

December 2023 spotlight



ANECCC
Association of North East
and Cumbria Car Clubs



ANWCC
Association of North Western Car Clubs

ANCC



Association of Northern Car Clubs



VSCC Lakeland Trial



**Photo Courtesy of
David R. Alexander
Berwick & DMC**

www.sd34msg.org.uk

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Front Cover :- VSCC Lakeland Trial

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Comprising the following 10 Clubs



Bolton-le-Moors Car Club

<http://blmcc.co.uk/>



Blackpool South Shore Motor Club

www.bssmc.com



Clitheroe & District Motor Club

www.clitheroedmc.co.uk



Ecurie Royal Oak Motor Club

www.eromc.co.uk



Garstang & Preston MC

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



High Moor Motor Club

www.hmmc.co.uk



Stockport 061 Motor Club

www.stockport061.co.uk



Warrington & District Motor Club

www.warringtondmc.com



Wallasey Motor Club

www.wallaseymc.com



2300 MC

www.2300club.org

Website : www.northweststages.co.uk

Mark Wilkinson - mark.wilkinson@northweststages.co.uk

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Chairman's Chat December 2023



SD34 Motor Sports Group is all about working together and helping each other, we have been, since 1964!. Clubs can often get help, support and advice to run events at the SD34 meetings. SD34 has a wealth of experienced organisers to call on, all our championships are open to member clubs. Once again it was stated that Clubs who promote SD34 MSG Championships to their members, tend to reap more rewards! Just look at the Inter Club League Results! All clubs and their members are welcome at all events. SD34 Also welcomes clubs who just wish to be members to allow their members the opportunity to enter such a wide range of motorsport events

All the up-to-date championship positions can be found here; -

<http://sd34msg.org.uk/championships/> please check your positions.

Well done to all the championship and class awards winners, we look forward to you registering for the 2024 championships, it is only £5!

- Currently the leading Marshal with 18 SD34 events, is 'Mr Spotlight' - Maurice Ellison, Jim Livesey (Under 17MC-NW) 120 and Dave Barratt (Accrington MSC) 110
- Without these volunteers motorsport event just would not happen, it is free the register your marshalling points just see the website.
- The most hotly contested SD(34) Championship is the None-Race/Rally Championship, with currently 7 drivers having scored on 8 events all thus dropping their worst score! With two events still to go on the same day! 10th December we will have to await the outcome.
- The Stage Championship has now concluded after the last event. Mark Johnson (Accrington MSC) on 131 points being the winner by driving on both tarmac and gravel rallies during the year, as well as marshalling! The Co- drivers battle went down to the last event with Jack Morris on 134 (Bolton le Moors) just piping Steve Butler 131 (Mark's Co-driver!) at the last event.
- In the Speed Championship Matt Bramall (Longton DMC) has won it, he also a healthy lead in the Individual Championship.
- This years star of the SD(34) Under 18 championship has been Ben Briggs (Under 17 MC-NW) Ben has driven on no less than 13 autosolo and autotests as well as Hillclimbs, he was only 16 years old at the time. Ben has just passed his driving test! Could be one to watch in years to come?



November has always been a time for the 'Lombard RAC Rally' I have spent many a week, touring the UK and living out of a car boot for a week! In the 1970s and 80s when you are young and possibly stupid!.... But now, all is remembered, very fondly, as a great time was had by all of those that attended. The last week has seen those days recreated and the reports by Paul Woodford and the Special Stage team have been nothing but exceptional! The BBC could not have managed that coverage....

Continued on Page 6

Chairmans Chat

Continued from Page 5

Motorsport needs promotional videos like this. See that last days report here - [Day 5 report.](#)

A massive thank-you must go out to all the event volunteers whatever role or task that you did.... without you the event would not have happened. I am sure all the entries on the event, will feel the same!

Save the date

The Awards night for the 2023 Championships will be on **Saturday 9th March 2023** in Accrington.

More details next month.

And finally do not forget to register for the 2024 SD34MSG Championships by the link [here](#)

*Drive Safely
Merry Christmas & a Happy New Year
Steve Johnson*

REGISTER NOW For the SD34MSG CHALLENGE

The 2024 SD34 Challenge Registration form is on the SD34MSG website.

£5 registration fee for all disciplines or free for competitors under the age of 18

Registration Form

<https://form.jotform.com/232554685289369>



Beef Wellington ?

SD34MSG AWARDS NIGHT Saturday March 9th

Brooks Club
Infant St.
Accrington
BB51DZ

More Details in January's Spotlight

SD(34) a little history – formed 1964

As SD34 Motor Sports group enter its 60th year of serving North West Motor clubs and their members. It is sometimes good to look back and see the evolution of the sport and SD34 itself.

Roy Honeywell, many years ago informed me that SD34 was originally found in 1964 with only 4 clubs, Longton, Clitheroe, Caldervale and Mullards 2300 under the Chairmanship of Gavin Frew. The main driving force was that the clubs in 1964 needed, event entries and marshals to run a good motorsport event. Co-operation was obviously a sensible course of action.

I have also been told that the Name SD34 was the brainchild of Frank Wallace of Clitheroe who pointed out that the original member clubs were all within the 100km square of the Ordnance Survey maps known as SD(34). Thus the group was christened SD(34). In the first few years the group grew in number of clubs, it also co-ordinated the dates so that event clashes were avoided, working together made the events viable. The main club championship in the 1970s and 1980s was the inter club league, this was at the time a hard fought series that many clubs did focus on trying to win. The Inter Club League was a selected interclub championship that allowed all clubs a chance of winning if they did different motorsport disciplines, normally only 6 or seven rounds from any one discipline.

Below is a copy of the 1982 Inter Club League.... It is also worth a note to read section 12!.... The wording may well bring a smile to your face. But the queries and protest had to be sent to a Maurice Ellison! Our current Mr Spotlight with more than 150 issues of Spotlight to his name since starting the magazine!

8—Qualifying events

The qualifying events for the competition will be:

January 23/24—January Trophy Rally. K.L.M.C.	July 4—Longton & D.M.C. Autocross. 18—West Lancs M.C. Autotest. 24/25—Bury A.C. Torque BAC Rally.
February 6—Longton & D.M.C./ Liverpool M.C. Mayfield Safari Stages Rally.	August 7—Longton & D.M.C. S.V. Stages Rally. 15—Springhill C.C. Autotest. 21—Lancashire A.C. Oulton Sprint.
March 6/7—South Shore M.S.C. Rosskirk Rally. 13/14—Clitheroe & D.M.C. Citheronian Rally. 28—Longton & D.M.C. P.C.T.	September 19—Pendle D.M.C. P.C.T. 25/26—Bolton-le-Moors C.C. Bolton Midnight Rally.
April 4—Longton & D.M.C. Autocross. 11—South Shore M.S.C. Autotest.	October 9—Longton & D.M.C. Sprint. 16/17—Pendle D.M.C. South Valley Rally. 31—South Shore M.S.C. Autotest.
May 9—South Shore M.S.C. Autotest. 15/16—Bolton-le-Moors C.C. Clubman's Rally. 30—West Lancs. M.C. Autocross.	November 6/7—Preston A.C. Preston Regardless Rally. 7—West Lancs. M.C. P.C.T. 27/28—Clitheroe & D.M.C. Hall Trophy Rally.
June 5/6—Pendle D.M.C. Summer Rally. 6—Bolton-le-Moors C.C. P.C.T. 20—Lightning M.S.C. Autotest. 27—2300 M.C. Autotest.	

9—Scoring

- (1) Score for the first 20 places in relation to other League competitors. Best 3 scores for each Club to count.

- (2) General classification for rallies but in the case of class events the index of performance as SSR's T33 & 34 will be used (irrespective of driver or crew classification).

10—Results

The Secretary of the Meeting of each round must forward the results of the meeting to Maurice Ellison, 5 Sycamore Crescent, Brookhouse, nr. Lancaster LA2 9PO, as soon as possible after the event, up to a maximum of twenty eight days failing which the event may be excluded from the League.

11—Publicity

A bulletin giving up-dated League positions will be sent to competing clubs each month and the national motoring press.

12—Arbitration

An Arbitration Board will meet as necessary to resolve points of difference between League Members. The Board will comprise the Chairman/Vice Chairman of SD (34) Club and not less than four or more than six other members to be appointed from member clubs by an SD (34) Club meeting.

The Board will interpret the regulations and will also have the power to exclude events or include new events and to exclude any competitor who in the opinion of the Board infringes the spirit of these Regulations. Any queries or protests must be addressed to Maurice Ellison, 5 Sycamore Crescent, Brookhouse, nr. Lancaster LA2 9PO. Tel. Caton (0524) 770639.

- 13—Ties will be decided in favour of the Club which has scored its points in the lesser number of events.

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S.D. (34) CLUB

Regulations and Calendar 1982

TO UNITE CLUBS IN A FRIENDLY RIVALRY, PROMOTE PRIDE IN CLUB MEMBERSHIP AND CREATE AN OPPORTUNITY TO ASSIST YOUR CLUB FUNDS.

