a turn across a camber, from outside it looked normal but from inside the car it felt horrible!! I tried getting some pictures but they never show how steep and climb is or how far the cars are leaning. I wouldn't say I was "scared" but it was nice to turn away from it. It certainly made you focus!

After the 4 rounds were completed I had been demoted to 3rd in class, but was awarded 2nd in class, promoted by the winner coming from class 1 Tim Dovey in the Clio, congratulations to him on not only winning the event but also securing the Motorsport UK national championship with one round to go. A nice evening at The Royal Automobile Club on Pall Mall London awaits him at the night of champions.

An enjoyable weekend away, the car took some cleaning, I left half of Wales at the local jet wash!

Rupert North : Airedale & Pennine MCC


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EQUIPE CLASSIC RACING

CADWELL PARK

2nd September

Paul Commons

After what can only be described as shocking weather this summer, I was delighted to find wall to wall sunshine forecast for my annual trip to the Lincolnshire Wolds and, better still, very decent entry lists for the Equipe Classic Racing meeting (including grids from the MG Car Club), something that is not always the case for the very niche Cadwell Park circuit.

Dubbed in some circles as the “Mini Nurburgring” you can see why some choose to avoid but from a spectator’s point of view I love the completely different nature of the track; where else in the UK can you find sections such as Hall Bends, The Mountain and Goose neck? Completely bonkers, just like the much larger German circuit it is sometimes compared to!

Following on from an excellent first glimpse of the Equipe Classic Racing brigade at Donington one month earlier it came as no surprise that the racing was again top notch with the GTS race for smaller engine pre-66 machinery perhaps the pick of the day. Starting on pole the MG B of Lewis Saunders would eventually regain the lead courtesy of a mistake entering Park Straight by early leader Rob Cull. Cull in his immaculate TVR Grantura however would emerge back in the lead after the mandatory pitstop and whilst Saunders closed in the final stages it would be Cull who landed a hard-fought win. Meanwhile David Gardner put in a stellar drive in his class 1 Turner MK2 to claim an excellent third.

In fact it turned out to be an excellent day for Rob Cull, who despite having to withdraw his Capri from the 70s encounter, also ended the day with a quite brilliant podium in the Equipe Libre event aboard the very same 1840cc Grantura he claimed victory with earlier. Despite possibly better equipped for the twisty bits of the Lincolnshire Circuit the Grantura had no right to be battling with the more powerful Healeys but the TVR man was able to sneak passed both Alex Hewitson and Bill Rawles as the race progressed and round out the podium positions. Up front however Graham Moss put in a controlled drive aboard his glorious Daytona Cobra to take victory whilst Brian Caudwell kept the 4.7 litre machine honest with a well earned second aboard his Austin Healey 3000.



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Cadwell Park

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As expected it was machines from the 70s category which headed the combined Equipe 70s, Pre 63 and 50s event with the Morgan Plus 8 of David and Andrew Wenmam excelling on the undulating circuit to pass the pole sitting Fiesta of Tom Burgess at the start and never really look back as they claimed a near 19 second victory. Meanwhile Nic Strong completed the podium positions in his Marcos 3000GT whilst respective Pre 63 and 50s victories went the way of Jack Rawles (Austin Healey 3000) and John Pearson (MG A).

Speaking of MGs, the day's schedule was completed by 2 races each for the MG Car Club organised Cockshoot Cup and BCV8 series'. The BCV8 series provided very close racing throughout with Neil Fowler getting the better of a 4 way Class D battle to take race 1 victory whilst James Wheeler put in the fastest lap of the day to claim race 2 victory with a very rapid 1m40.39! Meanwhile David Morrison (MG Midget) and Mark Wright (MG F) would take a win apiece in the Cockshoot Cup with Morrison's victory in race 1 a quite remarkable feat in his 1380cc machine when up against much more recent machinery!

There are few better places than Cadwell to take in a days racing when both the weather and entry levels are good, and this event definitely ticked both of those boxes. Aided by the lower early autumn sun it also made for some of my favourite photos of the year so far which is looking like my penultimate circuit event of 2023!

Next up is the Woodpecker Stages Rally and a first visit for me to the little used Ceri Forest!

Paul Commons

**When the speed limit drops
to 20mph, cyclists please
remember we need 1.5m
clearance when you
overtake us 🚗**



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.
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Or visit the website

<http://paulcommonsmotorsport.com>

Hexham & DMC

Well the sun was certainly out and so were five of our members.

The Ilkley Jubilee Historic attracted our two mini crews to head for North Yorkshire to tackle the latest round of the Historic Rally Car Register Clubman's Road Rally Championship.

Sally Anne Hewitt and Mark Lewis were competing together as usual in their 998cc Clubman, whilst Lynsey Procter was navigating for Graeme Cornthwaite in his 1380cc Classic Mini.

The majority of the event would take place on the maze that is Catterick Army Range, a fantastic venue for all sorts of rallies. With special tests as well as some regularities taking place here, the crews were certainly going to be challenged. That challenge would probably be matched however by the level of enjoyment.

After a full days competition Lynsey & Graeme finished 12th overall, whilst Sally & Mark finished 36th overall.

Lynsey Procter said - 'There's few better feelings than a post rally shower! Having washed most of cattericks dust out of my hair, I can only imagine how the poor marshals felt.

It was a hot and dusty day for todays The Ilkley Jubilee Historic and Targa Rally. Not only did the organisers come up trumps with the weather but the event itself was once again, great fun. What's not to love about private land regs on catterick? So I can't fathom the timings and the results suffer, but the grin factor is worth it. I hope Graeme Cornthwaite agrees, he certainly seemed to enjoy chucking the mini around and finding the edges of the tyres grip.

Thanks to Ian Mitchell and all of Ilkley motor club and friends who organised and marshalled today... you can be very proud of yourselves for a fantastic event.

Well done to winners Dan Willan and Ryan who had an amazing days rallying.

Special well done to Claire Nevar and Neil Raven who smashed it today, finishing 6th overall and 1st novice. Not novices for much longer.....'

By all accounts it was a tough day but highly enjoyable. Well done both crews on completing the event and representing the Hexham & District Motor Club.

Chris Dodds and Liam Charlton headed over the Scottish border to compete in the **Doonhammer Classic and Targa Rally**.

Liam Charleton swapped the driving seat for the passenger seat to compete on the South of Scotland Car Clubs Doonhammer Classic with fellow club member Chris "king" Dodds. The event started at Woodlands Hotel just outside Dumfries.

They were out in Chris's trusty MX5, which he has used with great success in the past, winning the White Heather tests in 2022.

The morning tests were held in two different quarry's, both fantastic venues, apart from the dust! Their first test went ok, there was a slight hesitation on my part at one of the cones, Liam was a little bit rusty. He hadn't navigated on a targa for over a year, but after that he quickly got back in the groove.



Photo courtesy of Paul Proud



Hexham & DMC

Continued from page 45

The second venue was a 20 minute drive away. It was a cracking place to hold a test, and Liam think it really favoured the RWD cars. Like a man after his own heart Chris had the Mazda sideways at every opportunity, although in a more controlled manner than Liam could ever achieve. Through out the morning they were constantly setting top 4 times, so were pleased with that.

The afternoon consisted of seven tests, one run four times and one run three times. Jones yard, a staple of South of Scotland events, was the first test after the lunch break, where they unfortunately clipped a cone. The other venue was Oakbank Recycling Plant. This was a great test that had a little bit of everything, tarmac, concrete and gravel. Dust caused a bit of problem towards the end of this however. There was a large 720 degree manoeuvre round four cones, as you came round the cones for the second time it was hard to see where you were going as you got caught up in your own dust. On the second running of this test the rear tyres on the Mazda had started to go off in the warm conditions. This caused them to spin twice on the same test right at the very end costing over ten seconds. That mixed with the cone and Liams hesitation on test one in the morning, the time lost was enough to cost them a podium, and possibly even a win? Never the less they had a great time, bringing the car home in 4th place overall. Both crew members I want to take the opportunity to thank all of the organising team for a cracking event, and especially the marshals for standing out in the hot and dusty conditions.

Another excellent result was enjoyed by Carl Robson who finished a very credible 13th overall on the Vale of York Stages. He drove his 1400cc Toyota Yaris to first in class and enjoyed a great days rallying. We'll post the full details in his write up later.

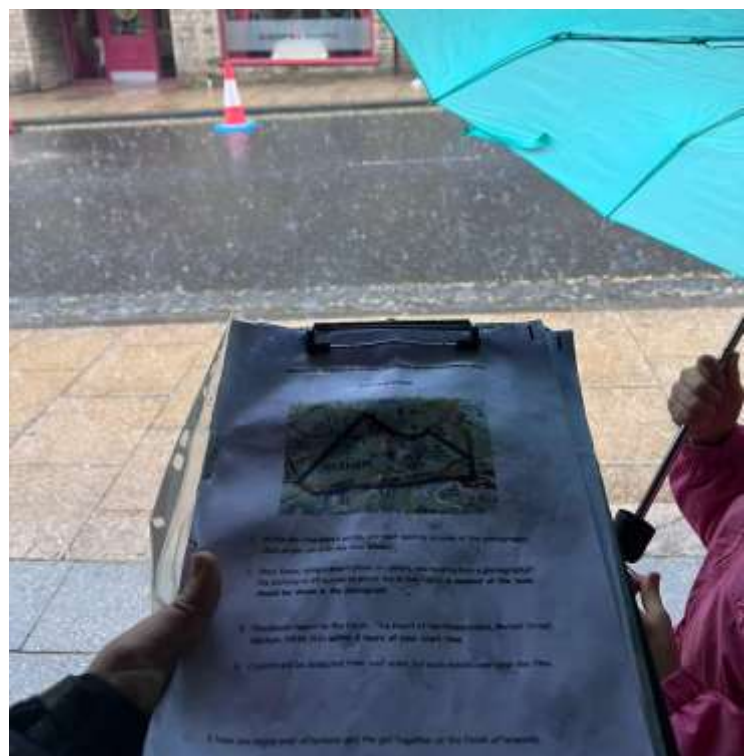
Various club members took part in the clubs first walking treasure hunt in Hexham on Sunday afternoon. Andrew Magee gave the competitors 40 picture clues from around the town which they had to try and identify and visit. Photographic proof was required, and all teams had to be at the finish venue within their two hour time limit to avoid incurring penalties.

Despite the glorious sunshine soon disappearing and being replaced by a huge thunderstorm, all teams enjoyed their afternoon out. Kids and dogs were welcome to take part and by all accounts they enjoyed it as much as the adults.

George Charlton and family won the event managing to find an incredible 36 clues, putting his local knowledge to good use. Just behind them were the Procter family with 35, and then Tommy Henderson and his partner Bridget with grandson Alex in tow scoring 31.



Photo courtesy of Chris Dodds





Great day at Blyton Park Driving Centre, doing something different, driving a Steven Hardy Motorsports Formula Ford!

Good progression all day, considering it was only my first time driving on a track! Eventually came out with a 1:08.7 lap time, along with very consistent times on the last 20 minute stint with most of the laps within a second of each other!

Callum Young

Clitheroe & DMC



Liverpool Motor Club **Aintree Sprint** September 2nd

Jonathon Baines : Liverpool MC

Had a great weekend in the Clio at Liverpool Motor Club Aintree Sprint, where I achieved a new PB, that I previously set back in May and finished 3rd in Road Going up to 2L class, narrowing the gap to the top 2, but also finishing 3rd in class on Road Going up to 2L at the Longton and District Motor Club Three Sisters sprint where I again smashed my PB that I set back in June and again narrowed the gap to the top 2.

More points for the championships with two rounds to go at Anglesey at the end of September.

Well done to Ian Butcher for securing two class wins and getting closer to winning the championship as well as Russell Thorpe in the Renault 5, making me work to chasing him.

Also massive congratulations to David at Flying Haggis Racing for competing at Aintree and Three sisters for the first time and not only winning the class at three sisters,

Jonathon Baines : Liverpool MC



**Why don't scientists trust
Atoms?
Because they make up
everything.**

Under 17 MC (NW)
Autosolo
Darwen Services
10th September

Seán Robertson : Liverpool MC

As a hot September week seemed ready to turn wet and windy it was off to the scenic delights of Blackburn Services for the Under17 MC Autosolo. With the Saturday event cancelled it was an early start on Sunday morning to set the course up under instruction from Clerk of the Course Mel Morgan armed with her course plan. We positioned the various cones according to the plan, making sure they were far enough apart for the cars to get through, but close enough to make it a challenge.

As the competitors started to arrive we had the course marked out, and the various safety ropes and notices in place as the boundary of the course is also the path alongside the car park for the Services, and at various times we had quite a line of spectators watching and filming proceedings.

I stood armed with a clipboard to record times on the check sheet as the first car of the day set off. With 14 drivers split into 3 groups, we were able to give each 5 runs before a break, then another 5, finishing with a last set of 4. So although it was a small field, it enabled everyone to get a good day of reasonably priced motorsport. Andy Williams in his Micra and Phil Clegg in his modified Smart both competing in the Autotest category provided the fast and furious entertainment as they handbrake turned around the cones next to our wall of spectators, the watching kids really loved that! Other notably fast performances came from James Williams sharing the Micra, and the Dad & Son duo of Jeremy and Harry Fonseca. Hazel Johnson came along with one of her work colleagues who is interested in competing next year who seemed to thoroughly enjoy her day in the co-drivers seat.

Although there were a few clipped cones, actually my checksheet was rapidly filling up with a clean run tick, and most of the times started to fall as morning turned into afternoon and competitors became more familiar with the layout.

As we approached 3pm and with the clouds starting to threaten a downpour, we reached the end of the scheduled runs and it was all hands on deck to quickly dismantle the course and get everything packed away in the dry, indeed it was only after the awards ceremony that the rain started.

And that was it for the 2023 Autosolo events at Blackburn and Lymn. They are small, well organised, and above all, friendly, venues especially suited for those taking their first steps into motorsport and I highly recommend them.

Seán Robertson : Liverpool MC



ERO MC

The R.A.C.E. Oaks Trophy

9th / 10th September

Craig Burgess : Matlock MC

Wow what a night

Road rallying is a team sport where driver and navigator have to work as one . Last night this was never more evident, I take my hat off to every Navigator who took part last night , that was wave after wave of intense pressure, tight on the timing , a challenging and rewarding route.

The EROMC team put on a grueller after some years being absent .

We had an Ok first half, with only a couple of overshoots (I blame the driver) and a couple of times where we had to be accommodating of other road traffic and householders, being respectful at all times.

The second half presented a boat load of challenges, most of which started when the spotlights decided they were exiting stage left, swiftly followed by a main beam filament. With no spare time to effect a repair we soldiered on.

A small fire cost more time to extinguish a melting wire. Here is where having the experience and calmness of John Pickavance in the hot seat really paid off . We thought we were having a mare, but carried on to the finish, tired, confused but resilient.

The result 6th overall, totally surprised and shows "Carry on Regardless " sums up rallying.

A great challenging night and so glad to see the Oaks Trophy back on the scene .

Thank to Will Banks and Ed Wain, all the EROMC team, marshals you earned your stripes that night

Craig Burgess : Matlock MC



Photo Credit : M&H Photography

ERO MC

The R.A.C.E. Oaks Trophy

9th / 10th September

Barry 'Crocs' Allman : Clitheroe & DMC

Saturday the 9th of September saw Geoff Bateman and me team up again together to compete on the Ecurie Royal Oak Motor Clubs organised "R.A.C.E. OAKS TROPHY" road rally last run back in 2009. A new team had been busy resurrecting what had been a classic, local to me rally, based on OS map 118 and 119. Back in the 1980's when I did it last the rally started in the cattle market in Congleton, this time moving to Rushton Spencer. The Knot Inn a very welcoming venue just North of Leek and south of Macclesfield with the trailer park just up the road from there.



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Oaks Road Rally : Continued from page 49

Geoff and I's last time out was the John Robson road rally in February which didn't end well with a bump, leading to a busy few months as his Peugeot 205 1.9 GTI was reshelled !! I had seen lots of pictures as the task went on and the car looked very tidy, as he completed his mega journey down from near Wigton (Carlisle) and I saw the 205 on it's trailer it looked even better. Well done that man, lets hope it looks as good at the finish after all the hard work !

I got to the trailer park just before Geoff arrived and went for a chat with some friends, it was on farmland and noticed straight away some cones and tape in a field, could be on our route ? With the car off the trailer the noise test and scrutineering was all on the farm then just a mile or so down to the Knot Inn. We picked up the rally plates and the usual sheet with Quiets and Blackspots including a list of rejoin points ? maybe a bit of Plot and Bash too with those plotted. There was plenty of time to chat, eat some food and drink coffee we where running car 27. Car 26 was Steve Amery / Kevin Booth who reminded me of "The Rally of The Dams" run back in the 1980's (one for the senior crews memories) I was running in the top ten that night with a good friend Ralph Rayner, Kevin won we didn't.

The maximum number for the event was 45 and the club managed to get a healthy 40 crews out on an ANWCC championship counting round with all the different sections still undecided. Points mean prizes with a finish our main aim and a good finish being the icing on the cake if possible. Plenty of time to mingle and swap rallying tales the food smelt so nice and Geoff " filled his boots" I stuck to drinks only before a rally at least the coffee was a Gud Brew. Luckily it was a dry night as the cars where parked up on the grassy area the other side of the beer garden, 21.40 came and the regular Drivers Briefing took place, showing all the types of boards we would see during the night. MTC 0 was at the pub and at 22.27 we got the first part of our route instructions three sides of A4 and an hour to plot and sort out the nights route leaving MTC1 at the Inn at 23.27.

Starting off with grid references to get us to RS1 (the farm, follow arrows) and two NAM's (Not As Map junctions) to pick up codeboards, plus some tulips and crossing gridlines. Heading North and East via a farm white up to Roach end and onto map 119 a couple of miles in the lanes and then back onto map 118 with quite a few IRTC's (Intermediate Regularity Time Control's) on the way via Allgreave towards Wincle. We started off in dusty conditions going well too, It was Geoff's first English road rally since the reshell, pleased to say we gel's again straight away. A route blockage issue spoilt a good time for us even so we arrived at RF1 both grinning, memories of those lanes from 40 years ago !! (end of the first section back onto the A 54).

Heading West now to RS2 just off the A road, route instructions for this section where LT/RT (left at T or right at T) more grid references then crossing grid lines (which we got at MTC0 and had plotted). So looking forward to going through Swettenham Ford, more memories ! a good steady run with us on the pace of cars around us both smiling as the car behaved itself after a few rough sections. Shame as there where some issues at the ford which meant we where instructed to cut, a quick replot and we where on our way again, heading for the lanes around Jodrell Bank radio telescope. All my local lanes from 1988 when I lived nearby so looking forward to these the tight bends around Bate Mill Oh yesssssss. Heading North now to RF2 just South of the A 537 and the petrol halt at Monks Heath, but with one eye on the time as we where close to out time limit. Due to earlier route issues and with only 15 minutes to play with I decided to cut to petrol MTC2 to just make sure we would be OK. A great shame as we where going so well.

Bit of confusion at Petrol (MTC2 and MTC3) where the timings was altered and an extra 10 mintues given (30 mins now)

We had already plotted the route from MTC3 to RS3 (going East through Macclesfield onto the B 5470) right on the North East corner of map 118 at Kettleshulme. At RS3 we got a handout for this section a mix of junction directions and grid references which we quickly plotted, heading down to Jenkins Chapel. Then South down to Macclesfield forest another favourite section of mine, another issue on the route effected our time and the crews around us too. Tough as we managed to clean most of the control on this section, RF3 (where we got handout 4) was just North of the A 54 turning East back onto map 119.

I must write this now before I forget, as to how well Geoff had built the car NO rattles! or noises just me chatting away and some great comments from the Lad (Tony Hancock for us seniors) himself , he worked out our combined age is 138 !! and YES we should know better.

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Oaks Road Rally : Continued from page 50

Back to the rally both still grinning and using all our previous Plot and Bash experiences.

Pop over Axe Edge moor down to the A 53 heading south turning left onto a yellow, I had managed to plot some of the following route on the go, just grid references this time .

RS4 went headed south towards Shining Ford and Morridge lots of the NAM's along here, a total of 24 NAM's on the full route. RF4 was just North of Warslow with a quiet run through the village. This was one of our better sections of the night no issues and quick and flowing with Geoff, 205 and me going well.

Another route handout at RF4 for the RS5 to RF5 section Tulips this time quickly plotted at RS5 and off we went. Starting at Hulme End via Wetton and Grindon all going well and having fun. Panic no sign of RF5! ended up close to RS6, check of the tulips again and found OUR error (there is NO "I" in team) last tulip was a left slot onto a white. Worth retracing our steps and finding RF5 (just before Onecote) and getting all the route checks to. Plus the last handout was at RF5 as well.

RS6 was a farm track off the A 523 right on the edge of map 119 in square 55 (follow arrows), a mixture of surfaces! and lots of arrows and including a loop around the yard, great fun.

RF6 lead to a neutral section through Leek North west on the A 523 to RS7 and another farm track with us dropping time just the start control was still there. At least the arrows where still there and we had lots of fun. With time against us and back on the A 523 we cut out the last section (RF8 to RS8) to get us to MTC4 within the 30 minutes allowed to get us a finish. Lots of the controls had said they hadn't had many cars through and we just pushed on.

Arriving back at the Knot Inn within our time and both still grinning after another great rally.

Potti raised (hats off) to all the folks who made this rally happen, I am sure an awesome task, so pleased to see The OAKS TROPHY back on the calender. Using lots of roads not used ins YEARS. It did stay a dry night quite dusty Thanks to all the marshal's too, we can't do it with out all.

An excellent breakfast followed as the results where worked out, not many cars back in the car park! Hoping for a finish ? any position ?

Winners time was 23:45 Car 7 Tom Williams and Robert Bryn JonesCVMC congrats guys a great result

We snook in at 15th o/a 4th in class 06:28:24 4 quite happy considering what had happened during the rally.

With twenty retirements ! and 19 finishers we where not last finishers IF ONLY he he.

Next rally for us is the Clitheroe MC organised Clitheronian road rally in two weekends time.

Next weekend I am out on The Palfreman road rally on Anglesey with Chris Way, after spending two day sailing around Anglesey as my rally warm up he he.

Car ran faultless all night with just a few tweeks to do, a Happy Geoff ? set of for his long drag back up the M6 heading Carlisle Thanks Mate a good grin .

Barry 'Crocs' Allman : Clitheroe & DMC



ERO MC

The R.A.C.E. Oaks Trophy

9th / 10th September

Geoff Bateman : West Cumbria MSC

The 9th September saw me heading down the M6 with the trailer in tow heading for the ERO Oaks Trophy Rally based in Rushton between Macclesfield and Leek. Another trip down south!! It had been a bit of a heatwave all week and the temperature read out in the Galaxy was saying 29 C as I headed over Thelwall Viaduct on my way to meet up with Barry "cros" Allman for our latest night time foray in to the lanes.

It was to be the second road rally outing for the rebuilt car having done the Highland Car Club's Autumn Rally a few weeks before as a shake down event which didn't include any whites so tonight was going to be the first time heading in to the whites of the Peak District and after having done the Rally of Derbyshire earlier in the year in Maggy's ZR I had an idea that we might be in for some bumpy rides along the way.

I had a delay free run down the motorway for a change and headed to the trailer park through Congleton and then through some lanes until eventually finding where I needed to go and then finding out I appeared to be the first trailer there. Barry was already on the scene and after a brief unloading we took the car for scrutineering and noise before packing all the various paraphernalia in to the back of the 205 before heading off to the Knot Inn which was to be the event HQ. Signing on had been done electronically so Barry was able to pick up the documentation pack and set about marking up the maps with the black spots, quiet spots and rejoin points whilst I had a walk about enjoying the early evening sunshine and enjoying the crack amongst the other competitors and availing myself of my usual pre rally coffees.

We were running as car 27 so after the driver's briefing at 9-40 we waited for our MTC0 time of 10-27 to pick up our first handouts. When we got our information we had pre-plot for the first part of the rally to petrol and after that it looked like being plot and bash although we did have plotting instructions for the first few transport sections after petrol. Once my initial confusion over the instructions was overcome we started our normal exercise of me reading out the plotting clues whilst Barry plotted them. The navigation wasn't complicated and we were finished well before our due time at MTC1 of 11-27.

The event was being run with regularity timing and was to comprise 8 sections with around 7 or 8 intermediate time controls on each section. What we didn't realise was that virtually all code boards would be followed by a stop at a marshal for a signature as well as the signed passage controls and DSO's of which we were aware. The first competitive section saw us having to turn in to a field gate after only about 30 metres and then stop for a code board pretty soon after and then stop for a signature before heading through a split before having to stop at a PC before the merge where we were delayed as another car was heading in.



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Oaks Road Rally : Continued from page 52

With the hot dry weather of the previous week the dust from the car in front was blinding and I had to drop down on to dipped headlights to avoid being blinded by my own lights. With the dust clearing we made it around the rest of the test to IRTC1 and realised immediately that it was going to be a busy night.

I don't usually remember much about road rallies as I just follow the instructions and information coming from the left seat and hope that we are heading in the right direction. The rest of the first section seemed to pass fairly well until we had our first re-route towards the end of the section as some irate local had decided to block the way. The second section started well but we were forced to re-route for a second time which cost us some time and saw Barry having to plot us a route to get to RFC2 and petrol.

When we arrived at petrol there didn't seem to be as many cars there as we would have expected and, expecting to have to use petrol to make up time I was all set up for a "splash and dash" but we were told to take 20 minutes and then as we got ready to set off we were told to wait another 10 minutes before we could leave.

When we eventually got away from petrol we had a long run up north of Macclesfield before we got to RS3. This section was going well until another incident cut the section short and we got to RF3, picked up our handout for RS4 to RF4 and got it plotted quite quickly before arriving at RS4. This section went pretty well with no diversions and we got all the NAMS despite some reversing being required as some were a bit tricky to find but we got to RF4 in good time, picked up our next handout and plotted this before arriving at RS5. Section 5 drove well and we made good time and then things started to go wrong. We found ourselves approaching RS6 without having passed RF5. There was another crew there and we asked them if they had passed RF5 but they were also trying to find it. A few minutes passed and another crew turned up and told us they had got RF5 "It was down the white". What white, we hadn't plotted a white, the instruction was CRO "unless shown otherwise". We got the handout out again and Barry had a look with the potti and at this point we found out that all the junctions on the tulips were CRO apart from the last which had a dotted line slot left on it. When I'd read it without my reading glasses I couldn't tell that it was dotted, it just looked grey so bugger it we had to go back for RF5. A quick plot by Barry got us round and back in to RF5 in the correct direction to get the control and our RS6 to RF6 handout but we had lost around 20 minutes or more by then so the rest of the event we were going to be watching the clock.

We managed to get back to RS6 with the marshal still there and managed to do the section which was a long white and farm tracks and was quite rough in places but we got to RS6 and got the handout for RS7. The start control was there but it soon became apparent that the other marshals had left so with it being easier to follow route than to return we completed the section and got all the code boards and managed to get a signature at the end of it.

We had got to the point where to do the final section would see us OTL at the finish so the decision was quickly made to cut and run. Fortunately we were only a few miles from the Knott Inn and managed to get to the control virtually bang on our due time +30 so managed a finish.

The car was parked up, it had been an extremely busy night with no time to take a breather as the action was pretty non stop but it had been a cracking event, we'd really enjoyed the challenge and the car was still in one piece.

There followed what can only be described as an excellent buffet breakfast, the best I've had on an event for a long time before we staggered back to the car with full bellies and headed back to get loaded up on the trailer for the 3 hour trek home. We loaded up, said our farewells and I headed off back towards the M6 as the sun got up. I had to pull in to Forton services for a quick kip before getting back home in time for my Sunday morning cappuccino.

I found out from Maggy via text that we had ended up 15th overall and 4th in class from a field of 40 starters so was quite pleased with that especially when I realised there were 20 retirements/OTL by the end of the night. Lots of points for Barry in the navigator's championship so smiles all round.

Congratulations are due to the team who put this rally on in an area which is pretty well populated in places and must have been a hell of a job to PR and full marks for the way the marshals handled the various local "incidents" on the night. A truly magnificent effort by all involved. An amazing number of marshals helped make this event happen and if it wasn't for them we wouldn't have been able to go out to play so a big thank you to them. Hopefully the team will be able to run again next year and if they manage to get it on the calendar for 2024 it's definitely one to put in your diary.

Geoff Bateman – West Cumbria MC with Baz "crocs" Allman in Patch the Pug car 27

ERO MC

The R.A.C.E. Oaks Trophy

9th / 10th September

Jonathon Webb : Hexham & DMC



After the Rally of Derbyshire in February, Jon Bossen, who I was sat with went about trying to put his engine back together. It had lifted the head after going through a ford and required a full engine rebuild.

We had always earmarked the Oaks as our next event together. Indeed, it would be the first event either of us had done since February, side from the world famous Hexham 12 cars of course.

The Oaks has been a special event for me in the past, firstly it was my first ever experience of a road rally. I went and marshalled on it during the last year of the turbos, around 2006, and vividly remember spectating in a farm yard with a hundred or so other people. We then went to our marshalling spot at the top of the Goyt. I seem to remember the weather turned at that point, as it normally does in Derbyshire!

A year later I had an entry. My first ever event as a driver, Daniel Chambers sat beside me. We were both Stockport061 members. It was a real eye opener. Unfortunately, we ripped off a brake pipe on Dun cows hairpin. We limped it round in the last hour with hardly any brakes!

The Oaks trophy was a big event in those days. A pre-plot Welsh championship event I seem to recall. I also remember the last year the event ran, I was a steward and I watched at Swettenham ford.

So that brings me forward to this years event, which was resurrected by a new organising team. It's great to see it back on the calendar.

After just over three hours of driving I arrived at Jon's house and we then set off to find the start finish venue, The Knott Inn at Rushden Spencer.

We received some of our plotting at MTC0. I got it all on the maps in about 20 minutes, which left some of the one hour allowed for this to check it all and make sure Jon knew where we were going.

The route would take in some classic lanes of Cheshire and Staffordshire, and a slightly different plotting arrangement than previous years. During the rest of the event we would be plotting as we went! The plotting itself was nothing too challenging but enough to make you think. Jon is local to the area and knows a lot of the roads like the back of his hand, which takes a bit of pressure off calling the bends ahead.

Starting first of all with an off-road section in a farm down the road which was good fun, didn't think dust would be an issue in September but it was. The rest of the first half seemed to go well. There were loads of marshals out which was great to see.

We were leading at petrol, which was great. It seemed everybody else we spoke to were having a great night, busy on the navigators side but not impossible. By then we had already been through Swettenham Ford, the place I watched at all those years ago and a few more classic places.

After petrol we were still second on the road until we saw car 1 pulled over plotting after coming through Macclesfield Forrest and over axe edge, after that we were first on the road. From there on it was a fairly quiet night, some great off-road sections through Red Earth and another farm, although I'm not sure of its name.