J. GAVIN FREW, President SD (34) Club.

Meeting Notes

15th November 2023



Present

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

The meeting opened at 19:35

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

Apologies

Apologies were received from Steve Broadbent (KCC), Ian Farnworth (GPMC), Jack Mather (BLMCC), Terry May (PMC), Paul Kelly (CSMA) and Maggie Bateman (WCMC).

Matters Arising

Awards Night – Steve Johnson and Dave Barratt have been to look at a potential venue in Accrington. It can hold up to 200 people. We would need our own PA system. Tracey then added that the caterer used last year have their own PA system, so this is a viable option. Both the 9th and 16th March are available, but in terms of guest speakers, the 9th is more convenient.

Alan Shaw pointed out that it was the Malcolm Wilson Stages on the 9th.

Other dates were mooted, but the awards night is always likely to clash with a member clubs motorsport event., Due to the availability of the potential guest speakers, the **9th March 2024** was decided as the best date.

Jobs were discussed. These included an interviewer for the speakers, someone to announce the awards, someone to sort the sale of tickets, and someone to host/welcome attendees.

Ticket prices were £10 per ticket last year. Anticipating a slight rise depending to the cost of the food, as well as giving consideration to any expenses for the guest speakers/room & event costs, Maurice said he would automatically put it up to at least £12.50. Steve Butler stated however that we should wait for more data before carving a figure into stone.

Raffle prizes to be kindly donated by member clubs.

New member clubs – Steve Butler spoke to a member of Beverley MC, who have shown an interest in joining ANWCC and SD34 to assist entries to their Beaver Rally.

Treasurers Report

Currently a Satisfactory balance at this time, but some £1500.00 of trophies will need to be paid for.

Dates 2023/24

- Most clubs are now starting to submit their 2024 dates. A reminder that clubs can now submit them to ANWCC, and whilst submitting them, can select for that event to also be part of the SD34 championships.
- Tracey raised concern that as clubs only need to send their dates to ANWCC, she as an SD34 compiler is at risk of losing touch with events for the championships. DVT – said that all changes are added to the web site when he is notified. **Action - All clubs to notify ANWCC and Tracey of date changes.**

PR

Nothing to report.

Championships

Several Championships have now finished; but None-Race/None-Rally, marshals and clubs championship could have changes.

Spotlight Magazine

Nothing new from Maurice

Regional Association Reports

ANCC

4th Dec for the next meeting.

ANWCC

Meeting was last night. A large range of different disciplines were discussed.

MSUK

- Following a 'leak' from an MSUK meeting recently, MSUK have stated that for the time being, minutes of meetings will not be shared.
- 2024 will be the last of the Blue Book in its current format, and will be re-written for 2025.
- John Harden – The renewal of club registrations with MSUK have become problematic. Every year it has been necessary to upload your clubs rules and policies. These must include Safeguarding, Social Media, and Respect policies. Simply saying that your club complies with and expects members to uphold the expectations of MSUK is NOT ENOUGH! You must include details of these policies (copy and pasting the MSUK rules is fine but this requires a change to a clubs rules). Be vigilant as MSUK have accepted registrations and provided copies of documents, and then weeks later come back to clubs stating their registration is halted until the necessary changes are made.

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. So far, James has received ONE nomination.
- For 2024 – Steve has not received any notices of resignation from any of the current positions, so everyone in their respective roles
- Gary Heslop - Point 11 of the rules and constitution states - Election of member clubs until payment is RECEIVED, and not RECIEVED. We also say that any changes for 2024 must be discussed in November. Following this, it was unanimously agreed that membership fees will remain unchanged for 2024. For note, any proposed rule changes must be brought up for discussion by the July or September meetings, in readiness for agreement ahead of the November meeting.
- Steve Lewis – We've had some hassle with the email system today. Steve sent the Zoom details out which a lot didn't receive. However copies sent by James and Steve Lewis did arrive. As a side note, James wished to confirm that his correct email address for motorsport correspondence is jamesswallow.blmcc@gmail.com

The date of the next meeting is Wednesday 18th January 2024 on Zoom, and will also be our Annual General Meeting. Starting at 7:30pm, with entry to the waiting room from 7:15pm

The meeting closed at 21:26hrs. Minutes recorded by James Swallow



ANWCC

Association of North Western Car Clubs

Just as we get to the end of our championship year, our website server (123-Reg) decided to do an upgrade. Their notice stated that if they hosted our website then no action required by us – in typical computer language that turned out to mean that you will have to do something. Those sort of things are totally over my head, but seems they changed the DNS (whatever that is) but I still have to do some configuration of something – but no idea how! Anyway, hopefully this will all be resolved by the time you read this. In the meantime, we have competitors frustrated at not seeing the final championship charts.

Although there are still a couple of events on 10th December, the main championship (Stage Rallies) ended last weekend and going into the first of the two day event there were no less than four drivers capable of taking overall honours. As it turned out the most likely winner as he did not have to drop worst score, lying second before the event, blew up his engine, and the youngest competitor suffered a nasty accident watching the RAC and was unable to start. As the event progressed it became a two-way battle between two competitors, and ended with just a few points between them. However, using a different scoring system for the North Wales Stage Rally Challenge, the positions were reversed – so honours even!

All our championship charts will be declared provisional as soon as we get the website up and running again, the awards have been ordered and we can now establish whose names are to be engraved on them. Provisionally our champions for 2023 are as follows – congratulations to all and hope to see you at the awards night which is still under negotiation, but probably on 4th February 2024, details will appear on our website.

CHAMPIONS 2023:

Stage Rally: Driver – Gordon Davies (ERO MC); Co-Driver – Siôn Rowlands (C&AMC)
NW Stage Rally: Driver – Gareth Roberts (B&BMC); Co-Driver (tied) - Siôn Rowlands (C&AMC) & Chloe Thomas (C&AMC)
Forest Rally: Driver – Gary Cooper (York); Co-Driver – Bonnie Papper (Manx)
Road Rally: Driver – Danny Cowell (Morecambe, KLMC, Regardless); Navigator – Andrew Lowe (WBCC)
NW Road Rally: Driver – Arwel Hughes-Jones (C&AMC); Navigator – Cadog Davies (Lampeter)
Targa Rally: Driver – John Gornall (Regardless, Clitheroe and G&PMC); Navigator – Wendy Gornall (Regardless)
Historic Rally: Driver – Leigh Powley (Clwyd Vale); Navigator – Brian Goff (Clitheroe)
Ladies Rally: Driver – Lauren Groves (Warrington and Clwyd Vale); Navigator – Bonnie Papper (Manx)
Autosolo: Driver – Michael Dolby (Cannock)
PCA: Driver – Ben Briggs (Under 17 and Accrington)
Autotest: No qualifiers
Car Trials: Driver – Rupert North (A&PMC)
Speed Overall: Driver – Matt Bramall (Liverpool, Longton and BARC NW); Sprint Driver – Nigel Fox (Clitheroe);
Hillclimb Driver – David Goodlad (Knutsford and Bolton-le-Moors)
Allrounders: 3-way tie – David Goodlad (Knutsford and Bolton-le-Moors), Ben Briggs (Under 17 and Accrington) & Nigel Fox (Clitheroe)
Marshals: Maurice Ellison (Clitheroe) Note claims open until 12th December
Club: Knutsford & District MC

We suggest that anyone wishing to follow our activities and using Facebook sign up for the ANWCC Chatter page, to get all the latest information – this is also repeated on our main Facebook page. Registrations are now open and the links to the ANWCC championships can be found on our website. We look forward to receiving your registration.

Dave V Thomas
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www.anwcc.co.uk

**Visit the ANWCC Website
and Register
for the 2024 Championships**



Preston & District VCC Autumn Trial

Bolton Abbey 29th October

Neil Raven : Ilkley & DMC

A wonderful Autumnal Bolton Abbey was the backdrop to today's motorsport adventure, the Preston and District Vintage Car clubs Autumn trial. As the name would suggest the trial is mostly for vintage cars, the oldest being a 1927 Ford T and two 1928 Austin 7's. They were fantastic and had all sorts of different modifications and paint schemes. Some had racing bodies, some were fully enclosed and the youngest car there was our Agnes the Ignis in her bright yellow regalia.

The heavy rain the week and night before was potentially going to put a stop to the event but the organisers and landowner agreed to go ahead and we've had a great day!

We've competed at this venue before on Ilkley trials but never with the Preston gang. The overall aim of the game is the same, see who can get their car up the hill the furthest. However, normally you have 12 market posts to get past, with 12 being a bad score and 1 being at the top of the climb and if you get right out you get a clean, a zero. The Preston guys go from 1 to 25! I needed a map for some of the hills they were that long! And a 1 is at the bottom of the hill and 25 at the top! It was too much for my little brain so I just concentrated on driving.

Claire Nevar was also competing in the yellow peril and looking forward to a fun day slipping around in the mud. We had no idea what to expect but the hills looked good fun with some tricky bits, fun bits and rough bits. We were instructed to start at hill 4, of 10, which had a nasty uphill start. I managed to get off the line but it was touch and go. Once on my way I got up to the 20 marker. A good start. Mrs Rave lost traction at the start and struggled to recover and achieved a 10.