Jons driving was spot on all night and as ever we had some great fun, he's someone that isn't afraid to laugh. When we got to the finish we were still down as first place, much to our surprise. However, all was not well, there was a control cancelled in the first half which dropped us down to 2nd at petrol. Then there was an inputting error for car 7, so instead of being first and then second it was the other way around. So big congratulations to them (Tom Williams and Rob Bryn Jones) on their victory. 2nd place is fine, but it's funny, after you have won an event you naturally feel slightly disappointed with it.

Hopefully we can make amends next year



Jonathon Webb : Hexham & DMC : 1st loser, Oaks Trophy Rally 2023

ERO MC

The R.A.C.E. Oaks Trophy

9th / 10th September

Kris Coombes : Preston MSC

Busy night Saturday on The R.A.C.E Oaks Trophy Rally. Sam Spencer turned up looking like, Curtis Stigers sporting a new 'do' and like a rock star late at 21:30 after I'd done everything. Drew the line at fastening his belts for him.

19 degrees leaving the start at 11pm . Rad came came loose on the very first section. Had to stop and fill it back up with all the water we had for drinks . Got our heads down after that and enjoyed a technical challenging route. The Micra certainly had a tough time on the private land sections some of which were pretty rough.

Regrouped at petrol and bled the coolant system properly. Took on plenty of fluids too as it was still very warm. Second half we struggled with a non comp car parked in the road and a traffic diversion sign being placed across a slot all costing precious time. Setting some decent times throughout the night and we both enjoyed ourselves.

Finished 5th o/a which we both felt was a little disappointing after the effort. Top job by Sam, first time we've sat together and the first time Sam's been in a Micra on a rally (he even asked me) anyone that's heard him in the Mish after Mull will tell you how much he's always protested the idea.

Thank you to the organisers and marshals. Start venue was good, breakfast was spot on and the staff couldn't have done more to help. Thanks to Sam for doing his job, it looked like a tough night from my seat.

Next event is the Clitheronian in 2 weeks so a few things to sort with the car to get it in shape for Louis Baines' return to the hot seat after his maternity leave.

Kris Coombes : Preston MSC



Sixty & Worcestershire MC Phil Price Memorial Woodpecker Rally

9th September

Joe Price and Chris Brooks stormed to Woodpecker Stages National Rally victory aboard their infamous MK2 Escort despite strong all-wheel drive opposition in the form of George Lepley's Galant VR4.

Paul Commons

Pre-event there was much talk about the Group A Mitsubishi in the hands George Lepley taking a convincing victory though it appeared the raw speed of Joe Price, especially on his home event, had not been fully taken into account. However only half the event was in the Shropshire forests, where the Ludlow resident has so often excelled, with Cwmysgawen and (new to almost all competitors) Ceri replacing Radnor for the 2023 rendition of the Sixty & Worcestershire Motor Club organised event.

In what turned out to be the hottest day of the year it would however be the RSD prepared Fiat 131 crew of Nick Elliott and Dave Price who claimed an early lead after the Cwmysgawen test but George Lepley, with Dale Bowen alongside, put the four wheel drive at his disposal to good use in Ceri to hold a 1 second lead over Price as the crews headed back to the more traditional Shropshire stages.

And it is the stages on the English side of the border where Price and Brooks come into their own; the pairing setting 9th and 7th fastest time overall in Hopton and Haye Park respectively to gain a pivotal 10 seconds on their rivals and hold a 9 second lead at the mid event service. And despite Lepley again having the edge in Ceri on the afternoon loop, the Nottinghamshire man was no match for Price in his own back yard, with the Escort pilot going on to claim a sublime 11 second historic category victory.

Meanwhile Richard Jordan and James Gratton-Smith had put in a stellar morning drive to hold third at the half way point but a huge stage cancelling roll in Cwmysgawen ended their involvement in the event (here's hoping they make a speedy recovery and return to the stages sooner rather than later).

Continued on Page 57



Woodpecker Rally **Continued from page 56**

This left the MK2 Escorts of Roger Chilman and Tom Walster to battle it out with Elliott's Fiat 131 for the final podium position. The second running of Ceri would see the demise of Walster (stub axle) though and Chilman, co-driven by Patrick Walsh, just had the edge on Elliott over the remainder of the event to take maximum BHRC points with 3rd.

Rory and Paul McCann starred in category 2 with the Hillman Avenger (Class C2) crew claiming category victory by an enormous 41 seconds with an excellent 9th overall in the historic section of the event! Josh Carr and Osian Owen (Class C3) would take maximum BHRC category points in 2nd aboard their Pinto powered MK1 whilst Andrew Stokes and Jonny Tad Evans (Escort MK1) would round out the podium positions and in turn take class C5 honours. Meanwhile Terry Cree and Ricardo Shores were first home in category 1 with 80th overall in their Mini Cooper S and in the race for overall honours Arron Newby (Skoda Fabia) survived a late charge from Elliot Payne (Ford Fiesta) to claim outright rally victory.

Whilst great to see the Galant VR4 driven so well (this being a car I fondly remember seeing in period) It was in some respects pleasing to see two wheel drive machinery still end up on top of the pile. However it won't be long before four wheel drive machinery is taking historic rally victories in the UK, possibly as soon as the Trackrod in just over a week's time! It will be interesting to see the impact of this (although not currently able to score overall BHRC championship points) and whether an increase in four wheel drive machinery at the sharp end would be to the detriment of historic rallying in general. I'm hopeful this won't be the case but the governing bodies potentially have some important decisions to make in the coming years regarding eligible point scoring machinery.

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>

Sixty & Worcestershire MC Phil Price Memorial Woodpecker Rally

9th September

Newby nails the Phil Price Memorial Woodpecker Rally

Arron Newby kept his MRF Tyres BTRDA Rally Series title hopes alive by taking a closely fought Phil Price Memorial Woodpecker Rally victory on Saturday [9 September].

Newby and co-driver Jamie Edwards had been embroiled in a battle all-rally long with Elliott Payne and Tom Woodburn, but it was the Skoda Fabia R5 driver that would come out on top after eight intense stages, with just three seconds in hand over the second-placed crew. Rob Wilson and Richard Crozier rounded out the top three in their battle-scarred Mitsubishi EVO VII.

The searing late summer sun would add an extra dimension to the weekend's action as the Ludlow-based event would see rising temperatures and hanging dust making the right forest stages on both sides of the English and Welsh border. Supported for a second year by Presteigne Tyre Services and Phil Price Rally School, the Sixty and Worcestershire Motor Club organised forest event ran for the 40th year and attracted an impressive list of contenders who would face tackle eight stages and around 44 competitive miles throughout the day.

A revised route for 2023 saw brand new stages introduced and offered the chance for some of the UK's fastest gravel drivers to prove their pace and secure the overall rally win, whilst also keeping one eye on their championship hopes.

But it was an early drama for one of the pre-event favorites Matt Hirst who was forced to withdraw the night before the event with engine issues in his Fiesta R5, leaving the likes of Payne and Newby to battle it out.

Newby held the early lead but just for one stage as Ludlow's Perry Gardener stamped his mark on the timesheets to go fastest on the second test, Ceri and move ahead. Gardener and Jack Bowen then set another scratch time on the Hopton stage, before a sad early bath in Haye Park – just a stone's throw from the family business, their Fiesta R5 suffering suspension issues.

That promoted Newby back into the lead and after a slow start from Payne, he was just 12 seconds shy at the mid-point service back at the Racecourse. But the blistering heat would take its toll and Payne was evidently suffering as he returned Ludlow, and it would be a tall order to overhaul Newby over the remaining four stages.

But Payne gave it everything – winning three stages over the afternoon loop to eat into Newby's lead; but it wouldn't be enough and Newby was elated to secure the overall win, ensuring he could take the BTRDA title fight to the next round.

"That's an unbelievable weekend," said Newby.



Woodpecker Rally Continued from page 58

"We have been really consistent all day and the car has been mega. We went on a hard tyre to make sure it lasted and we came to that last stage with Elliot just six seconds behind. I said to Jamie [Co-driver], let's just give it everything but it was so difficult in the dust, we couldn't see a thing for the first two miles.

"But honestly I didn't expect to be stood here with the champagne in first, it's a really surprising win".

Whilst Payne took second, it was Wilson who took the maximum score in the Pirelli Welsh Rally Championship, hauling his Mitsubishi to an impressive result despite the more modern machinery around him, and rounding out the podium in the process.

Russ Thompson enjoyed a day-long battle for the podium but was forced to settle for fourth in his Mitsubishi Evo IX with Steve Link on the notes, whilst Alistair Ginley and Craig Thorley rounded out the top five in their Ford Fiesta Rally2.

The National section of the event would house the Fuchs Lubricants British Historic Rally Championship contenders and it would be a victory for home hero Joe Price and Chris Brooks in their Ford Escort MKII. The lead swapped three times over the opening three stages with stage one winner and FIAT 131 driver Nick Elliott being shunted down the order by George Lepley's Mitsubishi Galant on the next.

But by the third test Price moved into the lead and from there he had full control of the pack and despite a late charge from Lepley, Price held his own to take the National victory on home turf. Lepley grabbed the runner-up spot on the Galant's full rally debut whilst it was Herefordshire's Roger Chilman who took third with Patrick Walsh on the notes in their Ford Escort MKII. The podium was also enough to hand Chilman maximum points in the British Historic Rally Championship – his third BHRC win of the season



Motorsport UK acknowledges the feedback from some members of the community regarding changes to the seeding order for gravel rallies.

Our focus is to develop the sport in a way that paves the way for its future growth, and remains enjoyable and accessible to all who wish to participate. We wish to encourage debate around how this future looks and to engage all stakeholders in such discussions.

In light of specific feedback on the running order, we are pausing the implementation of the changes and will engage further with the community to arrive at optimal solutions.

Lindholme MC

Vale of York Stages

Melbourne Airfield

Sunday 10th September

Terry Martin : Clitheroe & DMC

Third visit to Melbourne this year, the two previous visits we didn't have much luck, rammed from behind on our first visit, while 9th and hitting a bale at a fair rate of knots, damaging the cooling system on our second visit.

The Evo9 back from Arnside Motorsports (AMS) fully repaired and re-prepared was ready to go. Adrian decided we would use the event to test the Diff setting as this would be the last rally of the year, before the car before going back to AMS for a couple of upgrades, and a full season in 2024.

The stages, and format were a little different from the other two events here, two short stages on minute intervals, before the meat of the event, six stages on 30s starts. No I don't get it either! We had set up and scrutineered, on the Saturday and walked the opening stage, and a refreshing change from most events, the chicanes were open enough to go through quickly, but tight enough, not to be taken flat!

From the 30+ degree heat of Saturday, an overnight monsoon left the service area flooded in places, and lots of standing water on the track. Wets it was, 9th fastest no drama, happy with that, SS2 8th fastest, all going well, very slippy, and muddy in places.

SS3 on to the longer stages, and using some of the rougher parts of Melbourne, Car 1 catches us on the split, we move over ASAP and try to hang on to the R5s tail, but the brakes on these things are phenomenal, still 8th.

Stage 6, the stages change and we run clockwise, still on wets, it's drying but muddy in places, one 50m section of concrete road is cutting up, we damage a wheel, and the vibration is not good for your fillings! But we're up to sixth.

Stage 7 it's dried up enough for slicks, we're 5 seconds off 5th we decide to give it our best and go for it, I go to the loo to save a bit of weight, Ady is flying, cars working well, tyres brilliant, but we lose another 2 seconds, fair play to the other lad, neither of us can compete with the three R5s at the front.

Stage 8, discretion is the better part of valour, we doubt we can take 7 seconds of our rival, and we have half a minute on the car behind, we end up sixth and third in class, besides the wheel, a little dent on my door from glancing a bale, no damage. Big thanks to Aiden for servicing, top job mate, and to Leigh for keeping us fed and watered all day.

Adriano Marrocco/ Terry Martin
Marrocco Homes rally team. Mitsubishi EVO9

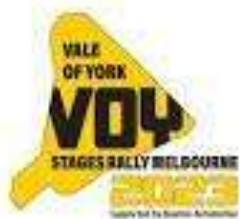


Photo Courtesy of Kevin Mooney

Welsh Speed Limits Simplified

There seems to be some significant confusion here in Wales ahead of tomorrow's Speed Limit change and so, I thought I would help by briefly explaining how the change works so that there can be no confusion:

Any roads that were previously 30 will now be 20 apart from the roads that aren't going to be 20, which will still remain as 30. When you see streetlights you have to assume that the roads will be 20 even if the signs still say 30 because despite the signs saying 30, the roads could be 20, apart from, of course, the roads (as explained above) which will remain 30 despite them being 20. It's also important to remember that there will still be a number of roads which despite them having streetlights will not be 20, and in these cases they could be 30, 40, 50, 60 or even 70, however, always bear in mind that even if the signs on these roads still state 30 they could, of course, be 20 unless they are one of the roads that have been designated 30, in which case the 20 restriction will not apply.



Vale of York Stages Rally

Sunday 10th September 2023

Venue: Melbourne old airfield nr York

Supported by Blaxton Automotive



Lindholme MC

Vale of York Stages

Melbourne Airfield

Sunday 10th September

Carl Robinson : Hexham & DMC

On the weekend of 11th of September we ventured out to the Vale of York Stages at Melbourne Airfield for our first rally of the year. The event consisted of 8 stages on a mixture of tarmac, concrete and gravel.

First of all, hats off to David Robson for flying back from Mallorca mid holiday to attend the rally and to then fly back on Monday morning for leg 2 of the Balearics. Top effort.

Despite the beautiful weather through the week we were hit with a storm on Saturday night leaving the stages rather wet for Sunday. This meant no dust, but very challenging conditions on the transitions from tarmac to gravel.

The morning began with two short stages, we had clean runs through both and were lying 14th overall and 1st in class by 15 seconds. The stage was reversed for the afternoon and I started gelling with the car more as the day went on. We noticed a lot of competitors were retiring so our main focus was getting to the end of the rally without any mistakes or problems while gradually growing our class lead to 55 seconds and 13th overall.

Really happy to come away with 13th overall and the class win. The Yaris never skipped a beat and ran perfect all day. Huge thanks to all of our service crew and thanks again to Dave who did a great job in the co pilot seat.

And finally, a big thanks to all organisers and Marshall's for putting on a fantastic event.

Photo credit to Carl Robson



Carl Robinson : Hexham & DMC



I couldn't afford an Ancestry DNA Kit to find my relatives. So instead, I posted online that I had won the lottery!



Playing With Cars

Neil Raven : Ilkley & DMC

York MC

Chris Leeming Memorial Autotest

17th September

Another great day playing in and with cars. 1st in class with Mrs Rave in the MX5 on the Chris Leeming Memorial Autotest. 24 fab tests in the sun and dust with plenty of side-ways action David Ruddock kept us on our toes in the morning, swapping times on tests and making sure we kept it neat. Two cone penalties in the morning then a washout on one test in the afternoon didn't alter our final position. Thank you to Ray Jude for an excellent day and to the marshals for watching a full entry through the tests

I was also part of the 'Which Way Now' team along with Craig Dykes and Oliver Mathison who won the team award! Lots of choccies and cakes to enjoy on the way home

A dash home along the A64 and it was sleeves up to whip the head of the Mini to investigate a potential split head gasket. And sure enough it was blown between cylinders 2 and 3. Thank you to all the advice and info from everyone I was desperately messaging to find out why the car wouldn't pull and sounded like a bag of nails Rupert North, David Mosey and @roper adam and David Ruddock, David also sorted out a new head gasket and other Mini bits I need

Sure enough there was a gap between cylinders 2 and 3, a common issue apparently, which was making the Mini sound like a diesel version! Happy head gasket confirmed it was 18.15 and time for food.



Malton MC 12 Car Rally 18th September

After a great day cone dodging at the Chris Leeming Memorial autotest at Acaster on Sunday, it was time for the MX5 to swap here rear boots and turn into a 12 car rally car the following day! Another trip East of the A1 took us to a lay-by in Easingwold to line up with the rest of the spotlight shod cars, to take on the first round of the Malton motor clubs winter 12 car series. We'd been told they were great events and that we should have a go but the hour drive to the start had put us off in the past. However, we were intrigued to find out what all the fuss was about and the MX5 fairly comfortable on the A1 so Claire Nevar and I put our big boy trousers on and went to play with the girls and boys from Malton.

After putting out entry in the WhatsApp group kept us upto date with what was happening and acted as a message board from the organisers, it also served to notify the marshals and organisers when the last car had cleared the final route control. A very good use of modern technology.



Continued on Page 63

Playing with Cars : Continued from Page 62

Our hectic weekend was followed by a busy day at work, both of us working near York now meant a trip back across the A1 to home then a trip up and across it to get to the start. We whizzed around and got out of the house at 18.30, taking our place next to the grit pile at 19.30. And breathe 🌬

A drivers briefing gave us an insight into the running of the night and warnings of deep puddles, a mildly rough white and a diversion, all good info. The code boards were clear and the process was you stopped at the board, located approximately 50 metres before the marshals, your time would be logged and then you drove steadily to the marshal to get your paperwork completed. Malton we're using a summer time card for this event, which we like because they are simple! Our understanding of them wasn't quite complete though, as you will see.

We set off from the start line and headed off into the dark puddle ridden lanes of the first section, Mrs Rave was busily transferring the code on the piece of paper she'd just got through the window and I was eagerly awaiting the first instruction. 'Ok, turn left' came the call, followed by a flow of information about turns, buildings, corners etc. all helping to build a picture of what lay ahead. I had one ear on the instructions and the other on the fantastic exhaust note coming from the Cobalt back box at the rear of the MX5 (Don't tell Mrs Rave that) A crossroads was the first landmark and sure enough it appeared, with a Driving Standards Officer, DSO, in place to make sure we stopped and the silver Saxo of car 1 doing a circle around it! With the Saxo pirouette I had to stop but carried on as directed by Mrs Rave to the next junction where the Saxo was doing another turn round and heading in the opposite direction to us!

Now boys and girls, those of you who read my epic novel on the Jubilee Rally we did, (we came 6th, not sure I mentioned that) will know there is a golden rule in road rallying in this situation, and that is..... repeat after me 'never follow other competitors!!' So we didn't and we're rewarded with a mildly bumpy white which drove down at a leisurely rate, tickling the MX5's belly as we went. Halfway down was a secret check! Mrs Rave was on fire. Nothing else was though. We made good progress, steady in fact, as we followed the plotted route, and the discussion turned to, how fast should we be going? We were currently in road regularity mode, enjoying the roads at a good pace but nothing amazing. Roger Burkill, who set off four minutes after us, had the answer as he appeared behind us, then next to us, then in front of us, wringing every BHP out of the Fiesta to get to the control on time.

Bugger! We were going the right way but clearly not at the right speed. With a Fast and Furious clutch dip, exaggerated gear change then flooring of the accelerator we were off after the Spotlight clad Burkill machine. It's so much easier following another car (Adam's route was agreeing with ours) and we had a fun drive to the control. This is where our lack of understanding of the Summer time card comes in. It actually tells you how much time you've got to do the section you're in. You have no idea how far it is from the start or where it is but we had 27 minutes to do the section and came in nearly 10 minutes late! Lesson learnt.

We made it to the halfway point and enjoyed a quick catch up with fellow competitors and exchanged lots of excited stories of the first half then before we knew it we were being counted down for the final two sections. We'd highlighted our time allowance for each section and headed off in to the dark again. The fantastic roads and howling MX5 were really making the driving a fantastic experience. I got carried away a couple of times and found myself trying to slow down the portly Mazda through deep puddles that offer little grip to tyres. A little bum twitch on one such occasion but all ended well and we kept in the water soaked surface.

We had a wrong slot and a bit of a magical mystery tour looking for a code board, which had been removed after being planted by the control further down the road. But other than that, a great night on some fantastic roads. And no sooner had we started we seemed to be rolling up to the pub and rolling out of the MX5. We were both buzzing after a great night with Mrs Rave getting to grips with the navigation and keeping us on track. The code boards were easy enough to see and the route challenging enough to get us all thinking but not too much after a long day at work. So friendly welcome at the start and back at the pub at the end. A big thank you to the organisers and the army of marshals who we are always pleased to see as it means we've gone the right way.

It was a bit of a rush round to get to the start but we'll worth it. The next round is on the 2nd of October and if you are free I can really recommend it. There is a class for absolute beginners as well as novices making it ideal for anyone thinking of getting in to this form of motorsport. Cracking night in the lanes.

Ooh, nearly forgot. After our steady start we managed a 3rd overall which was a surprise but a very welcome one. And after the results were announced in the pub there was a supper laid on. What more could you want? How about a box of Mini parts from David Ruddock to get the new acquisition up and running?

Neil Raven : Ilkley & DMC



2nd / 3rd September

Keith Thomas

Marauders from Cumbria, Derby and other towns on the English side of the border raided the trophy collection at Kinniel House home of the Boness revival and would have returned with their spoils but were prevented from doing so by the stern refusal to give up the silverware by comp sec Billy Cater. Having succeeded on getting their hands on the silverware the raiders were allowed a photo and a momentary hold of their trophy then the silverware was snatched back by Billy for what he described as "safe keeping".

Dirty Fingernail drivers did exceedingly well, three of the five drivers won their class those being Chris Spencer, David Smith and Ian Wozencroft, Ian Smith was second in class to squire Wozencroft driving the same Alvis 12/70. I was the only Cumbrian not to win a class award but in my defence my 1172cc sidevalve Buckler built in 1953 from 1930/ 40s parts was no match for the class winning car that put up FTD at the event last year as well as at various other venues. That car being the ex Allan Stanniforth Terrapin racing car with its full race 1293 Cooper S engine with massive Weber DCOE and all the other bells and whistles, it was driven once again to the limit by the quiet man of hillclimbing Angus Buchan making the trip to his former homeland from Derby where he now lives. Douglas Andreson a seasoned campaigner in his alloy bodied spaceframe Jeffery racing car was 2nd in class pipping the beautiful 1972 Westfield powered by a potent 1400cc Vauxhall race engine with twin 45DCOE Weber's providing the suck, it was superbly prepared and driven by young Ruari Mathieson.

I choose to enter the Sports Racing car class but with the year range being from 01/01/1947 to 31/12/1973 it means I am vastly down on power and my rod and cable brakes are also a disadvantage as they can be described as decidedly "interesting" as all the linkages take up play in the system but the banter and camaraderie from the other drivers is worth the disadvantages although a class from 1947 to 1960 would seem a better period split.

Continued on Page 65



Bo'Ness Revival

Continued from page 64

The small band of organiser's and the equally dedicated marshals did a wonderful job, organization could not be faulted, the weather was wonderful too and all the profits from the £10,500 spectator gate money went to charity so Sir Jackie Stewarts Race against Dementia, Friends of Kinneil House and a Boness children's charity will be better off today than they were on Friday.

Everyone was full of praise for the event and all those there were looking forward to returning again next year, 2 practice runs and 6 timed runs with a 3.30 pm finish was fitted in on Sunday, Saturday we had one run less because one unfortunate driver rolled his Spridget and had to go to hospital in the ambulance but thankfully released later, further runs couldn't take place until the ambulance returned .

Thank you to everyone involved in any way with Boness Revival but special thanks must go to Kenny Baird and Vernon Williamson who have devoted their lives over so many years to reviving then re-reviving the Boness Revival, they both deserve medals for all they have done for Scottish motorsport. They are both serious competitors but have forgone the opportunity to compete in the event and ensured it was kept going when all the odds were stacked against them, thank you gents, competitors and spectators alike all appreciate your efforts.

Keith Thomas.



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

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

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

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

G E M
RALLY RADIO



JDS Machinery **Rali Ceredigion** **2nd / 3rd September**

For some strange reason I seem to have been suffering from writers block and it is now a week and a bit since the Rali Ceredigion and I am still struggling to put some words together.

Last year I was supposed to be marshalling this Rally but my car expired (dropped rings on the Engine of my Focus Estate) and it took 18 hours to get recovered back home. The portable gas BBQ, Burgers, Bacon, Sausages, Buns, various sauces, Drinks (all in my latest acquisition - a portable 12v fridge), Table, Knives, Tongues, and Rucksack (with everything needed for the two nights away in Aberystwyth) were all packed into the car by 10am on the Friday. Nothing on the box worth watching, no new emails or messages to delay me so at 11am I left home for the (in theory) 4 hour trip. Everything going well until just past Wrexham I was then caught up in a series of traffic jams adding an hour and a bit to the trip.

I check into Reception at the University but I am told it is the wrong reception. Make my way to the correct check in (about a mile away). I thought I had travelled a long way but at reception I bump into a bloke (his name now escapes me) who I marshalled with on the Argyl Rally. He was from Mull! This reception tell me I am at the wrong check in. The correct check in is back at the reception I first visited BUT round the back. Trail back to my original reception and get the keys for my home for the next two nights. Simple Student Accommodation but good enough for a couple of nights stay especially at £35 a night. Shortly after 6pm Steve Broadbent and Steve Lewis arrive (they had left Shaw around about 2pm) after taking the route via Bala. They unpack and we head out for a bite to eat at Y Ffarmers in Llanfihangel-y-Creuddyn. Cracking good food.

Saturday we have a leisurely breakfast at Morrison and then spend the time until we are due on stage walking through the Service Park. Meet and chat to lots of people we knew and I put a face to one of the contributors to Spotlight - Greg Harrand who is in Rally HQ doing Signing on for Competitors. Also spotted, but didn't stop and natter to, Hugh Chambers.

Off to our Stage - Aberystwyth 1 & 2. There were various events taking place on the Aberystwyth stage to keep the Spectators amused before the main event including Matthew Wilson driving the WRC Puma several time along the stage. On his first run Matthew hit the barrel full of rocks and moved it some way down the stage.

Grumpy Old Git

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



Continued on Page 68

Grumpy **Continued From Page 67**

Discussions on what to do if this happened when the stage became live took place and a plan was made. If the Barrel was moved then the team at the start would stop other cars entering the stage and when we saw their marshals then the marshals at post 2 would assist getting the barrel back to its correct location. Was the barrel hit ? Loads of times. Sometimes only moved a few inches sometimes more. Plenty of crews made a complete botch of doing the Donut around the barrel to derision from the Spectators. When crews got it right then applause and cheers could be heard. In the town there was plenty for Spectators to see and do.

On Sunday I was all alone on Post 7B of Stages 10 & 13 Clywedog. Gareth Adams on the Stop Line reported a pungent aroma. When I passed the stop line on my way home there was indeed a Very Pungent Aroma. Muck Spreading Nothing at all happened at my location on SS10 , however, at Post 6 they had a multitude of cars off and after some debate with Control cars were held at the start and then run through the stage to post 6 where they exited via a side road to make their way to SS11,

The Stage Commander and his crew worked very hard to to and prevent a similar incident at Post 6 and did very well to have stage 13 ready to run at its due time.

A few 'minor' incidents occurred on SS 13.

Writers block seems to have evaporated!

ERO MC : Oaks Trophy Rally **9th/10th September**

So pleased to be out on a Road Rally again. The last Road Rally I marshalled on was the Regardless MCs Joe Gornall Rally back on the 22nd/ 23rd of April.

The Oaks was last run in 2009 and won by Martin Betts / Cath Woodman. (Cath was sat in the Silly Seat of Dave Leadbetters Course Car for the 2023 Rally)

Road Rallies do seem to be on the decline. There are still parts of the country where they are still strong (Wales and the North West and only Hexhams John Robson Rally in the whole of the North East) so it is good to have a new/ resurrected event within easy reach. I know that Streetcar are promoting 12 Car Rallies but they come nowhere near the fun of a 'Full Fat' version of a proper night rally.

I was at IRC 1G for my first control. It was very clear that a lot of navigators were not well versed in Regularity timing and just wanted 'Whatever Time you have on the Clock' when they came into my Control and one OTL as I had finished packing up (7 controls in ??)

Continued on Page 69



**Winner of the Ecurie Royal Oak Motor Club's
Oak Trophy Rally, the well driven MK1 of
Tom Williams and Robert Bryn Jones**

Grumpy **Continued From Page 68**

My second control on the 'Oaks' was PC 4A which was close to the exit of a NAM. The problem for competitors was that it was along a featureless straightish moorland road. There was another Nam not far after mine that was more obvious to see. Lots of Crews overshot my NAM and had to back up. Had I not had my lighting rig set up I recon lots of them would have missed me all together. 23 crews managed to make it to my control and only 19 out of 39 starters got to the finish. A tough event

Greenpower Racing : Aintree **Wednesday September 13th**

Sean Robertsons report on Page 76 is far more informative than anything I would write (and probably make more sense).

Stockport061MC : MOCP 061 Targa Rally **16th September**

This event was supposed to run on the 7th of May but had to be cancelled because of a nesting Barn Owl. The powers that be (at Weeton) pulled the plug again whilst they assessed the nesting Owl. So I couldn't marshal there then! And the Clitheroe & DMCs Hall Trophy Stage Rally has (for the same pesky owl) been postponed once again. New Date is February 18th 2024

Hexham & DMC

Keilder Targa Rally : 17th September

Arrived at Signing on nice & early (thankfully) and after receiving my Marshalling location I set off in an attempt to find it from the map & Diagrams provided.

I find the Forest entrance. I wrongfully assume that the start of T2 is just in from the entrance, and I follow the track but nothing seems to tie up with the Test diagram. I return to the forest entrance and meet another marshal. He is start of T1. So I turnaround and follow the arrows for a long way and still nothing matches my diagrams. I start to wonder if my body will be found by some marshal on the Roger Albert.

Eventually I come across the Start Marshals for T3. We compare maps and I set off (again) to find T2.

When I look at the Map to get to Tests 2 & 5 now - it all makes sense and is simple but at the time with no one about to ask my silly assumption had me lost in a darned big forest with lots and lots of roads.

With ten minutes to spare I find the start of Test 2 and 5 minutes later I am on post for this Test. I am in charge of 2 cones (I & J) arranged in a tight 'S' Chicane. Out of the 50 competitors only 5 hit Cone 'J', some come close and there is a lot of backwards and forwards going on to avoid contact with Pesky Cone 'J'

Continued on Page 70



Grumpy Continued From Page 68

Both Alex Willan and Ali Procter (Course Cars) nudged cone 'J' on their 1st pass For the second running (T5) Ali increases the gap between the cones and only one competitor then hits Cone 'J'

Off to Test 9 & 10 in Pundershaw. I find Tests 8 & 11 Start easily enough. Follow the test through and test 9 Start is just around the corner in a tight grassy track. The tight grassy track gets tighter and the diagram cautions a bridge and then 'Bumps & Dips' - all very interesting but I am near the end of the test on a Stop Astride some 500 yds before the test end. No problems at my little bit. The odd little slide past but nothing untoward. Cracking days motorsport in the woods.

SD34MSG Meeting : 20th September

See Meeting Notes on page 7. A good chat and a bite to eat before the meeting (which isn't in the notes).

Clitheronian : 23rd/24th September

For once, in a long time, my only involvement in the Clitheronian was as a Marshal. Did I miss it - Yes but sooner or later it had to happen.