Hill 5 was a non starter, quite literally! I don't think anyone got off the line as it was too steep in the slippery conditions. Hill 6 was a blast! If you got up the first part of the hill you were rewarded with a nice bit of flat to build up speed for a much steeper climb. And in the middle was a jump which we got some air on. We bounced and clattered up the hill to a fab 22. We were both laughing our heads off, as we're the marshals.

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Autumn Trial @ Bolton Abbey

Continued from page 11

And the day continued in that fashion. Brilliant hills with plenty to get stuck in to and some very technical bits as well. However, the hill that brought us the most fun and grief was hill 10, which was being overseen by Ilkley members Janet Stan Peel, John Harris and David Fawcett. It was a rough track with a car stopping left turn over a ridge halfway up. We were both nervous about getting up the first bit, let alone getting round the corner, but the Ignis took the climb in her stride. I managed to traverse the ridge with some wheel spin and hand brake tweaking to get a miraculous 25! Claire had a cracking climb up to the ridge but the Ignis slithered along it, refusing to grip, to give her a 14.

That was our experience of hill 10 on round 1. Round 2 held something a bit different in store for me. I completed the first bit of the climb as before, then tried to take a slightly wider line to approach the rotten ridge! Unbeknown to me, what looked like grass was actually a very thin layer of moss hiding some blummin great big rocks! Agnes clattered to an instant halt and I nearly put Mrs Rave through the windscreen I tried to reverse but managed to beach the car leaving the front wheels spinning freely in mid air. A bit of tugging and pushing and it was clear the car was going nowhere. Mrs Rave jumped in the drivers seat and I shoved a big flat rock under one of the spinning wheels with John and David rocking the car. Finally the wheel gripped on the rock and we were out!

And cleared off hastily to the next hill leaving rather a queue of competitors waiting to have their go Mrs Rave still had to have her run up the hill but we thought we'd come back later as I might not be the most popular car trialist in the field

The laughs and wheel spin kept on coming. We slid down hills sideways and traversed tracks with caution signs on them, there was a possibility you could tip your vintage machine over at various points along the route, all part of the fun The sun was shining and we were having a great day.

The last hill of the day was Mrs Raves favourite. She had got a 25 and driven out of the top on her first round and was howling with laughter as she blasted her way through a very boggy part of the hill. This bog had got much deeper after 63 runs through it and Claire would be the last car of the day through. With Rupert North, Henry Kitching and Sioned Kitching looking on, Mrs Rave hurtled towards the bog and hit it with plenty of speed. As Agnes exited she understeered towards the 12 marker but Mrs Vatinen held her nerve and guided the Japanese lightweight around the corner and up to the 24 marker where she lost traction and couldn't quite reach the final marker! All the way up the hill we were laughing and carrying on, it had been a real giggle. We've no idea how we did but neither of us featured in the prize presentation at the end

A huge thank you to the organisers and small army of marshals who made the event run. Everyone had a smile on their face and the glorious Yorkshire weather made the day that bit better It was also good to see a lot of young competitors out in these vintage cars. It looks like it's a very healthy group with an impressive entry of 32. We'll be keeping our eye out for the next event and fitting a sump guard to Agnes



Claire Navar AKA Mrs Vatinen



Motor Racing Legends

Silverstone

21st – 22nd October

Paul Commons

Despite a post qualifying engine change, Harry Barton and Oliver Reuben headed a TVR Griffith 1-2 to claim Pall Mall Cup victory at Silverstone.

For the third successive year, the Motor Raing Legends meeting on the Silverstone Grand Prix circuit would bring down the curtain on my historic racing season and despite a noticeable drop in entry levels over that time period the stand out Pall Mall Cup for Pre 66 machinery still provided excellent entertainment value.

A damp morning qualifying session, courtesy of monsoon conditions throughout the UK on the day previous, looked likely to produce a mixed up grid however the cream rose to the top by the end of the session as Touring Car legends Rob Huff (Jaguar E-Type) and Andrew Jordan (Lotus Elan) ended up sharing the front row of a relatively healthy 29 car grid.

Huff and Jordan would then use all their experience on a drying track to escape up the road early on with the more powerful Jaguar in the hands of Huff building a commanding lead before handing over to Richard Meins. Meins however was not as comfortable in the tricky conditions and was quickly swallowed up by a double stinting Jordan, TVR Griffith of Oliver Reuben and Daytona Cobra of Harvey Stanley.

And it would be the latter two that would find themselves embroiled in an almighty mid race battle for the lead (once Jordan had pitted for a second time to hand over to Simon Evans) with Stanley eventually managing to streak away and build what looked to be a potential race winning margin. That all came to an end a few laps later though as Stanley found himself beached in the Becketts gravel thus handing the advantage back to the TVR of Reuben.

Despite unable to keep up with Stanley, Reuben's pace was such that Harry Barton (having taken over from Reuben for the final stint) would find himself with a lead of more than 40 seconds over Huff (back in the E-type) and a second Nigel Reuben Racing TVR in the hands of John Davison as the event entered the final hour; a margin that appeared more than necessary given the pace of Huff and the even more rapid Davison.

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Motor Racing Legends

Silverstone

Continued from Page 13

In fact Davison (taking over from Nigel Reuben) was setting the track alight, soon passing Huff and then setting his sights on the team car of Barton. However time would be against Davison in the end as Barton just had enough in hand to reach the chequered flag first, bringing to an end a quite brilliant 3 hour race which saw the top 5 all on the same lap and top 3 covered by a little over 10 seconds! Incredible considering there was not a single safety car intervention throughout!

In a field containing Cobras and E-types I'm not sure many would have predicted the final outcome but the Nigel Reuben Racing machines came into their own as the track dried out to land a memorable 1-2; even more remarkable considering the winning car only just made the grid following a post qualifying engine change!

Earlier in the day, Amspeed prepared BMW M3s completed a lockout of the podium positions in a damp Historic Touring Car Challenge race. With varying degrees of precipitation throughout tyre choice proved a lottery but it was Darren Fielding who just got the better of Colin Turkington (sharing with Mark Smith) in the latter stages to take victory with Tom Houlbrook rounding out the top three.

Having been in two minds whether to make the trip following a busy week it turned out to be a brilliant day at the Northamptonshire Circuit; the completely unexpected sunset and seemingly unrestricted garage access combined with one of the best historic endurance races of the season made it a day to remember.

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.
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New Car for Las Vegas Qualifying



Rally Revival M.C.

Rali Revival Clubmans Targa

7th/8th October

Barry Allman : Clitheroe & DMC



Time for a Targa rally, not done that many this year and they are always fun to do, in daylight as well. Back in the Peugeot 1.9 GTI of Geoff Bateman. The previous weekend Geoff was over the border in Scotland competing on the Hairst Road Rally with a good result as well. I was out with Chris Way on the Rali Meirion having some fun in the Welsh lanes.

Saturday 7th of October saw Geoff making another long trek down from near Wigton (Carlisle) with noise check opening at 05.45 am. I made my way down there for 07.00am with Geoff and the car all sorted, we arrived at The Beaufort Park Hotel Mold, a nice venue but it needed a larger car park.

The event was organised by the Rally Revival Motor Club with a two day Rali Revival Cymru and a one day Rali Revival Targa (which we where doing). 23 crews lined up at the start. At the venue we had a few coffee's and had chats with friends old and new. Ready for our start time of 09.45 allowing time to sort out all the paperwork and amazingly it was dry !

To keep it straight forward for everybody the route was a road book of A4 sized ring binder with the event held over from earlier in the year we started at Test 6 / 7. These where a few miles South of Mold off the A 541, we arrived there with out any issues and joined the startline queue.

Bogey on the first Test (Test 6) was 2 minutes and we managed to stop the finish clock on 2 mins, yes, it was a short 1 miler and 100% very slippy tarmac. A short road section brought us back to the start of Test 7 (second of the day) a repeat of Test 6. Knowing the route we decided to at least get the bogey time again 3, 2, 1, and we were off, maybe just a tad too hard. Almost wiping out a very nice BMW parked a little to close to the track (which I must say was VERY Slippy) another little issue saw us actually 24 seconds slower on 2.24, no damaged done and a valuable lesson learnt !

A nice runout South and to the East of Mold brought us to Tests 8 & 9 another repeat, this time 100% gravel farm track. Plenty of time here to get out and have a chat and exchange stories from the 6 & 7, then strap ourselves back in for some more fun. The first third of the farm track wasn't too slippy the remained was very muddy with a passage control at the bottom of a hill making starting off a slow process and the last few 100 or so metres being quite bumpy. Test 8 we managed 3.28 with the bogey set at 2.24 which nobody managed this time, Test 9 we managed to be 27 seconds quicker stopping the clock at 3.01 a very respectable time. There were some issues and so test 10 didn't run.

This ment a haste reroute on the go to get us to the start of Test 11 & 12 (Bryn Chwareu) another repeated one, all the field got there ok, more time in the nice weather for a chat. Another gravel test with a section of grass that wasn't used and a bogey of 2.30. 3.42 was our time on the first run through it was quite hilly and slippy again with some very tight gateposts which we managed to avoid. A short road section brought us back to Test 12 which we now knew 20 seconds quicker this time with 3.22 on the clock and closer to the gateposts but NO contact.