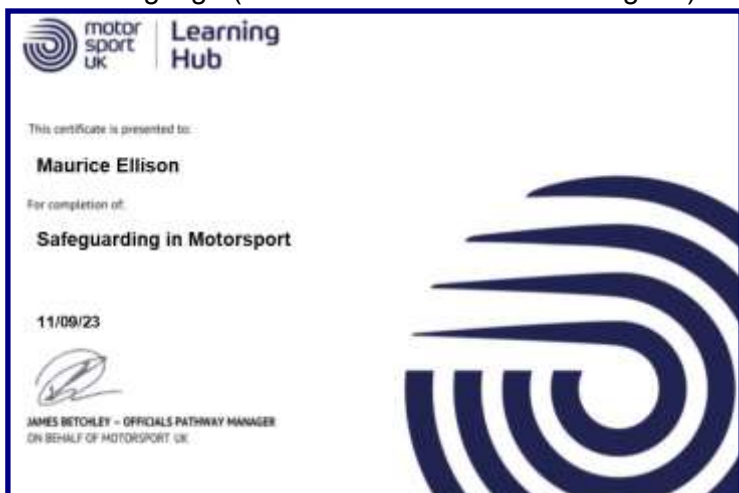
I only had the one control STC 25 which didn't open until 03:05 so plenty of time to go and spectate somewhere.

Early on the route went up Lythe and then after Petrol came down Gisburn Forest (and my control was on Gisburn Forest) so I watched at the top of Lythe. It poured down and I was dreading doing my marshalling bit. But at my control it stated fine (ish). Spectators had blocked the NAM before me and several early crews couldn't get the CB. And they wonder why we don't encourage Spectators on events. The Spectators actions turned the whole result on its head. Why don't they volunteer to marshal ? It is probably beyond their competence level.

Safeguarding in Motorsport : 11th September

On Monday the 11th of September I received my 2024 Marshalling renewal registration. I clicked on the link and was taken to the MSUK Website where you are invited to click on the link, of which there are 3 of them, all taking you to anywhere but where you need to be. I then clicked on the on-line training logo (which was another link making it 4).

Finished up doing the Safeguarding in Motorsport Course (I thought it was a new requirement) and I finished up with a new Certificate!! Eventually I found the correct link and completed my 2024 application. Hurrah! Now waiting for the 2024 card. I don't think I am alone in having difficulties (according to posts on Faceache) in completing my renewal. By the end of 2023 I will have marshalled on 47 events (it would have been 49 but for that Owl at Weeton) Whilst attempting to complete my renewal there were times when I thought 'Why bother. You don't need this - You could be sailing more!'



Inside the Industry

October 2023

with Paul Gilligan

Electric Shocks

A few days ago, as I type, the Government announced the ban on the sale of new petrol & diesel cars in the UK would be put back from 2030 to 2035. Was this a shock? Not really. I speculated last month that this was likely to happen. Close Brothers Finance 10 days ago published a survey that showed 85% of car dealers they interviewed expected the ban to be put back. Private buyers as I reported last month are slow to make the move to electric due to the higher cost, range anxiety and the expensive and inadequate recharging network. A recent survey showed that only 16% of motorists interviewed were supportive of the 2030 deadline. Only 9% said they were going to buy an electric car next time. And only 8% said they would have confidence in buying a used electric car which may explain a lot of the high depreciation costs discussed below.

Personally I thought the extension a good idea. It would give more time for mass production to lower the costs of new electric cars, more time for the recharging network to be brought up to speed, more time for advances in battery technology to reduce costs and increase range, more time for hydrogen power to be developed. I also thought the original target over ambitious, why were we going for 2030 when the whole of Europe was going 2035? However some of the serious new regulations remain in force. In particular next year every manufacturer must ensure that 22% of their UK sales are pure electric or face fines of up to £15000 per car below target. This target will rise to 80% by 2030 and then to 100% by 2035. So it's not that the demand for 100% of sales to be electric by 2030 has been abandoned, its simply been reduced to 80%. Still a big task. Most manufacturers already acknowledge that 22% next year is difficult for them. In particular retail buyers must be persuaded to buy more electrics, yet currently surveys show their enthusiasm is dropping not increasing. The increasing depreciation rates of electric cars due to lack of retail demand for used ones is a real problem even in the fleet market because it is forcing monthly lease rates to increase markedly.

The problem of achieving a 22% electric share of sales of course varies across manufacturers. Those like BYD, ORA, GWM, Polestar, Smart & Tesla are already well ahead because their ranges are largely electric already. BMW, Cupra, Jaguar, Porsche and Volvo are just over or just under target. Others face big problems. Alfa Romeo, Dacia, Land Rover and SEAT are at 0%. Ford, Toyota and Honda 2%, Lexus 7%, Stellantis (Citroen/Peugeot/Vauxhall/Fiat/Jeep) 15%.

On current estimates the fines could total £660M next year. If the Government wanted to use this money to encourage 100,000 retail buyers to go electric it could give them £6600 each. That would be around 5% of the market changing over. Seems sensible? To me yes. Chance of it happening? To me nil.

EU To Charge Tariffs On Chinese Electric Cars?

The EU believe that Chinese produced EVs benefit from significant state subsidies and is beginning an investigation that could result in them charging special tariffs higher than the normal 10% on these cars. There is a general feeling that cheap Chinese cars could literally destroy most of the European car industry. Although we're no longer part of the EU the same could happen to the UK industry and pressure is being put on our Government to consider similar tariffs soon.

To show how serious the Chinese are one of their bigger manufacturers of whom none of us have heard, BYD, will have 27 UK dealers appointed by the end of this year and they say 100 by the end of next year. They plan to take 6% of the UK electric car market by 2027.

Continued on Page 72

Given by then Government rules will be demanding sales are about 57% electric that means if the market grows back to pre Covid levels almost 1.5m electric cars will be sold that year and if BYD hit target almost 100,000 of them will be theirs. That's only one of the new Chinese manufacturers who currently don't sell a single car in the UK.

Plunging Used EV Prices Force Leasing Company Into Administration.

I referred last month to the massive problems that the drop in the second hand value of used electrics was causing for the car lease companies. With each company having hundreds of these cars coming to the end of their contracts every month if each one has dropped in value by an average of £5000 (and it's more than that) then a small lease company rapidly gets to losses of over £1M a month. Which explains why they are doing everything possible to extend the contracts or put the cars out again on a secondary contract, anything but sell them.

Two weeks ago Onto which leases only electric cars and had 7000 of them was forced into administration due to the losses they were experiencing on selling end of contract cars. They also cited rising interest rates as a problem. With 7000 cars on a mix of 2 and 3 year life they would have had about 230 cars a month coming off fleet. But if they were losing £10000 per car (very possible) that's £2.3M a month. I'd also say that given they would have total borrowings of say over £250M. I'd have had that on fixed rates not floating for sure, but what do I know? Otherwise every 1% rise in rates costs you £2.5M a year. And rates have gone up 4%!

As I've said above high depreciation and increased interest rates are leading to some very big increases in monthly lease rates for electric cars, discouraging both private and company buyers. See Porsche Taycan below. Dealers are afraid of stocking used electric cars because of the continuing reductions in value, a recent survey showed that almost half of the used car dealerships in the UK refuse to stock any electric cars.

The industry is calling for the Government to support used electric car prices. Suggestions are abolishing VAT on used electrics or giving targeted grants to encourage purchasers. I'd say there is no chance of either. I would also say that dropping used values so very high depreciation will soon be seen as the biggest obstacle to increasing new sales of these cars, if that hasn't happened already.

New Porsches Immediate Delivery – Discount!

For as long as I can remember Porsche have been the past masters at keeping supply below demand resulting in them being able to obtain high selling prices and their dealers being able to avoid any discounts at all. Making fine cars to start with was a pre-requisite of course. This policy also resulted in very high residual values making the cars actually much cheaper to own than their retail price would suggest. Depreciation is after all by far the biggest cost in new car ownership.

I was therefore very surprised when an offer dropped into my inbox a couple of weeks ago listing 120 new Porsche Taycans for delivery this month at discounts of up to 10%. The Taycan is of course their pure electric sports saloon priced from £80000 to close to £200000 if you go for top model with lots of options. This isn't really my area of the market very often and I've never been involved with the purchase or sale of a Taycan so I spoke to a few people who know much more about them than I do. All of those I spoke to advised to avoid them like the plague citing them as "unsaleable". Why? Because demand for expensive electric cars has collapsed due to massive depreciation, and that depreciation resulting in rocketing lease rates for those running them through a business.

One of my contacts had supplied one with lots of options last December for £135000. The customer didn't like the car, did only 4400 miles in it and in August asked my friend to sell it for him. Best trade bid was £80000 leaving the customer with a loss of £55000 for the privilege of driving 4400 miles, that's £12.50 per mile just for depreciation. So a trip from Cumbria to London and back would cost £7500!!!

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Jaguar enthusiasts may wish to consider that Jaguar's new plan is based on a luxury sport saloon, pure electric, priced from £120000 upwards. So just like a Taycan.....

BMW Get Support To Build Mini Electric In The UK

Following on from the announcement of massive financial support to persuade TATA to build a large battery factory in the UK to supply JLR Now a rumoured £75M of our money has convinced BMW to spend £600M to redevelop their Oxford & Swindon plants to build the new model electric Minis from 2026 onwards. Production of some electric Minis will still move to China although import tariffs if applied could change that.

Hydrogen Powered Toyota Hilux Takes To UK Roads

Toyota have been making and selling the hydrogen powered Mira car since 2014 but in very small numbers. As we all know the bigger and heavier the vehicle the less suitable is electric power, so it's very logical for Toyota to look at hydrogen power for the Hilux pick up which may be required to cover long distances whilst if towing having a total weight including trailer and load of over 7 tons. Refuelling the H2 Hilux as it's known takes as long as a diesel and range is about 350 miles. 10 test units will now go into service with potential customers with more to follow soon. These customers include emergency services who are reportedly "not keen" on electric power.

Supply Catches up With Demand – Fast!

The number and size of the stock lists we receive seems to increase every day. Some run into hundreds of vehicles. One I received a few days ago was from a BMW dealer informing me that new BMWs ordered now would largely be built in November. And the same sort of thing applies to most makes and models although there are exceptions of course. In commercial vehicles Ford are still short of some, VW and Mercedes short of most but Citroen, Peugeot and Renault have LOTS of vans and transaction prices are coming down. With demand slowing in almost all market areas I'm looking forward to seeing thousands of vehicles pre registered at the end of this week and being offered at more attractive prices next week.

Where Are Used Car Prices Going?

For the moment down. Excluding electrics values are dropping by about 2% a month which is a bit above what was considered normal pre Covid. Most analysts think this will continue for the rest of this year but then stabilise and drop more slowly next year. The reasons for this in spite of weaker demand is the 2.3M new cars that weren't sold over the last three years due to short supply. The car supermarkets are already having to look at selling older cars whereas previously they only stocked ones under about 30 months old. Next year that will mean cars sold as new in 2022 and 2021. The big buyers will need to go back to 2018s and 2019s which will be up to 6 years old next year. However there are a lot of extra cars coming from sources that virtually dried up until recently. Motability which provides cars for people with disabilities of various sorts and is the UK's largest fleet operating around 750,000 cars at peak had to extend their contracts in the last few years because they simply couldn't get replacements. Now new supply is improving their disposals have increased by 55% compared to last year. Near new cars being pre registered, demonstrators and rental cars just about stopped being available, this year there are 65% more available than there were last year and that number is increasing every month. So electric apart the future for used car prices looks strong.

2023 Charity Challenge

It's been a better month. In spite of "variable" weather, very hot early on then wet and windy I've covered about 195 miles in the last four weeks including 51 miles one week. Need to keep up that rate and all will be well. It's over 170 miles since I left France and entered Italy, I passed through the port city of Genoa a week ago and have now turned South again. About 250 miles to Rome.

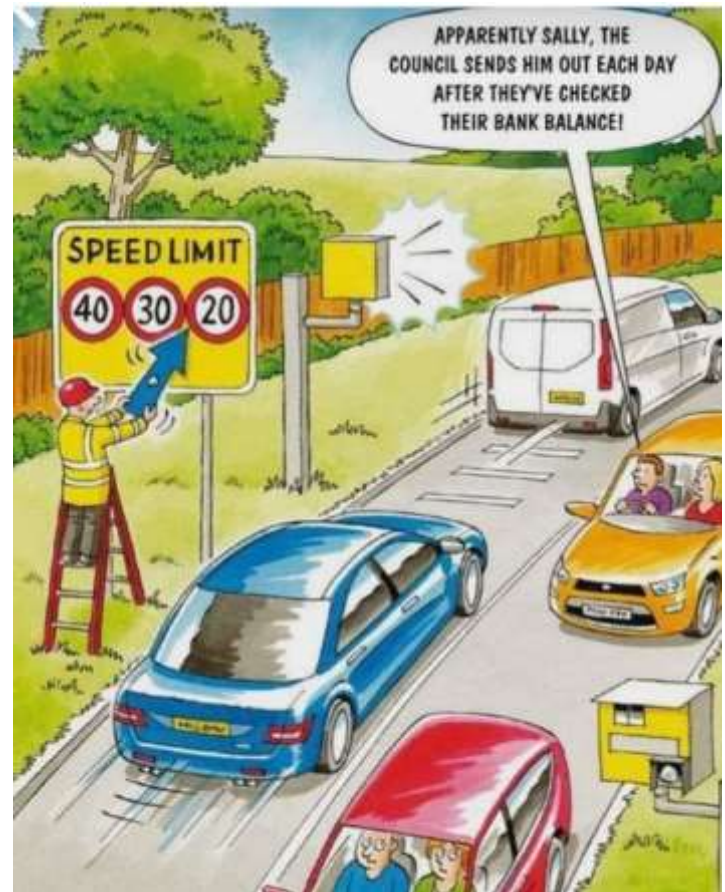
Gilligan **GVC** Vehicle Consulting Ltd

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

Paul Gilligan



County Garage Set-up with Dougie Watson-Clark



The John Easson Award 2023

The 2300 Club is proud to announce the details of the 2023 John Easson Award for young rally drivers and co-drivers.

First run in 2004, the Award is named after rally driver John Easson, a regular competitor and a generous supporter of the 2300 Club before tragically losing his life in an air accident in 1999.

As the UK's number one free-to-enter cash prize award, the JEA will once again continue the successful format of assisting a young British competitor with financial support in pursuit of their career.

The award is open to drivers and co-drivers from all disciplines of rallying, irrespective of experience.

On offer is £5,000 to the winner, and an extra bonus payment of £1,000 if they win the overall class award on their selected championship.

And new for 2023, the winner will also be invited to a test session with JEA scheme manager and mentor John Cope, in his own Fiesta R5.

"This should be a great experience for any aspiring competitor. The winning candidate will learn from John's extensive experience of car set-up, and it's also a great opportunity for candidate and mentor to learn from each other," said club chairman Neil Molyneux.

The prize fund will be allocated in stage payments to pay for entry fees, which the committee feel will help ease the financial burden placed on a young driver or co-driver during their season.

The bonus prize of £1,000 is also seen as a huge help in kick-starting their 2025 rally season.

The final selection process will see the top three applicants being invited to an informal interview with a panel of judges who will then decide the overall John Easson Award winner.

The club will be again be offering £750 each to second and third place.

The JEA is huge reward for only a little effort, free to enter and open to all drivers or co-drivers who fit the following criteria:

- Age under **27** on the 31st of October 2023, Resident in the British Isles, including Northern Ireland, Isle of Man, Channel Islands
- Holder of a MSUK competition Licence.
- Entries open on the 1st of September 2023 and close at midnight on the 31 October 2023

Drivers / Co-drivers who wish to enter should send the following details as a minimum to the Award scheme manager:

- A current motorsport CV outlining experience and results to date
- A covering letter explaining why the panel should select them as winner and their aims for their future in rallying
- A reference letter from any third party

Entry presentations can be as inventive and detailed as an applicant wants to make them; the above criteria are a minimum and we always look forward to receiving some interesting presentations!

Applications from previous applicants are always welcomed, and it should be noted many of our winners have been previous applicants.

Entries should be sent to the John Easson Award Manager, John Cope at the address below:

**John Easson Award
John Cope
The Meadows
15 Owlerbarrow Road
Bury
BL8 1RD**



For Further Information Email jcope4@icloud.com

Greenpower Electric Car Races



for Schools and Universities
Aintree

13th September

Sean Robertson : Liverpool MC

A midweek outing to Aintree Circuit for the annual visit of the Greenpower charity who run electric car races for schools and universities, and although the cars are smaller and slower and definitely quieter than the old Grand Prix circuit was built for nearly 70 years ago, it is the only 4 wheel "racing" to still take place there.

There were 39 cars entered from 28 different establishments, with each accompanied by teams of very enthusiastic students, both drivers and mechanics, supervised by their equally enthusiastic teachers.

With trackside marshals in place and other volunteers in the paddock looking after safety and scrutineering, we started the 90 minute open practice a little late at 09:40. I was on the Recovery Team with Phil Howarth and David Mitchell with their assistants dealing with picking the cars up (yes they are light enough for a team of 4 to manually lift onto the trailer) with me tagging along behind in my Cupra to collect the drivers and bring them safely back to the paddock. We actually had the first of many calls out on the opening lap of practice, and we were kept busy all day, mostly with mechanical stoppages.

We only had one minor emergency when one of the cars ran into another coming out of Beechers, the drivers looked fine despite their little shunt, but I delivered them to the caring hands of the St John Ambulance crew for a quick check over just to be sure. Both were OK to carry on their day, although I suspect their accounts of the collision may have increased in seriousness when being told to their classmates back at school today...

The morning and afternoon races for the 11 to 18 year old category (F24) were both won by Car #3 "Borasco" from St George's Academy in Ruskington Lincolnshire, with the F24+ race for universities won by Car #705 "GP21" from the Instituto Superior Tecnico Team from Lisbon, Portugal. The Portuguese car was amazingly quick, touching 50 mph on the straights!

We were lucky with the weather, even needing the sun cream and extra water supplies, and I think everyone had a thoroughly enjoyable day following in the wheel tracks of Moss, Brabham, von Trips and Clark – even if those names are now just ancient history to the young drivers taking the chequered flag at Aintree today

Sean Robertson : Liverpool MC



Dirty Fingernail Club

September 11th

Keith Thomas

Another great night on the 2nd Wed of September, once again the lounge was full of petrol fumes although there was quite a lot of methanol fumes too this week as well as chat about what went on at Goodwood Revival both on the track and in the auction.

Visitors came from as far afield as Shelsley Walsh rounding off the day after being at Alan Dunns funeral, discussions took place about the organisation of the Lakeland Trial which will be on Sat 11th November and of course Alan had been one of the king pins of organisation when it started in the 1960s. Organisation is going well so we will be asking for marshals and volunteers for the setting out teams in the not to distant future.

I wandered around the various tables and conversations were taking place on all kinds of topics, flying aeroplanes, compression ratios and compression pressures of Austin 7 racers, steam railways in Wales, dentistry on St Helena, soldering Bentley radiators, woodruff keyways in water pumps and the non availability of some front wheel bearings for Bentleys too, where else could you be bored or excited depending on your interests in life by conversations such as these !

Evidently our crowd enjoy these topics as people seem reluctant to go home at the end of the evening, Kirk Rylands suggested it would be a good idea to put on a couple of those short films occasionally that Castrol and Shell used to make in the 1960s, if anyone has experience or the means to put something like this on please let me know.

Alan Dunns funeral was well attended by VSCC, Dirty Fingernailers etc and a number of people brought vintage cars, Kirk and David Rushton were in their Bentley's, I took my Buckler, Alister White came in his BMW Frazer Nash from Heskett Newmarket and there were others too including a Frazer Nash that none of our crowd knew.

It was great to chat to people you very rarely see other than at funerals these days so it's a good idea to get out and about to gatherings like cars and coffee, breakfast meets and 2nd Wed and enjoy each others company rather than going to say a last goodbye, ring someone up you haven't spoken to for a while, it will make their day as well as yours.

It always amazes me just how many interests people had but you only find out about these interests when listening to the eulogy or someone reminiscing about past times at a funeral, today was another one of those. I knew Alan was a talented engineer but he had been a teacher, rock climber, a really competent sailor who had done countless trips in his 25 ft sea going boat over here and in the Adriatic where he took it on a trailer he built himself. He lived quite frugally unless he was drinking beer provided by the VSCC after setting out the Lakeland trial of which he was one of the founders. He had a great sense of humour, evidently he would give first time visitors to his remote cottage directions which led them down a very difficult green lane, usually overgrown and rutted when there was a perfectly good lane the other side of the house that was the proper way to approach his property, this we were told gave him great amusement!

He remarked to his best mate that the Frazer Nash crowd were at their happiest when being overcharged for food and drink at their various gatherings all over Europe, he may have been correct in his observation as he was a very astute and observant guy.

A report on Loweswater show is below, thanks to Simon Riley for this, Clive Kennedy did a report on his French trip but hit the wrong button and deleted it by mistake so was very upset with himself or at rather more correctly upset with his computer.

Keith Thomas

Loweswater Show

We had a very long (and extremely hot) weekend at Goodwood Revival and I've only just recovered!

Continued on Page 78

DFC

Continued from Page 56

Loweswater show went very well – we had the largest ever entry for the vintage section which was probably due to the fine weather (for a change) and the support of local car clubs including the dirty fingernails.

Due to the large entry I was kept very busy so didn't get round to see everybody but 'our' highlights were Dick Smith winning the best pre 1950 car with the Frazer-Nash Nurburg (Andy our judge just loved the history and the many stories that went with it!) and Kirk Rylands winning the Gwyn Evans trophy for best vintage car with his lovely Bentley (won last year by David Rushton's similar model). You won't be surprised to hear that Kirk decided to indulge in a bit of 'tail wagging' in the main show ring after receiving his trophy!

Also in attendance were Mike Mansergh, Edwin Cook, David Rushton, Alan Harrison, Alister Kyle (I think), and I'm sure there were others that I sadly missed.

Simon Riley

So, my turn to be contentious...

Rob Brook

Over the last few months I've noticed how people can dwell on the negatives rather than thrive on the positives in our sport. For example, posts boasting how many entries an overseas rally has, but then we don't shout when the RAC has more.

It's easy for the grass to be greener- but actually I see rallying is doing quite well. I might see it differently as I get newcomers or returnees to the sport into my shop - others don't see that.

Yes, we've got lifing on equipment- but actually we get extensions that other countries don't. Yes, we need bal-clavas, but we don't need all the other fire proof underwear, boots & gloves that other disciplines do (though many wear it).

If we keep being negative, rallying will struggle and things will get worse. Who's going to fight our corner if WE don't? If we keep saying everything is crap, why would anyone want to start? We're all here because we think it's an awesome sport.

Look at the change we just made to the proposed running order rules - if we get positive, what can we do?

So, I thought - let's start a positive post - you're opportunity to shout about successes. That might be a new person into the sport, a result you're proud of, a new sponsor - I don't care!

Go for it - let's shout about how great rallying can be.!

2300 MC

Andy Mort Tour

21st October



For more than 40 years photographer Chris Ellison has travelled the world, capturing iconic images from all the famous stages in the World and European Rally Championships.

He's also been a co-driver to many well-known names, such as Pete Edwards, Dave Scaife and Ian 'Speedy' Harrison.

A familiar figure in the lanes, Chris still covers road rallies across the country, with his images appearing in many publications.

But on October 21, Chris will be making his driving debut on the Andy Mort Tour, behind the wheel of his new Mean Green Ford Puma ST, affectionately known as 'Sprout'.

And he's enlisted the help of vastly-experienced navigator Suzanne Barker to guide him around the route.

Suzanne is a well-known figure on the historic/HERO scene, navigating for Bron Burrell in the famous 1970 World Cup Rally Austin Maxi, and will fly out to Spain immediately after the AMT for an historic rally.

"I'm really looking forward to the AMT, and it'll be interesting to be on the other side of the camera for a change," said Chris.

What does Charles Dickens keep in his spice rack?

The best of thymes, the worst of thymes.

Frank Bird In Search Of Another Win At Hockenheim

The 2023 Fanatec GT Europe season resumes this weekend when the series travels to Hockenheim for the third round of the Sprint Cup campaign.

In amongst a 41-car field which will tackle a pair of 60-minute races at the 4.6km circuit in Baden-Württemberg is Cumbrian driver Frank Bird who will again be in action for the German-based Haupt Racing Team in the PBM and Hager-backed Mercedes-AMG GT3.

It follows a five-week summer break whereby Penrith-born Bird, and Australian teammate Jordan Love, will be hoping to continue where they left off in Misano last month when they scorched to victory in the Silver Cup class.

The pair also took a double podium in the opening round at Brands Hatch earlier in the season so hold second place in the Silver Cup standings as a result, just three points behind the leaders Lorenzo Patrese and Alex Aka (#99 Tresor Attempto Racing Audi) ahead of the two races which take place at the German track over the weekend.

Free Practice gets underway tomorrow (Friday) at 09:30

CET with Pre-Qualifying at 14:20. Saturday sees Qualifying

1 take place at 09:50 for the opening race which starts at 14:00. Sunday's Qualifying 2 gets underway at 09:55 with the second race scheduled for 14:35.

Frank Bird, #77 Mercedes-AMG Team HRT: "It will be good to get back racing and to blow the cobwebs off as it's been a long break since Misano and it's important we carry that momentum forward. I'm looking forward to teaming up with Jordan again and hopefully we can keep the pressure on the leaders as there's only a couple of rounds of the Sprint Cup to go after this weekend. Hockenheim is a track that has suited the Mercedes in the past so the plan is to be competitive from the start and to give ourselves the best chance in the races with a decent qualifying position and hopefully we can get a pair of good results. The PBM BeerMonster Ducati team did well at Cadwell Park in BSB last weekend so I'm hoping to carry that form on."



Marshal's Bulletin

2024 Renewals

You can now renew your registration for 2024 by logging in to the Motorsport UK website. If you know of any Marshals who are unable to renew online, please help them by printing off a 2024 form which you can find on the Resource Centre, or email marshals@motorsportuk.org and we can post one to them.

If you are waiting for an upgrade or are due to be assessed for an upgrade in the next few weeks, please do not renew for 2024 yet as this may result in us having to reissue your registration card.

Registered Marshal grade

In 2021 this grade replaced the discipline-specific "Trainee Marshal" grades and has since been superseded by the Registered Marshal (Accredited) grade, which is provided to all Marshals upon completion of the Registered Marshal Accreditation Course on the Learning Hub. This Registered Marshal (Accredited) grade enables you to participate at events across all disciplines. So that we can ensure that all Marshals registered with Motorsport UK have completed consistent awareness training for their role, we now require all those holding the Registered Marshal grade (without accreditation) to complete the online course before renewing for 2024. The Registered Marshal Accreditation Course should take around 25 minutes to complete and, upon completion, you will be able to renew your registration at the Registered Marshal (Accredited) grade. **Those that already hold the accredited grade (or another registration at grade 1 or above) do not need to do anything and can renew as normal.** To view a guide on how to complete the Accreditation course, please click [HERE](#).

Reminders

Cameras and mobile phones whilst on duty

- Please remember that cameras and mobile phones must never be used whilst you are on duty and the track or stage is live. We have received reports of marshals recording footage whilst they are on duty; not only does this put the Marshal in question in danger (as they are concentrating on what they are filming rather than what is happening around them), but also puts their colleagues in danger too.
- Cameras must only be used at the request of a Senior Official, such as the Clerk of the Course.
- If you need to take a phone call whilst on duty, please speak to your Post Chief, I/O or Sector Marshal and then stand off the post.
- If you wish to take photographs, you must remove your tabard, or cover your overalls to show that you are not on duty and stand down away from the post.

Appropriate clothing whilst marshalling

- Please remember to wear appropriate clothing when marshalling. Your legs should be covered – we have had reports of marshals burning their legs on hot exhausts for example.
- Wear either a tabard or a pair of overalls to make yourself visible.
- Be careful that clothing does not clash with the flags, depending on which discipline you are marshalling in.
- Wear sturdy boots or shoes; please never wear sandals.
- Remember, even in the summer it can be cold, wet and windy, so always take waterproof clothing with you and layers which can be added to or removed; it is always recommended that clothing should be made of natural fibers, especially the ones next to your skin. A hat can provide shade from the sun, wind and rain, and can keep you warm in the winter and cooler in the summer.

Continued on Page 81

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 Marshal's Pathway [HERE](#).

We are looking at all upgrade applications on an individual basis this year to give as many marshals as possible the opportunity to upgrade if they meet the relevant criteria.

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.

So far in 2023, we have processed 191 upgrades via the previous Grading Scheme or the new Marshal Pathway.

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

Acquired Rights Scheme

191 people have upgraded via this scheme in 2023. All applications under the Acquired Rights Scheme must be submitted to Motorsport UK by **31st December 2023**.

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

Please note that the Acquired Rights Scheme should not be used to try and avoid doing assessments to upgrade.

Stage Commanders

The Motorsport UK Learning and Development Team are pleased to announce a new modular Stage Commander Programme taking place from October 2023.

This programme will consist of an in-person workshop, an online training module, and an opportunity for you to demonstrate your knowledge and skills as part of a Stage Commander team at a Multi-Venue Stage Rally.

To apply for a place on the programme, you must hold a Rally Grade 3 registration and you will need to complete the form [HERE](#). You will be required to upload a letter of endorsement from a Clerk of the Course and/or Organising Club, so please make sure you have this to hand before starting your application.

If you cannot make any of the workshop dates on the form, don't worry, you will be given the opportunity to attend future workshops when they are announced. In the meantime, we will be in touch regarding next steps.

This information has also been communicated directly to unregistered Stage Commanders identified in 2023 Safety Delegate reports, and all Rally Clerks of the Course.

Volunteering opportunities

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

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

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

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



FIA Safety Bulletin No 32



As part of the FIA's ongoing mission to improve safety in our sport, updates are regularly required to Safety and Medical Regulations. To ensure that motor sport stakeholders are kept informed of new Safety and Medical Regulations all amendments are publicised well in advance, with changes being published i) at the end of the Appendices to the International Sporting Code (ISC), or ii) included in the relevant technical regulations.

All changes are published immediately following their approval by the World Motor Sport Council (WMSC), on the FIA website at [\[fia.com\]\(https://emea01.safelinks.protection.outlook.com/?url=https%3A%2F%2Ffia.us16.list-manage.com%2Ftrack%2Fclick%3Fu%3Dd2e7b24d2c1e6cecc65ebe300%26id%3D08d72685b4%26e%3Da248e79604&data=05%7C01%7C%7Ccf62faa7915b47527c8408dbb4955fe1%7C84df9e7fe9f640afb435aaaaaaaaaaaa%7C1%7C0%7C638302325894492701%7CUnknown%7CTWfpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQljojV2luMzliLCJBTiI6Ik1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=0utVbZf1E8UsaC3yKoG7S22L64JmHOby0A3RwcfO1YM%3D&reserved=0\)](https://emea01.safelinks.protection.outlook.com/?url=https%3A%2F%2Ffia.us16.list-manage.com%2Ftrack%2Fclick%3Fu%3Dd2e7b24d2c1e6cecc65ebe300%26id%3D08d72685b4%26e%3Da248e79604&data=05%7C01%7C%7Ccf62faa7915b47527c8408dbb4955fe1%7C84df9e7fe9f640afb435aaaaaaaaaaaa%7C1%7C0%7C638302325894492701%7CUnknown%7CTWfpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQljojV2luMzliLCJBTiI6Ik1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=0utVbZf1E8UsaC3yKoG7S22L64JmHOby0A3RwcfO1YM%3D&reserved=0).