A longish road section took us onto the A 494 heading South to the quarry at Wern Ddu, I have seen lots of pictures of the place and it didn't disappoint, another repeated Test 13 & 14 100% gravel and a bogey of 2 minutes. We managed 2.42 on both of our trips around the course which had a few small rises and was in good condition. We even had some good video's of our attempts thanks Troy mate.

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Rally Revival : Continued from Page 15

A road section taking us through Clocaenog forest lead us to Cerrigydrudion on the A5 to the White Lion hotel for the half way halt. A nice lunch and a few drinks and we were ready to set off again after a quick check of the cars fluids, all OK.

Another road section took us back to the Wern Ddu quarry for repeat Tests 15 & 16 a change of route over the lunch break as well, more cones with a bogey of 2 minutes we did a 2.34 for (15) and a quicker 2.30 (16) a cracking venue I'd like to use again.

Back on the road again passing the codeboards and controls that the two day Targa used, which had regularity sections as well.

Our last two Tests 17 & 18 were back at (Bryn Chwareu , tests 11 and 12) the apth had cut up and so made it quite exciting as we were doing it in reverse with a hilly start then dropped into a muddy farmyard. The bogey was 2 minutes we managed 3.07 (17) and again a quicker 3.00 (18). A great days rallying with no issues and lots of grins.

The last road section took us to a Holding area in a car park at Mold where we waited to be convoyed to a finish on the High Street where a huge crowd and a display of rally cars awaited, super end to a great event.

We were 16th o/a and 4th in class, a few of the classes had been amalgamated or we may have got a class award.

Back to the hotel and loaded up Geoff's rally car and another long journey home, Cheers Geoff for a great day.

Barry Allman : Clitheroe & DMC

Impressive Frank Bird Gains Gulf 12 Hours Prize Drive

The AMG Young Driver Test took place last week at the Circuit Ricardo Tormo near Valencia which was attended by 22 talented youngsters, all of whom hold a Gold or Silver FIA classification.

The participants, who come from all over the world, were coached on site by a team of Mercedes-AMG Performance drivers, each of whom was assigned to a different group.

To

ensure optimum comparability, the various Mercedes-AMG GT3 cars were matched for weight and fitted with identical Pirelli tyres.

The Haupt Racing Team (HRT) nominee, 24-year-old British driver Frank Bird from Penrith in Cumbria and 21-year-old Italian Lorenzo Ferrari, who drove a Windward Racing AMG GT3, came out on top against strong competition. As a result, both Bird and Ferrari will now share a cockpit in the Gulf 12 Hours which forms the season finale of the Intercontinental GT Challenge powered by Pirelli. The race takes place at the YAS Marina Circuit in Abu Dhabi on 8/10 December.

The car will be entered by the GruppeM Mercedes-AMG Customer Racing team, and their professional co-driver will be Austrian Lucas Auer who was a member of the coaching team in Valencia.

One of the drivers Frank will be competing against is nine-times MotoGP champion Valentino Rossi, who will make a debut appearance in the Middle East's premier GT endurance race, driving a BMW.

Frank Bird: "I am very happy with the result of the Young Driver Test. It's an honour to have been given this opportunity by HRT and I felt very comfortable with the team. We worked hard, focused on ourselves and ultimately put in a great performance. Many thanks to the whole team and to Luca Stolz, who helped me a lot as my driver coach. I'm looking forward to competing in a Mercedes-AMG GT3 at the Gulf 12 Hours. In Lorenzo Ferrari and Lucas Auer, we have a good line-up and we hope to bring home the best possible result."

Lucas Auer, Mercedes-AMG Performance driver: "The AMG Young Driver Test in Valencia was a great event and the quality of the participants was extremely high. Lorenzo Ferrari and Frank Bird did a really excellent job. Now I'm really looking forward to competing with the two of them in Abu Dhabi, and I hope that we acquit ourselves well as a team."



Epynt MC DG Jones Agri Ltd Powys Lanes Rally 11th – 12th November

Andrew Lowe : Welsh Border MC

I've always liked the Powys Lanes, marshalling on it half a dozen times when I couldn't get a driver or marshal. The new base at Llandovery certainly seems to work well, and some of my favourite lanes are within easy reach.

Epynt MC had, again, done an excellent job. The last round of the Welsh was going to be a corker, a stern test, and quite the showdown to a highly competitive and action-packed championship year.

I knew the first section really well, having put a lot of work into the area for the Mel Harries. I might have known it well, but I still had a hesitation after PCG, which cost us 7 seconds. I was annoyed with myself because I really wanted to ace that section. I started the rally needing to finish to secure 4th in the championship. So when I saw Dafydd-sion Lloyd in a field less than a mile from the first control outside Siloh, then Cadog Davies parked up with a mechanical, suddenly 2nd was on the cards. It wasn't the way I'd like to advance, and sure enough fate intervened later in the rally when a stub axle cried enough. That's rallying. It's amazing the abuse these cars take.

The run up past Llyn Brienne, down the Devil's Staircase and the Abergwesyn pass are really not my comfort zone. I feel like I struggle on fast open featureless moorland roads, in a way that I don't between some tight hedges with lots of slots and technical navigation. Something else to work on for next year. I can always rely on Iwan, I just wish I could have given him more down the Irton valley below the fords.

So our championship year didn't quite work out the way that we might have hoped, but it has been such an honour to run at the front of such a fiercely competitive championship. There is nothing like blatting round the lanes with this crowd of most excellent people. I won my first two Welsh road rallies this year, we came close to winning a WAMC round, and I secured the ANWCC. It has been a good year, and I'm looking forward to what we might achieve next year.

I'd like to say what a privilege it has been to sit in with Iwan, learn from him, and experience MTG at full chat. Iwan is always pushing me in the direction I need to go, always positive, and I can always always depend on him. Thanks mate, I really enjoyed this year.



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A big thank you is also due to Nigel Swain, who prepares the car brilliantly and meticulously. Nige always blames himself if we fail to finish, but it is never his fault, and always due to the abuse we give it. MTG has been phenomenal this year.

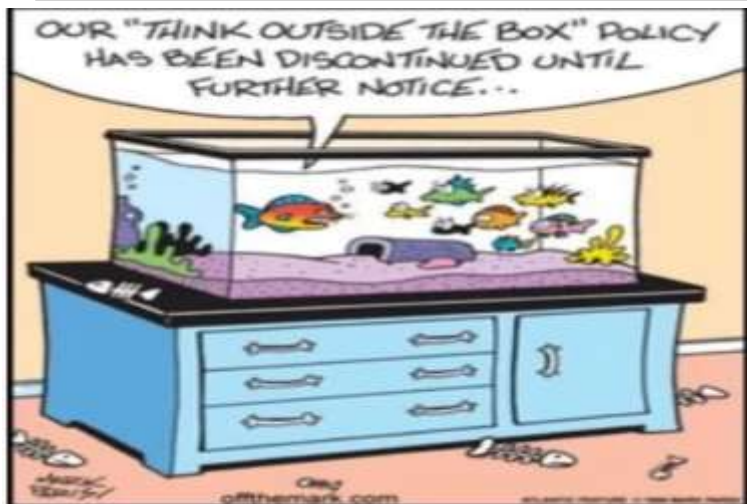
We could not go rallying without an army of marshals. My dad has marshalled on 9 rallies for me this year, I simply could not do it without that support. Huge thanks also to my sister Ange, Dave Richards, Iwan and Nigel Davies, Gareth Scruff Walters and Andy Price.

A mention also for all the organisers of every round this year. Every round has been excellent. Every event has presented some new challenge. Being invited into the best lanes of a local area, the love and effort that goes into running each rally, this is a very special sport full of exceptional people. Thank you.

Congratulations to Arwel Rhys Hughes-jones and Dylan John. I was so pleased to see you win the Welsh Road Rally Championship in such style. It was a fitting end to a remarkable year. Such talents, such modesty, such genuine competitors. Well done gents.

Finally, I have been absolute hell to live with this year. I'd like to thank my wonderful wife for her forbearance.

Andrew Lowe : Welsh Border MC



Two guys from Preston die and wake up in hell.

The next day the devil stops in to check on them and sees them dressed in parkas, mittens and fur hats warming themselves around the fire. The devil asks them, "What are you doing? Isn't it hot enough for you?"

The two guys reply, "Well, you know, we're from Preston, the land of snow and ice and cold. We're just happy for a chance to warm up a little bit, eh."

The devil decides that these two aren't miserable enough and turns up the heat.

The next morning, he stops in again and there they are, still dressed in parkas, fur hats and mittens. The devil asks them again, "It's awfully hot down here, can't you guys feel it?"

Again, the two guys reply, "Well, like we told ya yesterday, we're from Preston, the land of snow and ice and cold. We're just happy for a chance to warm up a little bit, eh."

This gets the devil a little steamed up and he decides to fix these two guys. He cranks the heat up as high as it will go. The people are wailing and screaming everywhere. He stops by the room with the two guys from Preston and finds them in light jackets and bucket hats, grilling sausage and drinking beer.

The devil is astonished, "Everyone down here is in abject misery, and you two seem to be enjoying yourselves."

The two Prestonians reply, "Well, ya know, we don't get too much warm weather up there in Preston, so we've just got to have a cook-out when the weather's THIS nice."