We appreciate that these updates can sometimes go unnoticed for some motor sport stakeholders, thus the Safety Department has decided to release this ASN Safety Bulletin, highlighting some of the important updates which will be introduced for 2024 regarding international driver's licence requirements, and competitor and vehicle safety equipment.

Please note that this is not an exhaustive list, and further updates may be published before December 2023, if approved by the WMSC. Therefore, we recommend that motor sport stakeholders be on the lookout for updates, which can be published following the World Motor Sport Council meetings in October and December. Any updates will be published at the earliest opportunity on [\[fia.com\]\(https://emea01.safelinks.protection.outlook.com/?url=https%3A%2F%2Ffia.us16.list-manage.com%2Ftrack%2Fclick%3Fu%3Dd2e7b24d2c1e6cecc65ebe300%26id%3Dbd1f29a1f5%26e%3Da248e79604&data=05%7C01%7C%7Ccf62faa7915b47527c8408dbb4955fe1%7C84df9e7fe9f640afb435aaaaaaaaaaaa%7C1%7C0%7C638302325894492701%7CUnknown%7CTWfpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQljojV2luMzliLCJBTiI6Ik1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=UQpPt0jwgBCamUpG1NsR2yKsSys6KljdjGWxDsryyZA%3D&reserved=0\)](https://emea01.safelinks.protection.outlook.com/?url=https%3A%2F%2Ffia.us16.list-manage.com%2Ftrack%2Fclick%3Fu%3Dd2e7b24d2c1e6cecc65ebe300%26id%3Dbd1f29a1f5%26e%3Da248e79604&data=05%7C01%7C%7Ccf62faa7915b47527c8408dbb4955fe1%7C84df9e7fe9f640afb435aaaaaaaaaaaa%7C1%7C0%7C638302325894492701%7CUnknown%7CTWfpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQljojV2luMzliLCJBTiI6Ik1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=UQpPt0jwgBCamUpG1NsR2yKsSys6KljdjGWxDsryyZA%3D&reserved=0).

Chapter II "Regulations for the Medical Examination of Drivers" of Appendix L to the International Sporting Code – Last update 20.06.2023

- *Article 1 Annual medical visit for aptitude*

The medical visit can no longer be carried out in a country other than the one issuing the licence.

Chapter III "Drivers' Equipment" of Appendix L to the International Sporting Code – Last update 20.06.2023

- *Article 1.1 "Recognised Helmet Standards to be used with Frontal Head restraint system (FHR)" and Article 3.2 "Conditions of use"*

FIA Helmet Standards 8858-2002 and 8858-2010 are no longer recognised by the FIA for use as driver safety equipment. All references to the standards and technical lists were removed from all FIA regulations.

* *Article 2 "Flame-resistant clothing"*

Mandatory implementation of FIA Standard 8856-2018 for the following championships:

- * Formula (3) Regional
- * FIA European Rallycross Championship, for all drivers
- * FIA European Rally Championship
- * FIA World Rally Championship, for all drivers

Drivers and co-drivers who wish to wear personal underwear in addition to the mandatory clothing for an event governed by the International Sporting Code must wear FIA-approved personal underwear. In case of justified medical reasons, non FIA-approved underwear may be worn between the driver's skin and the compulsory FIA-approved underwear. However, the use of synthetic, non-flameproof materials in contact with the driver's skin is not authorized as this may reduce driver's safety.

Continued on Page 83

• ****SUPPLEMENT 1***

A new championship was added to the Super Licence table of points:

“GB3 Championship partnered by the BRDC”

****Technical List N°25 – Recognised Standards for Helmets****

The technical list n°25 was updated to be in accordance with appendix L Chapter III, Article 1.1.

All Helmets certified for FIA Standard 8858-2002 and 8858-2010, as well as, all Helmets certified for Snell Standard SA2010, SAH2010 and SA2015 will be no longer recognized by the FIA.

****Article 7: Driver Safety Equipment in the Karting Technical Regulations****

• ****Articles 7.3 “Gloves”****

For FIA Karting Championships, Cups and Trophies, gloves must comply with FIA Standard 8877-2022.

For all Karting competitions on the FIA International Sporting Calendar, gloves must completely cover the hands and wrists, or be in compliance with FIA Standard 8877-2022.

• ****Articles 7.4 “Shoes”****

For FIA Karting Championships, Cups and Trophies, shoes must comply with FIA Standard 8877-2022.

For all Karting competitions on the FIA International Sporting Calendar, shoes must completely cover the feet and protect the ankles, or be in compliance with FIA Standard 8877-2022.

****Vehicle Safety Equipment****

• ****Restraint Cables in compliance with FIA Standard 8864-2022***

From 1.1.2024, the below categories must use restraint cables in compliance with FIA Standard 8864-2022:

- Formula 1

- Formula 2, linked to their use in the new generation of F2 cars homologation in 2024

• ****Plumbed-in fire suppression system for open cockpit cars Standard Update in compliance with FIA Standard 8876-2022***

- Formula 2, linked to use in the new generation of F2 cars homologation in 2024

- Formula 4, Optional.

You can download the latest version of the appendices to the International Sporting Code [HERE](<https://emea01.safelinks.protection.outlook.com/?url=https%3A%2F%2Ffia.us16.list-manage.com%2Ftrack%2Fclick%3Fu%3Dd2e7b24d2c1e6cecc65ebe300%26id%3D67413ecfc2%26e%3Da248e79604&data=05%7C01%7C%7Ccf62faa7915b47527c8408dbb4955fe1%7C84df9e7fe9f640afb435aaaaaaaaaaaa%7C1%7C0%7C638302325894492701%7CUnknown%7CTWFPbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQljojV2luMzliLCJBTil6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=W2F62bcT7%2BudME6yRNPZ6G7KCiRqa1PMPFJQrtnOEiQ%3D&reserved=0>).

We encourage you to share this information with your technical delegates, scrutineers and competitors. To assist you, below you will find a post for your social media channels (along with this image) so that your motor sport communities are aware of this important information.

To explore more on this topic and to stay updated with the latest advancements, visit the [Safety News section] (<https://emea01.safelinks.protection.outlook.com/?url=https%3A%2F%2Ffia.us16.list-manage.com%2Ftrack%2Fclick%3Fu%3Dd2e7b24d2c1e6cecc65ebe300%26id%3D238d7b55a6%26e%3Da248e79604&data=05%7C01%7C%7Ccf62faa7915b47527c8408dbb4955fe1%7C84df9e7fe9f640afb435aaaaaaaaaaaa%7C1%7C0%7C638302325894492701%7CUnknown%7CTWFPbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQljojV2luMzliLCJBTil6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=ZkNzFzzK%2FUGGDF1EZcjcXpTvw1eGK2C2c41OIHYLE%3D&reserved=0>) on the FIA website where you can access all the previous bulletins.

##

****FIA Safety and Medical Regulations ****

As part of the FIA's ongoing mission to improve safety in our sport, updates are regularly required to Safety and Medical Regulations.

All changes are published following approval by the World Motor Sport Council on [fia.com](https://www.fia.com)

Scrutineers' Bulletin - 214

September 2023

Scrutineer Pathway queries

We have a new contact here at Motorsport UK for any enquiries relating to Scrutineer training and upgrading. Sue Fletcher (who many of you will already know from the Scrutineering Bay!) in our Learning and Development Team, is now your first point of contact for any enquiries relating to Scrutineer training, mentoring, upgrades, and assessments. Sue will also be handling the issuing of training modules to new trainees and be receiving completed modules ready for upgrade. You can contact Sue at officials@motorsportuk.org.

Q11.3.1 Mobile Devices

In response to queries from competitors and Scrutineers for clarification regarding SIM-based pit-to-car communications and their acceptability under Q11.3.1 a representation was made to Race Committee to consider an amendment to Q11.3.1 to allow the use of these systems during Permitted competition.

Q11.3.1. Mobile phone or tablet devices are prohibited from being carried in the competing vehicle whilst on the circuit.

Systems of the type in question typically require a blue-tooth connection to a mobile device and place a call which enables push to talk communication similar in its use to a traditional radio system.

After consideration, the Race Committee decision was unanimous on this occasion not to amend Q11.3.1 and on that basis it should be considered that any system requiring a mobile device to enable pits to car communication cannot be used during Permitted competition.

New sealing product

We have received samples of a potential new sealing product which we are investigating making available to Scrutineers, if there is sufficient demand.

The seal consists of an individually marked metal tag which is attached to the component using lock wire, this is then sealed using a zinc crush seal. The zinc seal is crushed using individually supplied pliers which emboss the seal with the Motorsport UK logo on one side and the Scrutineer's licence number on the other.

The projected cost for the initial 'kit' is around £90-100, this will include the individually embossed pliers, 10x individually marked tags and 20x zinc crush seals.

We will then be able to supply refills of 10x tags at around £15, and bags of 20x zinc crush seals at around £10 (for comparison the current Unicable metal seals are £17 for a pack of 10).

We would like Scrutineer's feedback on this proposed new sealing product so we can see what the demand might be, we would appreciate if you could complete the brief survey found at the following link: <https://forms.gle/NdfQTVtEQ7cdCzMb27>.

If there is sufficient demand for the product we will advise in a future Bulletin and confirm the exact prices and how to order.



Fire extinguisher homologations for Stage Rallying

Of particular importance when undertaking a Vehicle Passport inspection on a Stage Rally car is to check that the plumbed-in fire extinguisher is homologated for Rally use. As detailed in K3.1.1: *“In rallies, the minimum quantity of extinguishant for systems of FIA Technical List n° 16 must be 3kg.”*

There are a number of plumbed-in systems homologated in different sizes with only the 3kg version permitted in rallying, as shown in the extract from FIA Technical List no.16 below.

N° d'homologation Homologation number	FABRICANT / Manufacturer	NOM DU SYSTEME / Name of the system	AGENT EXTINCTEUR / Extinguishing Medium	RALLY ¹⁾	Début d'homologation Homologation beginning	Fin d'homologation ²⁾ Homologation end
01A 042-17	Lifeline Fire and Safety Systems	01ERO 300 2.25 kg Electric 01ERO 300 2.25kg Fire Manual 01ERO 300 3.0 kg Electric 01ERO 300 3.0kg Fire Manual	300 Poudre 123B	(only 3kg version)	10.17	10.27

We have had a report from a recent event that six cars were found to have the 2.25kg version of this homologated system fitted. More worryingly they were all very recently inspected for new Vehicle Passports!

Arming yourself with a copy of Technical List No.16 to reference when inspecting the vehicle is a good idea, as this clearly shows which systems are homologated for rallying.

Non-Lead Acid Batteries

In response to emails from Scrutineers regarding Non-Lead Acid Batteries, the following seeks to consolidate the information available in the Yearbook and the Motorsport UK Resource Centre.

Firstly, regulation J5.14.9 states that any non-lead acid batteries must carry the appropriate markings and be either a standard part or manufactured by a Motorsport UK registered manufacturer. To find the list of approved manufacturers, please head onto the Resource Centre at www.motorsportuk.org/resource-centre (Technical: Car > Miscellaneous > “Registered Non-Lead Acid Battery Manufacturers”). This list is for cars only, and not relevant to karts. For karting see U15.5.3, where the appropriate markings for Lithium batteries are described.

If you become aware of a failure/issue of a device at an event, please ensure that the appropriate report is made to the Motorsport UK Steward so that it is reported into Motorsport UK with the Steward’s submission post-event.

Helmet inspections

It is important when checking a helmet, that you don’t just examine the obvious areas such as the outer shell, straps visor etc. but have good check inside the helmet at the integrity of the inner polystyrene shell. You may need to fold back section of the soft lining to examine these parts, but it is important that you do so as the following example highlights!

This helmet was presented to the Scrutineers for a helmet sticker. The standard was correct and at a quick look appeared fine with an unmarked outer shell and the lining had no wear on it but once the lining was lifted it was found that the inner shell was falling apart the polystyrene coming away at the touch of a finger. The integrity of the inner shell was severely compromised.

We don’t know if this is the case here, but we have had Scrutineers come across instances when a driver has bought a helmet that is slightly too tight, so they scrape away a small amount of polystyrene inner, then cover it up with the lining to hide it! Any modification or damage to the inner shell will of course render that helmet unusable.

On the same theme, you may also recall the article in last edition of this bulletin we warned of the potential damage that can be caused by drying helmets with a heat source in an incorrect manner. The two photos below are an example of the damage that can be caused in this situation – including in this case to the Snell-FIA CMR standard label – and further demonstrate the importance of taking a detailed look inside the helmet when checking, as well as peeling back that inner lining!





FHR Stickers

This image was sent to us by a Scrutineer who came across this FHR at a recent event. As you can see it has a helmet approval sticker attached! We are not sure whether this is because the inspecting scrutineer did not have any FHR stickers available at the time, or for some other reason.

Please ensure you attach the correct approval stickers to the correct items!



Harness homologation extensions

Another quick reminder – as this has been highlighted again at a recent event – that all harnesses to FIA 8853-2016 Standard have a five-year extension on top of their FIA expiry date for Motorsport UK events as per K2.1.7. This is the only extension to homologated harnesses, harnesses to the older 8853/98 or 8854/98 Standards have no extensions granted.

ROPS design



We received an email regarding the ROPS fitted to this vehicle shown above recently, the car was entered in a Sprint event. There were multiple issues found with the ROPS in question.

Firstly, the material dimensions were incorrect. The mandatory sections of the ROPS must be 45x2.5mm or 50x2.0mm as per the Yearbook. Some sections of this cage were undersized in overall diameter. *Please note – for roll cages/bars approved prior to 1.1.1995, the dimensions can be 38x2.5mm or 40x2.0mm. Please refer to page 172 of the Yearbook and see K1.4.1 for more information.*

Secondly, there must be a minimum of one complete diagonal member in the main hoop or backstays. The inverted “V” shown above is not permitted. However, if there was a compliant diagonal in the backstays, the inverted “V” could remain as an additional/optional member.

Rose joints are not an approved method of dismountable joint for ROPS – which must be either in accordance with one of the listed drawings in the Yearbook or FIA homologated (and will bear the homologation number). Dismountable joint requirements are covered by K1.3.7.

The backstays appeared too far inboard and should be attached near the top outer bends of the main hoop as required by K1.3.3. And finally, the tapered ends that can be seen at either end of each backstay are also not permitted.

New welsh flag proposed for when the 20mph limit kicks in.



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 1st 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 went 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



Throughout August there has been a noticeable drop off in marshalling numbers - due to holiday season. However, from the recent surveys conducted by ourselves and Motorsport UK it is clear that we are being more choosy about the events we attend. Travelling costs are having an impact and people are definitely picking events further away from home on a more selective criteria.

This has and will continue to be raised at Motorsport UK - differences in the way the volunteers are treated is apparent by venue, organising club and event. And various inconsistencies throughout the country make it difficult to pinpoint a definitive answer to encompass everyone's requirements! We should however be able to work on the basics and I am hoping these will form the groundwork to the future strategies being discussed within each sporting discipline over the coming months.

Please do continue to raise concerns through the Chief marshal initially and then to your Regional Committees - they are there to support you no matter what the issue is!