The devil is absolutely furious, he can hardly see straight. Finally, he comes up with the answer. The two guys love the heat because they have been cold all their lives. The devil decides to turn all the heat off in hell.

The next morning, the temperature is below zero, icicles are hanging everywhere; people are shivering so bad that they are unable to do anything but wail, moan and gnash their teeth.

The devil smiles and heads for the room with the two Prestonians.

He gets there and finds them back in their parkas, fur hats, and mittens. NOW they are jumping up and down, cheering, yelling and screaming like mad men!!!

The devil is dumbfounded, "I don't understand, when I turn up the heat you're happy. Now it's freezing cold and you're still happy. What is wrong with you two???"

The Prestonians look at the devil in surprise, "Well, don't you know? If Hell freezes over, it must mean Preston North End have reached the Premier League.

Epynt MC

DG Jones Agri Ltd

Powys Lanes Rally

11th – 12th November

Greg Harrand : Lampeter & MC

The 11th and 12th of November saw Epynt motor club host the Powys Lanes rally from Llandovery. This 110 mile event would be the final round of the Welsh road rally championship. Seeded at number 1 were previous year's winners Rob Stephens and Kieran Price in what would be the first of several Mk2 Ford escorts. They were followed by the only non escort in the starting ten, with the Subaru Impreza of Andy Davies and Michael Gilbey taking the number 2 slot. At 3 were Geroge Williams and Cadog Davies, both of which had a theoretical chance of taking the Welsh road rally championship titles on this round. Behind them at 4 were current Welsh championship leaders Arwel Hughes Jones and Dylan John Williams, who were in the best position to take the title. Kevin Kerr and Dafydd Sion Lloyd would round off the top five, with Dafydd Sion Lloyd also within a theoretical chance of taking the navigators trophy in the championship.

The first section of the event began just North of Llandovery and went west before finishing Porthyrhyd. There would be four time controls along this section but sadly George Williams and Cadog Davies would not see them as they shared the wheel nuts of their escort in this first section, having only covered three miles or so. Sadly this would put them out of the running for the welsh championship. Also in trouble were Kevin Kerr and Dafydd Sion-Lloyd who slid off the road and lost some 3 minutes in the first section. There would be more drama as a non competing car would go off the road on this section after a third of the field had gone through, forcing the organisers to scrub some of the times off the results sheet. Time control 1C would see all but one competitor gather lateness penalties here, but Arwel and Dylan would pass through penalty free, promoting them into the lead. Car 6, Richard Jerman and Alan James would pick up 2 seconds, putting them into second place. Rob and Kieran would set good times in the first half, but unfortunately would gain a couple of fails for booking into a control early.. They would then withdraw at the halfway halt with head gasket failure.

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Powys Lanes Rally

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The second section of the event was far longer, starting from Pumpsaint competitors would travel up through Cwrt-y-Cadno then up past the Llyn Brianne reservoir and Tywi forest, before turning right and finishing in the village of Abergwesyn, using part of the infamous Abergwesyn pass. Although there were a handful of Time controls along this section, the first and last ones of the section proved to be the tightest, and would see everyone gain penalties. Arwel and Dylan were once again the pace setters, arriving at Time control B with only 20 seconds of



penalties. Rob and Kieran would be next with 22 seconds, and then it was Wayne “tar” Jones and Owen Rowcliffe with 28 seconds. Sadly this section would be the last for Andy and Michael who beached their impreza and were unable to free it. The escort of Irfon Richards and Daniel Jones got into difficulty on this section too, with the alternator belt breaking on their escort, although they managed to fix it the repair cost them 12 minutes to sort. Arwel and Dylan also did best at the final control of the section, gaining only 5 seconds of penalties, with Richard and Alan close behind on 7. Kevin and Dafydd were on a mission to make up time and would receive 8 seconds.

A simple section from Abergwesyn to Beulah rounded off the first half. Here every competitor managed to pass through without any difficulties. The petrol halt was located in Beulah, although sadly a few more competitors didn't manage to get that far, with the VW golf of Mark GT Roberts and Dylan Jenkins who went off the road, although they managed to regain the road they lost over 30 minutes so they withdrew. Also out were Mark Lennox and Ian Beaumont who had propshaft trouble with their escort. At the petrol halt it was Arwel and Dylan that held the lead, having only picked up 25 seconds of penalties. Second place was held by Richard and Alan with 59 seconds of penalties and third was occupied by car 20, a Mk2 Ford escort crewed by Gethin Dafis and Dion Lewis who had been having an excellent run and had a penalty count of 1 minute and 5 seconds. Semi expert class was held by Eilir Williams and Owen Davies in another escort who were currently in tenth with 2 minutes and 13 seconds. Novice class leaders were Carwyn Jones and Steffan Thomas who were holding twenty-eighth in their Proton Satria on a penalty count of 4 minutes and 15 seconds.

The second half would begin with three short sections, the first of which was to the North of Glandulas and would be a short clockwise loop around Brongarth and Fronwen, using a track that linked the lanes. Car 37, the Subaru impreza of Sam Woodcock and Lewis Jenkins would do best here, setting an excellent time with only 26 seconds of penalties gained, they were followed by event leaders Arwel and Dylan plus Kevin and Dafydd who tied with 28 seconds.

Maesygroes to Llanfechan would be the next section, and a few of the front runners completed this section without adding to their tally, so it was off to the sixth section, which would cross the A483 at Garth. This section would see competitors travel to the outskirts of Builth Wells before turning right and heading South, with the section finishing just as the road joined the B4520. Time control 6C would be at the end of this section and here it was semi-experts Martin Richards and Corey Welsby that set the standard, with only 18 seconds of penalties gained. Sam and Owen were once again doing well and received 22 seconds, and then it was Dion James and Richard James, who were also running in semi expert class, with 23 seconds. Sadly there would be more retirements, with the stub axle of Iwan Jones and Andrew Lowe's escort, who were running at car 7, broke, forcing their retirement. Also on the retirements sheet was the Ford sierra of Evan Sheperd and Byron Jones retiring with alternator failure.

Section seven was longer, and started just outside of Merthyr Cynog and would then head South to finish at Aberbrân. There would be a number of not as map sections along this section, accurate navigation being crucial for a good time along this part. Time controls 7C and 7E were in this section, and whilst 7C was tight and saw competitors gain a few seconds, 7E was far tighter, and everyone would gain over a minute, with many in fact gaining over two. Best at 7C would be Kevin and Dafydd who were climbing up the leaderboard at every control they passed through with 14 seconds gained. At 7E it would be Richard and Alan who were closing in on Arwel and Dylan with their time of 1 minute and 25 seconds.

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Powys Lanes Rally

Continued from Page 20

The eighth section was another simple short one that finished just outside of Sennybridge and would see everyone pass through without difficulties. The following section would also be short, but far tighter, and would run on some tight lanes parallel to the A40. Gethin Dafis and Dion Lewis continued their excellent run and recorded the best time here, with 10 seconds of penalties gained. They would be followed by Owain Evans and Marc Hughes who were running at 19 in yet another Mk2 ford escort who received 11 seconds here. Kevin and Dafydd were a further 2 seconds back on 13.

The final section of the rally before heading back to Llandovery began just outside of Half-way and would finish just outside of Llandovery. There would be two Time controls in this section, which some competitors passed through without gathering penalties. Arwel and Dylan did pick up 9 seconds of penalties in this final section, but it didn't matter as they would hold onto their lead, rounding off what had been an excellent year for them. They would finish with a winning margin of 15 seconds, and take the welsh road rally championship title in the process. Their total penalty count was 3 minutes and 42 seconds. Second would go to Richard and Alan with 3 minutes and 57 seconds. Gethin and Dion would take third overall and victory in the expert class after a great run. 4 minutes and 53 seconds would be their penalty count. Fourth went to Owain and Marc with 5 minutes and 22 seconds, and rounding off the top five were Kevin and Dafydd, who had climbed back up from twenty-ninth at petrol. They ended up with 7 minutes and 24 seconds. Semi expert class was won by Eilir Williams and Owen Davies who finished in an excellent eighth overall with 8 minutes and 25 seconds. Novice class winners were Carwyn Jones and Steffan Thomas who finished in twenty-seventh overall with 16 minutes and 15 seconds of penalties.

Many thanks must go to

Joseph John Gilbertson

for the use of his images in this report.

Greg Harrand : Lampeter & MC



*'Storm Agnes is here.
Driving home at 20mph
I was overtaken by a wheelie
bin and three garden chairs'*

Cambrian Rally

28th October

MINI RALLY CHALLENGE ROUND 9

SMITH AND GILFORD WIN GREEN TAKES THE TITLE

Ian Harden

The Mini Challenge's final gravel round at the Cambrian Rally saw Mick Smith / Paul Skinner (R53) and Welsey Gilford / Julia Perry (R50) win their classes. However, a measured drive from champions in waiting, Tim Green / Jordan Joines, netted them the overall title for 2023.