We have an EGM on 5 September to agree the changes to the rules and governance of the club. We would be grateful if you could attend - please contact National Secretary. The regions are planning their AGMs in the forthcoming months so keep an eye out for the invites. These are your opportunities to be involved in the running of the club.

The Fun Cup competition has reached its decision point - 14 hopefuls went forward to a 2-hour kart endurance session at Daytona Tamworth. Teams battling for honours were named after the different tyres manufactured by the sponsors GT Radial UK. Team tactics were required for the pit stops..... and a safety kart intervention period!



The group were also recorded answering a series of questions posed by the GT Radial team. Thanks to Martin Gibson and Ellis Hadley - with input from Paul Rose (JPR racing) - for choosing the final group - it was not an easy decision!

Drivers - Tyler James, Tom Pledger, Joe Smith and reserve driver Craig Ballantyne will now head to Mallory Park to complete their ARDS test. And Dan Lloyd and Joshua Lee were selected to support the pit crew come the big day in October. Looking forward to further updates and a few press releases too!

Sadly, VSCC driver Roger Twelvetees died on Saturday 26 August whilst competing in his Edwardian-era Wolseley 16/20 at Mallory Park. The thoughts of everyone at BMMC are with his family and friends, the Vintage Sports-Car Club and members of the motorsport community. Anyone affected by this incident who needs support please be reminded of our 24-hour a day counselling service. RIP Roger.

Please remember we are one big family and support each other through the best and worst of times.

Nadine Lewis : BMMC Chair

Marshals Required

Please register via:

www.rallystageteam.co.uk

MALTON FOREST RALLY

November 5th

maltonmc.co.uk



Solway Car Club Solway Coast Targa Rally Sunday 8th October

On behalf of Solway Car Club, I regret to inform you that the **Solway Coast Targa Rally** scheduled for Sunday 8th October, will not take place in 2023.

Despite plans being well underway for the event on the 'Range' near Kirkcudbright, Landmarc who run the facility have recently imposed a new cost structure on the Club, and these vast increases makes the 2023 Targa, and any subsequent events on the Range, financially unviable.

We will endeavour to investigate other potential venues in and around the Stewartry, and hope that the Targa can make a return in a future year to create a fun and competitive day out for us all.

We are proud to have organised three successful Targas since 2019, and we would like to thank all past competitors for their support, our Army of Marshals for volunteering, the local staff at the Kirkcudbright MOD Training Facility, the Arden House Hotel, and last but not least the Stewart family of Autoshop.co.uk for supporting us over the years.

Finally, I'd also like to personally thank Albert, Norman and Glen for all their work to make the three Targas the success they were.

Keith Riddick
Competition Secretary
Solway Car Club

Full Statement via www.solwaycarclub.co.uk



Association of Northern Ireland Car Clubs

Important Information Regarding Use of Forests

The ANICC has been contacted by the Forest Service with a report of illegal activities in four forests in County Tyrone.

Access was gained to the forests "to facilitate illegal rallying" by cutting and removing a total of 8 locks and 3 barriers, causing criminal damage in the process.

Forestry have reported the matter to police as criminal damage and are asking for any help we can provide to identify the perpetrators.

As you will know this is very serious – it will lead to increased costs which will end up being passed on to competitors and it could even threaten the existence of forest rallying in Northern Ireland unless stopped.

All of the organisations involved would welcome information about what has happened and who was involved, the best way is to either call the PSNI using the "101" number, or call Crimestoppers on 0800 555 111

RIP Will Sparrow 10th September 2023





Mini Rally Challenge 2024 Junior Driver Incentive Scheme.

As most are aware the Challenge is about grass roots and an entry level formula into stage rallying. The support of Guy and fellow partners, give us the means so that everything raised goes back into the championship and our charities.

In 2024 we are mega pleased to announce an incentive scheme for young drivers in the Mini Challenge R50 cars. Those drivers under the age of twenty two at round 1 will benefit from the following assistance..

Round 1 £60 back on their entry. This figure will then rise by £10 on every round, culminating at £150 on round 10, this equating to £1050 funding for the year per driver.

Add to this they will also be eligible to take the R50 Challenge outright and win the fully paid R53 Cooper S prize drive on either Greystoke or Dukeries Stages 2024 all this shows the commitment of the series towards the sports future.

The ink is now drying on the 2024 Regulations.

www.minirallychallenge.co.uk

Gilligan Vehicle Consulting Ltd

Postal Address

Great Carrock, How Hill

Greystoke, Penrith

Cumbria. CA11 0XY

CONTACT US

pg@gilliganvc.co.uk

01768 484 185



Edition 5

Stage Rally Safety Requirements



<https://www.motorsportuk.org/wp-content/uploads/2022/04/Motorsport-UK-Stage-Rally-Safety-Requirements-Edition-5-Final.pdf>

OR

I just typed into Google

Motorsport-UK-Stage-Rally-Safety-Requirements-Edition-5-Final.pdf

For 40 pages of Does and Don't's for

Senior Officials on any Stage Rally

(Closed Roads, Forest, and Single Venue events)

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

Very Early Rover 75

- Built at Cowley plant not Longbridge.
- Remarkable survivor car that will be scrapped if its not saved.
- Decent performance and remarkable roadholding.
- Fancy factory stereo and MOT'd to March 2024
- Needs new Clutch Master Cylinder
- 144,000 miles
- Fundamentally very sound and in regular use until clutch master started to fail.
- Cheap as chips too!!

£ 600

Fred Bell

fmhbell@googlemail.com



Garstang & Preston MC + Pendle DMC Heroes Stages Rally *'In Memory of Les Fragle'* Weeton 1st October **ANNOUNCEMENT**

The organizing Clubs of the Heroes Stages Rally due to take place at Weeton Army Barracks on Sunday 1st of October, have made the difficult decision to cancel the event for 2023

The decision has not been taken lightly but with permission from Weeton Army Barracks not yet in place and the next ecological survey not due for several weeks, plus other factors out of our control, the organisers feel cancelling the event is, unfortunately, the only option left.

There is no guarantee the result of the survey will be favourable and therefore to protect competitors, marshals and everyone involved in the event from financial risk we have decided to call time on the event for 2023

We hope you understand the reasons for doing so, thank you for your patience and hope to see you all in 2024

Steve Kenyon : Clerk of Course

1st September 2023



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)

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

**What's the best
thing about
Switzerland?**

**I don't know, but the
flag is a big plus.**

SUNDAY 19th November

**KNUTSFORD
TARGA
2023**

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MG XPower SV

The MG XPower SV is a sports car that was produced by British automobile manufacturer MG Rover. Manufactured in Modena, Italy and finished at Longbridge, it was based on the platform of the Qvale Mangusta, formerly the De Tomaso Biguà, itself using parts from the Ford Mustang. After acquiring Italian automobile manufacturer Qvale, MG Rover allocated the project code X80, and set up the subsidiary company, MG X80 Ltd., to produce a new model based on the Qvale Mangusta. One attraction was the potential sales in the United States, as the Mangusta had already been homologated, for the market in the United States.

The MG X80 was originally unveiled as the concept car, in June 2001. However, the styling was considered too sedate. When the production model, now renamed MG XPower SV, was eventually launched the following year, Peter Stevens, previously the exterior designer of the McLaren F1, had made the car's styling more aggressive.

The conversion from a clay model to a production car, including all requirements, was done in just three hundred days, by the Swedish company, Caran. The goal was to get a retail price of under £100,000. The car's base model eventually cost £65,000, with the uprated model XPower SV-R, costing £83,000.

The production process was complex, partly caused by the use of carbon fibre, to make the body panels. The basic body parts were made in the United Kingdom by SP Systems, and then shipped to Belco Avia, near Turin, for assembly into body panels.

These were then assembled into a complete body shell, and fitted onto the box frame chassis and running gear, and shipped to the factory of MG Rover, in Longbridge, to be trimmed and finished. Several of the cars' exterior and interior parts, were sourced from current and past models of Fiat.

The headlights, for example, were taken from the second generation Punto, and the rear lights from the Fiat Coupé. Exterior door handles from a MG TF, Mirrors, Window switches and interior door handles from the Rover 75. In total, the production process required each vehicle to visit six different companies. According to the data at the MG XPower SV Club, approximately 82 cars were produced, excluding the four 'XP' pre production prototypes.

This included the few pre production and show cars, which were later dismantled before production was stopped, due to lack of sales. Most were sold to private owners, with the final ones being sold to customers, at the beginning of 2008. Three vehicles, that had been produced, but not assembled, were acquired by classic car dealer Eclectic Cars Limited in March 2013, and later completed. Another partially completed chassis is in storage with a private owner in the UK.

Most were sold in Europe and Asia, with only one model sold in America, the supercharged model, the XP.

The decision to develop a niche sports car, rather than work on replacements for its core family cars, has been described as symptomatic of the strategic mistakes, that ultimately led to MG Rover's untimely demise. By the time that the company entered administration in April 2005, only nine XPower SVs had been sold.



A 1965 Ford Cortina Lotus Mk 1 Estate Custom

This car was built years after the Lotus Cortina left the production line, it was designed to answer the "what if?" how would a Lotus Cortina Estate have looked and how would it have performed.

Invoices with the car shows that the body was sand-blasted back to bare metal before being completely re-built up to –and beyond – Lotus Cortina specification. Painted in iconic Ermine White and Sherman Green combo, with Minilite-style wheels, the car has Mk1 Lotus Cortina spec' suspension, a five-speed manual gearbox and disc brakes.

Power comes from a 150bhp Lotus big-valve twin-cam engine that was previously fitted to a Caterham Seven. The interior is mostly standard, aside from the Recaro driver's seat and the beautiful wood-railed rear deck.



NESCRO



Historic Motorsport In The North Of England & Scotland

- Sun 8th October Solway Coast Targa Solway Car Club **CANCELLED**
- Sun 22nd October Solway Wigton MC Historic/Targa
- Sat 11th November Saltire Saltire RC Historic/Targa
- Sun 19th 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 that the Solway Coast Targa on 8th October is now Cancelled.

Bob Hargreaves

01229 587777

2023 NESCRO Challenge Co-ordinator

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	David Marsden	178.8
8	Paul Slingsby	170.8
9	John Pye	166.6
10	Live Escreet	163.5

NESCRO 2023 TARGA Driver's Challenge

Pos	Driver	pts
1	Chris Dodds	475.9
2	Kevin Savage	328.5
3	Kevin Stones	296.1
4	Jack Morten	282.9
5	Phillip Hodgson	247.9
6	Simon Jennings	217.9
7	Chris Hunter	214.7
8	Andrew Thompson	212.5
9	Barry Lindsay	209.5
10	Ali Procter	208.6



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	Lewis Hodgson	247.9
5	Joshua Bailey	230.8
6	Colin Fish	217.9
7	Fiona Tyson	214.7
8	Martyn Petry	209.5
9	Lysey Procter	208.4
10	Sarah Clegg	202.6



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

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

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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.

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Facebook group TimingAppLive

www.sapphire-solutions.co.uk

CONTACT John

John@sapphire-solutions.co.uk

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- Support and Training



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



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

WDMC

WARRINGTON & DISTRICT MOTOR CLUB



2023 Gravel PCA Series Wern Ddu

29 October,
10 December

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

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

Catering as always from Emyli and her team.

SD34MSG Championships '24 Open to ALL

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

Enter ALL for Just £5
Register on Line

<http://sd34msg.org.uk>

Register Now!



ANCC Stage Rally Championship

Registrations are open for the 2024 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.

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UPCOMING EVENTS

FEB 17th

SUNDAY

MAR 15th

FRIDAY

APR 13th

SATURDAY

JUN 29th

SATURDAY

BOOK ONLINE AT RALLYTRACKDAYS.COM

OR CALL THE CIRCUIT OFFICE ON 01407 811400



Month	Date	Day	Event
Oct	8th	Sun	Cars & Coffee
	22nd	Sun	Solway Historic & Targa
Nov	12th	Sun	Cars & Coffee
	19th	Sun	AutoSOLO
Dec	27th	Wed	Autotest

RIP

Paul Bird

1967-2023



Paul Bird Motorsport is deeply saddened to announce the sudden passing of Paul Bird, the Team Owner of Paul Bird Motorsport (PBM).

Paul died earlier today at the age of 56 following a short time in hospital with illness.

Paul's family are requesting privacy during this time.

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.



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



Pro-Rally.co.uk

1



Motorsports Photography and Journalism

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Motorsports Photographer & Journalist

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A loan from a bank can take up to 30years
to pay it off

If you rob a bank you are out in 10 years

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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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Car Track Days:
9th October
4th November
10th December

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AS Performance North of England Tarmacadam Rally Championship

The Championship rounds for 2023

22nd Oct

Cheviot Stages



Airedale & Pennine MCC

Grass Autotest / PCA

Guisley

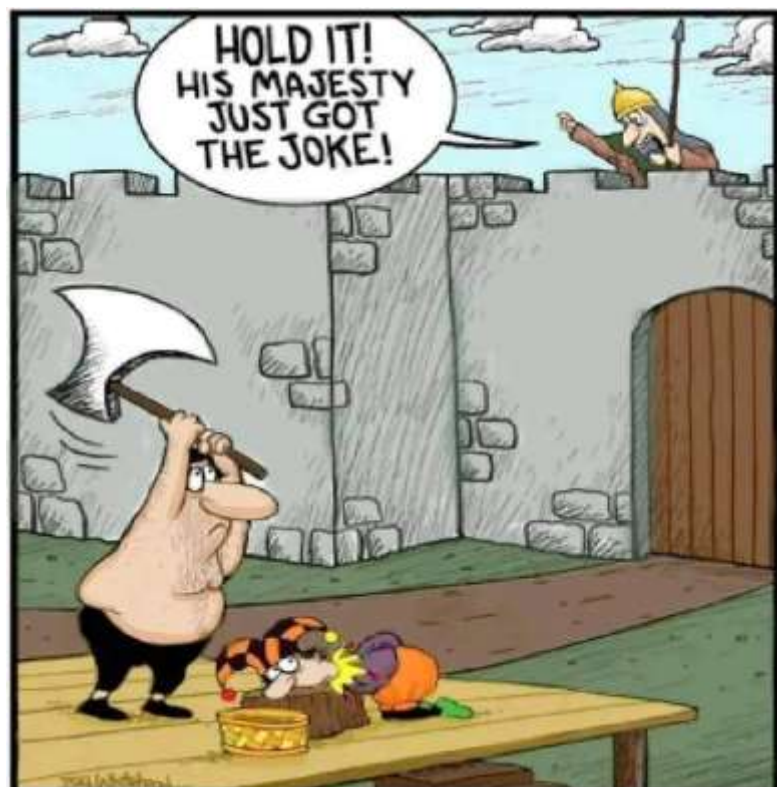
Sunday 1st October

Online entries are now open for the Grass Autotest/PCA in Guiseley on Sunday 1st October:

https://entries.apmcc.co.uk/?page_id=473

More info also available on our main website:

<https://www.apmcc.co.uk/?p=2210>





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 & Prem-



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
	{ None Race / None Rally
Steve Butler	{ 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

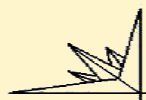


Wednesday
15th November
7:30pm
By Zoom

ANCC



Monday 4th December
8pm Via Zoom
www.ancc.co.uk



ANWCC

Association of North Western Car Clubs

Tues. Nov. 14th 8pm
Via Zoom
http://anwcc.co.uk

ANECCC



Thursday 26th October
7:30pm - By Zoom
http://www.anecccc.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 November Edition is
Sunday the 29th of October
which is due out on

Tuesday the 31st of October

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