Nine crews – three R50s and six R53s, left Llandudno sea-front for a short, sharp blast through three iconic north Wales stages: Llyn Elsi, Clocaenog and Brenig. Last year's champion, Mick, was out to prove a point. He put pedal to metal with purpose through the 8.7-mile opener, Llyn Elsi. Helped greatly by Paul's accurate note calling through a technically testing stage, the pair took a 21-second lead that ultimately proved unassailable. Despite Tim pegging Mick's lead back by a few seconds on the next two tests, their winning margin was 24.9 seconds. At the finish, Mick was full of praise for Paul's contribution. "Llyn Elsi was so twisty, but Paul kept us on the road. His note reading was on another level, and I couldn't have got through today or the year without his input."

Second-placed Tim and Jordan knew that the championship was theirs for the taking, so long as they made no mistakes. Despite heart flutters when their car unaccountably went into limp mode in SS1 and, later, on a road section, they took no chances and settled into second behind Mick. Fastest times on SS2 and SS3 sealed the title for the pair, at the end of their first season together.

Gordon Davies / Jack Morris took the other podium place, announcing that they found Llyn Elsi "busy, with plenty of places to go off". Clocaenog and Brenig's fast, open tracks suited them better, and their WB Motorsports-prepared car ran faultlessly as they saw over 100mph in places on the stages.

George Clarke / Roger Burkill finished fourth following a day of suddenly changing fortunes. Finding SS1 difficult to drive flowingly, George upped his pace through SS2, catching Wesley Gilford / Julia Perry's R50 near the end.

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Mini Rally Challenge

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Then, a front puncture threw the tyre off the rim and he slowed, dropping 30 seconds. The spare tyre fitted for Brenig caused further problems as the car wouldn't turn in to corners, suggesting further damage. Finally, having pushed hard through the stages, the crew found themselves pushing the car physically the final stretch to the finish ramp when the alternator failed, causing power steering failure.

The only R53 non-finisher was the normally reliable Guy and Florence Butler. A few miles into SS1 their Glenbrook Hollins / RallyMe-backed car locked up going into a tight right-hander after a crest. Sliding down a steep bank, they narrowly avoided crashing over a large drop by hitting a tree. Fortunately, the crew emerged unscathed but with heavy damage to the car. Despite the DNF their points throughout the season have netted second in the class standings.

In the R50s, Wesley Gilford / Julia Perry took top spot, their properly-sorted suspension proving a real advantage in the slippery going. A stonking time on SS1, 52 seconds ahead of their rivals, set them up for victory and they backed off through Clocaenog and Brenig to finish 20s ahead of first-time partners Gareth Humphreys / Adam Burkill. A pre-rally test proved worthwhile allowing Gareth and Adam to get to know each other. After a steady run through Llyn Elsi, they upped the pace and set fastest R50 time on Clocaenog and Brenig. Third went to the ever-determined John Day, partnered by new R50 champion Russell Thompson. John adopted a completely safe approach to the day, racking up valuable mileage and scoring points that will give him fourth R50 driver for the year.

Gary and Matthew Jones were the only R50 crew to DNF, after a farcical and unseemly row between two rally officials caused their demise at SS2 start. The father and son pair slid off near the end of SS1; however, spectators retrieved their car and they headed to SS2. Here, they were told they were still inside total lateness and should wait until called to the line. They were being given the start countdown when another official stopped them, stating they were now OTL. This caused a row between the two officials concerned. Unfortunately, the crew were refused a start and had to return to Llandudno.

With the main championship and Gravel Cup positions decided, the Asphalt Cup is still in the balance. The battle recommences on November 18th at Cadwell Park in Lincolnshire.

As always, the Mini Rally Challenge would like to thank our loyal partners Glenbrook Hollins, Demon Tweeks; Euro Motaparts; Questmead; Mintex; Gellatly Stratford; J.C. Mills & Son; Fuchs Lubricants and Protyre for kindly supporting the series.



North Wales Car Club

Cambrian Rally

28th October

Mark Broadbent : Airedale & Pennine MCC

Where has 2023 gone?! We are already in October and back in Llandudno for the Cambrian - I could have sworn we were only here a few months ago!

This being the fourth event in only seven weeks, preparation on my side was tight given I only came back to England from my last event ten days before. With twin girls, work and a very annoyed wife at home, spending two hours a night watching rally videos and preparing notes was difficult to fit in!

But prepare I did - I usually watch the onboard video from our note provider each night alongside my notes looking for several items. If anyone is interested, these are:

How the road 'flows' - which notes I need to say quickly and which I can take my time on. I underline with a highlighter those that I have to say right after the next

What notes I can take out or alter - sometimes the notes just don't make sense, so altering them to our shorthand by taking bits out or slightly change helps me say it and the driver understand it

Geography - marking 'at tree' or 'at rock' can help the driver understand where he is driving to coming out of a corner. Particularly helpful when driving over a crest or around a blind corner, it gives confidence and removes doubt when we are going very fast!

Lastly but helpfully, just learning the route! If the intercom fails, or my notes are damaged or lost, I know the road and what comes up next. I can then inform the driver with confidence that a particular section is fast or we need to be cautious

After around four watches, I have my notes just how I want them, but for recce we have different priorities

3am Friday my alarm went off and after the usual ten minutes of telling myself rallying is a stupid hobby and I could

be fast asleep with a relaxing weekend ahead of me, I set off to Wales to meet Steve for recce. We were first to arrive and set off in convoy in good company. Tom Cave was back, this time in a Volkswagen Polo. Matt Edwards was looking to win the Interclub event, Ollie Mellors back in his Proton and newcomer to the BRC Max McRae, nephew to Colin and son of Alistair making his R5 debut

With my altered notes, this is the first time Steve has heard them but has seen the video. We get two passes of each stage so we look out for



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Cambrian **Continued from Page 24**

Road conditions - we have different types of gravel on the roads and given our two wheel drive car, we note where the loose and big gravel is as this will get cut up by the four wheel drive cars and we will have to follow the team lines left

Cuts - where can we cut and where we need to stay middle. In the woods we have logs, drains, trees and big rocks that stay hidden in ditches so noting these is key to set a fast time and stay in the rally

Weather conditions - not what's in the sky, but what the weather has done to the road. Storms have passed through recently, so where is the standing water and where is it slip-pier than usual

Recce all complete, we took the car to scrutiny in Llandudno which all went without a hitch as usual, then an early night before the event starts properly Saturday

As car 37, we were higher than last year's running due to previously being in the Honda Civic now run by Steve's father in law and of course we are registered in the BRC - this being the final round of the championship and worth double points. The pressure was off though given we were already announced as BRC4 champions so we could settle in and enjoy Steve's home event. There was a driver from Ireland coming to the UK for the first time in another R2T, so we set sights on his times to see what we could do

The event was essentially two complexes and we alternated between the two for a total of six stages. The event was actually rather boring... but I mean that in a good way! The preparation on the car and the notes was spot on so we had no car issues and the notes all made sense. I was late on a couple of calls in the morning meaning the car got thrown into corners it probably shouldn't have done! I have noticed moving from one driver to another, there are slight differences on the pace of delivery they both prefer so I need to do a better job of changing my style on each event

After stage one we were running 11th, just in front of the Irish team in the same car and sixth in class. With others in much newer Rally4 cars we were happy with the position and knew we could go quicker. From stage two onwards however, the Irish pair could also go a lot quicker and proceeded to take around 15 seconds a stage out of us for the rest of the day

So we settled in and took experience and enjoyment out of the rest of the day. The rally lost SS4 due to traffic around the area so we finished SS6 after five stages. The last stage was our most competitive, given it was starting to get dark at this point and we had fitted lights.



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The boys from Ireland ahead of us did not have them so perhaps they were struggling to commit to some cuts and fast sections without seeing them. We were also faster than the new JBRC champion, however with car issues and a championship to win he was understandably cruising

At the end of the day, we thought we had finished twelfth and seventh in class, however as the results were made final, two of our competitors were handed a 10 minute penalty and we jumped to tenth overall and sixth in class

Over the finish ramp on the promenade and to spray the prosecco for the last time this year we got a chance to reflect on a great first full year with SW Rallying

We were the only entrants in BRC4 all year so I understand the championship win isn't as big of a deal as others, but after several years of being parked up after leading a class I feel we deserve to take the applause and trophy for a championship win. This could be the last time we celebrate a 'win' so I celebrate each one like it is my last!

We have competed In Ireland for the first time and so many new events I have not previously done, expanding my experience on gravel and in British rallying. I cannot thank the team enough for letting me be a small part to their story

So what for next year? Well the plan is to return to the Prodrive British Rally Championship for 2024 in a new car - let's see what Father Christmas brings Steve but Plan A sounds very exciting indeed! We should also be officially crowned as BRC4 champions in January 2024 at the Autosport International show - more details on that to come

Before next year however, I have my last event of the year at the brand new White's Bakery Penistone South Yorkshire Stages in December with Dave Longfellow in his Mitsubishi Lancer Evolution IX

I am very much looking forward to finishing the year off with a good result on what will be a record year of events!

Steve Waugh & Mark Broadbent

2300 MC
The Simon Bibby Marshals Award 2023



The inaugural Simon Bibby Marshals Award was presented at the 2300 Club's committee meeting last night.

Club chairman Neil Molyneux handed over a pair of engraved goblets to Allan Whittaker, whose name was drawn out of the hat at the end of last month's Andy Mort Tour by Simon's dad Stuart. "It was very fitting that Allan's name came out as he is a long-standing member of the 2300 Club and has marshalled on the Andy Mort Tour every year since it started in 2016," said Neil. The award was made in memory of Simon, who was Chief Marshal on both the Tour of Mull and Andy Mort Tour, and sadly passed away earlier this year.

"I feel honoured, emotional, yet happy and very lucky to have my name pulled out by Stuart for the first year of our Simon's award," said Allan.

"Thank you, we all missed you Buddy and for sure you and Andy were in all of our thoughts."



Caernarvonshire & Anglesey MC

Trac Mon Targa

22nd October

Neil Jones

A week on after winning the Bob Budd Targa rally at Malory Park, we found ourselves pulling into a dark, but dry and calm Trac Targa Mon 22/10/23

A rare one especially for the end of October!!!

We had our sights set on the BTRDA Silver Star Championship and with the cancellations of some events and entering the championship late on in the year, it meant this

was our last competition. With a 100% winning rate on targas this year (Kemble and Bob Budd) obviously Aled's and my hopes were high...BUT... even higher was the level of competition this time out. We needed to beat only one other BRRDA competitor to gain maximum points, but being as competitive as I am... just settling for beating one other wasn't going to happen! We wanted to see how we fared against this strong entry of crews.

Having heard only good things from previous years, I couldn't let another year by without having a go. Getting there early and flying through noise, scrutineering and signing on, we had our pack. Aled began highlighting and marking the diagrams whilst I had a look over his shoulder, discussing what he was and wasn't going to call. We found using too much information on past events didn't work as there wasn't time for Aled to physically get it out quick enough.

Maps done, brew time, and a natter to other crews before we set off at 10am to the start of test 1. This was just out the gate onto the uphill concrete lane. Having never driven up this part of the venue before, it was into the unknown! We began, very simple and clear test diagrams meant there was no confusion or looking for numbers/cones as on previous events.

Test 1 - WOW! What a whirlwind. A short 1min34 blast with 3 PCs.

Test 2 – Start was the same as test 1 but 30 second intervals in between test 1 cars, the start of the test remained the same but then quickly split off onto the top part of the circuit. This meant there was no catching cars. 2:33 blast.

Test 3 was a stone's throw down the track from the finish of 2, straight into it! Again, it was an easily laid out test, looping round the middle of the circuit through the old pitlane and out towards the test start to do it again as test 4.

Now in the groove, a repeat test meant the car was warm and the initial nerves were out the window. Happy with the pace, we continued to Test 5. Again, a very short drive from the finish of 4 around the last bit of track to complete the loop of tests.

An hour or so break now gave us a chance to prepare for the next loop and get a cuppa, now in beautiful sunshine in a t shirt!

Having a quick look at results, we found ourselves around 8 seconds ahead and leading! This was a shock but happy to know the pace was good from the off.

Test 6,7,8,9 and 10 were a repeat of the morning's 5 tests. Competing in Autosolos for many years gave me the advantage of memorising the tests and off we went more confidently. Time to try and improve on the morning's times!

Taking 6 seconds off our test 1 time was a great boost, but of course if we got quicker then so did the others with the top 3 cars matching times or becoming very close. It was a great buzz that for over approximately 7minutes 30 seconds of tests, there were 3-5 cars all within seconds of one another.

Another great loop for Aled and I, with Aled in the nav seat guiding me through faultlessly. We came out of test 10 having pulled another 4 seconds on our nearest crew, Dewi and Daniel Jones, who were also in a Mx5.

After another short wait and a super quick turn around of the tests by the club, it was onto a loop of 4 which happened to be similar to the morning tests but now in reverse. Simple, easy and effective way of running tests.



Photo Courtesy of Duncan Littler

Trac Mon Targa : Continued from Page 27

Having a slight delay off the start of test 13 saw us going into the test 7 seconds late due to a marshal error. This meant dropping time through no fault of our own, nothing we could do and so off we went to chase the time. The end of the loop we felt it cost us dearly, turns out we lost a second to Dewi and Dan. PHEW!

Onto the last two tests of the day... Now this is my cuppa tea! All those tests from the loop combined to make one big one..... Well what a blast! Me in my element, car in its element, Aled enjoying the ride...I think haha. Again having memorised it quite well, it gave Aled less to do and his focus turned to PCs and calling the splits. After 7minutes and 48 seconds we finished the first test... Only to find we beat the bogey.... Damio!!!

Off we went to repeat this and beat it again but boy did we have fun in doing so! With a few of us beating the bogey, it meant the times weren't affected and stayed the same.

So all in all, it looked good for the win but after the previous weekend at the Bob Budd, nothing was final until the penalties came in. Results went final at approx 6pm (if I remember rightly) and the 100% success rate was intact with a win over Dewi and Dan by 11 seconds.

The team at C and A motor club did a fantastic job, everyone knew what to do and when and great to see such a young team at it successfully event after event. The no nonsense 'idiot proof' (in my opinion) tests is what it's all about, fastest wins and no trickery to try and penalise anyone for missing a cone or wrong side of a cone as no one wants their day ruined in such a way. 46minutes and 19 seconds of driving throughout the day and a clutch just about intact to get it back on the trailer was a great day's sport.

Anyone thinking of putting a similar single venue targa on who needs guidance, please contact these people. They sure know how to put on a great days's motorsport, minimising laps so cars weren't catching or coming close to others like previous targas we've done was a great credit to the organisers.

I'm not going to list any names but I have sent mine and Aled's thanks to the club via Peredur. They all know who they are as it's the same faces running and helping at these events from autotests, PCAs and rallies, and I for one really appreciate the hard work! I will 100% be returning next year.

I know it's a long way for a lot of BTRDA crews, but honestly if you've not done Targa Mon then please get it on the bucket list for next year but be quick..... 70 entries filled in 70 minutes. That speaks for itself! Please note my car had zero underbody protection and this event can be done in ANY roadworthy car.

To all at Caernarvonshire and Anglesey Motor Club,

Diolch eto am ddiwrnod brilliant!

Daliwch ati gyda'r gwaith da.

Neil a Aled Jones (Team Jones) Car 3"



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Harlech & DMC E.Roberts (Ffestiniog) Memorial **Rali Meirion**

30th Sept - 1st Oct

Barry Allman : Clitheroe & DMC

After a none finish on C&A organised Rali Palfreman with Chris Way after a gearbox issue with just three miles to go and looking like a good position as well, (see *pages 16 & 17 Sept. Spotlight*) Grrrr. That is Rallying after

and Chris had up to that point no mechanical issues. It meant a busy weekend for him and Mike his dad to pop in a different gearbox and check the car over ready for the following weekend's Clitheronian Rally with Dylan Griffiths navigating and a THIRD o/a finish, well done lads. I was out with Geoff Bateman in now his newish reshelled Peugeot 205 GTI as always up for a challenge and always a good grin too, we had a steady run especially on some of the white and got another finish and good result too.

The following weekend (Sept 30th/ Oct 1st) after the Clitheronian and Chris and I were back together again after more WAMC (Welsh Road Rally Championship) and ANWCC points on the Rali Meirion based around the Dolgel-lau area and all on OS map 124. My only other attempt on this event was way back in 1980, just 43 years ago, it didn't end well but that is another story for another time. We met up at the local rugby club after Chris and (Dad) Mike had got our car through the usual checks. On a very damp night but with a good omen as I parked close to Gywndaf Evans's garage one of my Motoring News Road Rally hero's.

Organised by Harlech and District MC, who also organised the Rali Llyn , a good night was on the cards. All the usual gang where there all looking for points in there championships as well, which meant a full entry with some quick lads out. There was the customary A4 sheet of Quiets Zones, Black Spots and cautions to plot before time to chat and drink coffee as the rain continued to pour down. Happy to say Chris had gone for a gravel type tyre it was going to be one of those nights !! We were car 27 out of the 49 starters in Chris's Honda Civic (NONE VTEC) 1400cc which just likes living on the redline, always remember about a mile in on our first event together thinking this engine will pop out of the bonnet soon !! Pleased to say it hasn't so far !!

Phil S, Chris F, Danny C, Paul H, Andrew L and the rest of the ANWCC Posse seemed in good spirits. It was an event that for 43 years had been a ghost I wanted to lay to rest (back then another Barry and me made a real mess of a mint MK2 1760cc Escort).

MC0 was back in the club, 22.42 came and it was route time expecting something special and we / I was not disappointed 5 sheets of A4 to plot and 90 minutes to do it in plus 32 NAM (Not As Map) junctions It's not the number of references that is the issue (hard to believe but I have got better and Chris is excellent as well) it the directions and the route inbetween the plots that take up the time. On most Welsh events you have to be so precise to get down the correct route and usually with very little time after to check it over. We got the route down with just minutes to spare before going a few metres to MC1 at the car park exit. There were 149 controls on the 109 mile route and so plenty of places to make a mistake !!

Heading East out of the town centre for a mile or so we found SS1S and straight into a MAZE of lanes using every possible bit of road, twelve Code Boards, eight PC's and an intermediate Time Control finishing at SS3F less than a mile from where we started and we got them all. A good start just dropping 50 seconds up to STC2 but a further 6.10 to SS3F . A navigational error in the next neutral, my mistake with rally cars going up and down the main road and with me checking out the next section Oooooops.



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One of my famous detours got us to SS5S rather than SS4S which I managed to find, seeing car 10 and Phil and Chris F gave the game away. Only a loss of pride rather than any major time loss I am glad to say, I think Chris W is used to me now ? SS4S lead to a short section still to the East of the town 3 CB's and 3 PC's we dropped 3.35 here close to our major rivals on a tricky second. Found SS5S so easily this time, with a cheer from the speccies too !! 4 CB's and 2 PC's and a good whizz down a very slippery white, which Chris really likes. Dropping just 2.20 and back challenging our rivals, left us feeling better after such a tough start.

SS6S started just to the south of the town centre finishing on a white 7 CB's and 4 PC's and another cracking white, we dropped 2.27 at STC7 and another 4.03 by SS8F but missing RCAA on a triangle we went passed but didn't see it, even so wow that was some road.

A nip along the A 493 to the WEST of the town this time got us to SS9S a longer section with a mix of tight twisty and moorland roads I am more used to 7 CB's, 4 PC's. With STC10 and MTC11 along the route as well, 2.42 is what we dropped at (10) YEAH cleaned (11) with another 3.04 at SS12F, the route went along the slopes of Cader Idris awesome.

Heading East and North again to find SS13S just off the A 470 with a long run up 124 to MC2 in/Petrol at Trawsfynydd another short maze before going through Coed Brenin Forest yellow and onto the moorland roads again. We where not alone in not finding PC25 having yet again gone passed it . This section had 10 CB's , 7 PC's and STC14 / MTC15 time controls, gutted at not finding PC25 we pushed on, Drooping just 38 seconds at (14) cleaning (15) always a good feeling in our car. Dropping just 1.31 at SS16S 7 seconds faster that our friends in there 2 litre BMW Happy Times.

Back in Petrol for a very brief car and crew refuel just 10 minutes to make up our dropped time a quick check of the second half route and off again with it still raining and lost of surface water to battle.

We where now at the top of 124 just South of Ffestiniog for SS17S 6 CB's (now at RC AAA) 3 PC's and STC18 before SS19F more tight and twisty lanes with short quick sections we dropped 2.32 at (18) and a further 1.21 at SS19F, happy with our pace against our rivals.

The last competitive section of the night due to floods was SS20S to SS20F 2 CB's and 4 PC's dropping 1.51 on some tight flooded lanes slowing our low powered car alot.

We went to the SS21S and did some of the section before we were told the event had been halted due to the amount of water on the route and it river like in places. The rest of the route had headed south close to the coast near Harlech back to Dolgellau. The trip abck to the finish at the rugby club was exciting as some of the rally with flooded lanes.

Huge Thanks to all the marshall's who stayed out in horrible conditions Diolch All.

Well done to the organisers too for a super event another I can recommend for next year, a real challenge.

Thanks as always to Chris for allowing me to sit in his car/boat ? another night were Driver , Car and Navigator had fun and lots of hard work.

Only 15 of the 29 finishers got away being fail free, we got two fails for RCAA and PC25, maybe next time fail free ? We finished 25th overall and some more points secured and enjoyed our well earned breakfast too.

Chris and Dad Mike headed back home to Rhyl, I was low on petrol and with nothing open after 6 pm on Saturday night and only open at 8 am I stayed for the results and presentations.

Andrew L got best WBCC and I was very pleasantly surprised to find Chris and me best 1400cc, I do like an event trophy so hard to get.

Quick sort out of my rally navigation gear then Rally Revival Targa the following weekend back with Geoff Bateman and his trusty ? Peugeot .

Car Trialling Further afield.

Rupert North : Airedale & Pennine MCC

With a bit of an odd mid-season break, missing the Gaby Mhor event in early September, I went to get the car ready for the BTRDA grand final weekend in early October. The car wasn't really willing to join in with a completely flat battery to greet me, not even enough left in it to run the digital clock! A quick jump brought it straight back to life and I treated it to a drive round the block. Nine weeks of sitting idle, even the local evening events had been cancelled due to heavy rain.

The grand final this year was being run by the expert team of Woolbridge motor club in Somerset at a massive venue they use. It's a bit of a haul down and rather than pay for 2 nights accommodation I had elected to set off in the very early hours of Saturday morning, and with a small entry of 11, from the possible 14 qualifiers, they pushed the start back to midday. It still meant a 5 am start.....but I've had worse.

The long drag passed quickly and without incident, once at the venue we were met by the most ducks I've ever seen in one place. There must have been a flock of around 200 wandering around quacking at us. Once the normal pre-event formalities were dealt with we headed off to the 8 sections laid out for us.

These were tough sections, as they should be at a national final! And the venue is steep, and the hills long, and doesn't lend itself towards small CC cars. I was struggling, but not as much as I thought I would be, I had set my sights on trying not to finish stone cold last over! Not much of a goal but against the other cars in the class it felt like a realistic goal.

It was going pretty much as I expected, although a bit more in touch with some people than I thought I would be. The closest competition was happening in the RWD class, in class 2 the all conquering Clio was miles in front.

Now motorsport can be quite cruel and Tim in the Clio was well on target for a brilliant end to the season having already won the Motorsport UK national championship with a round to spare he was so well poised to romp away with the gold star as well, but about 3 hills from the end of round 3 something in the drive train began to fail, they managed to limp it to the end of the round to be classed as a finisher, but that was both Tim and his sons Charlies gold star hope dashed. I did feel it was a sad way to finish the season for him.

The BTRDA gold star is the one award that eludes me, I was close a couple of years ago, bar one section for two rounds which I couldn't get up to let slip through my fingers.

The RWD class battle was close and the 2022 winner missed out with a couple of poor climbs towards the end of the day to gift it to BTRDA front runner Barrie Parker who had an excellent day and was a worthy winner at the end of a tough season.

I wasn't last as it turned out which I take as a little win.

A group of us headed out afterwards for some drinks and a curry, a great evening in good company which ended a 20 hour day off well!!! Thankfully we only had 10 minutes down the road in the morning which meant a decent lie-in before Sunday's event.



Bradley : First Event

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Car Trialling : Continued from Page 31

Sunday's event formed part of the local regional championship, a well supported event with 31 starters, 9 of which were in the "old" post 1998 taxed and tested class which was great news for me, because that's where my car fits in! We were at the same venue as Saturday events on altered, thankfully easier hills.

I was romping away, took a small class lead by the end of the first round but really took advantage of others' mistakes in the second round pulling out over a 20 marks lead. Once you get that far ahead you can afford to relax a little....not too much...but you have a buffer against a bad climb. After lunch I was able to keep a few marks ahead of the others but only 1 or 2 marks as they began to snap at my heels.

Thankfully my mornings efforts saw me take the class win which certainly cheered me up. The weekend was rounded off with a visit to my parents in Portsmouth for a few days before the long drive back to Yorkshire and home again.

The very next weekend was a Sunday event run as a Ilkley motor club event and an ANWCC round. A very damp, maybe even frosty Bolton Abbey field awaited us along with 6 sections we did 4 times.

This time we were running Ilkley MC's CC based classes (the 3rd different class structure in as many events!!) which put me in with 12 small CC FWD cars. After a strong performance in Somerset I was somewhat concerned about being 4th in class by the end of the first round!! 11 marks adrift of the top spot which was being held by a national autotest champion....and we haven't even touched the handbrake!!

The hills were not only changed by the clerk of the course but the drying weather too, try as I might I couldn't close the gap, only managing 1 back that round. I couldn't really point to any notable mistakes either.

I had reserved myself to get beat by the end of round 3, only clawing 3 back and 6 sections to get 7 back seemed unlikely. At the time I wasn't aware we were that close I just knew I was behind by quite a bit.

Round 4 went well, the car felt good and for the first time ever driving the Alto I had a passenger and I do wonder if this helped with the grip and I finished the round only dropping 1 mark. Turned out my nearest rival had a bit of a mare and dropped a few which handed me the class win

A positive end to the season for me, my passenger on this event was a young lad called Bradley, out on his first event and 4th time driving a car so he had it all to learn, a task he did very well. I don't think there is a better place to learn car control and driving skills than car trialling, a low speed, low grip form of motorsport, which requires a lot of throttle control and an understanding of lines and momentum, weight transfer and so on. Things "speed" event people talk about. He seemed to enjoy himself, and looking at the marks dropped by the last round he was very nearly mid class, a few more events I reckon he'll be getting close.

Rupert North : Airedale & Pennine MCC



Clitheroe & DMC

The Trevor Roberts Primrose Trophy

11th - 12th November

Barry Allman : Clitheroe & DMC

October Rallywise should have finished with a trip down to the Classic " Cilwendeg Rali " for Chris Way and myself, being on the reserve list (3rd). We thought we wouldn't get a run, a great shame as it was an ANWCC and WAMC (WRRC) championship counter too. Chris popped down to see the action, getting a phone call at 20.50 on the night saying there was a slot, bit late as I was still in Warrington, He Ho deffo one to do next year.

Onto November and the annual visit to Oulton Park for the Neil Howard Circuit Stage Rally, this time as a helper on the ADGESPEED Subaru team seeded at car 11 but that as they say is another story. Wet all day and so no tyres to worry about, just quick checks over at service and making brews. A cracking event and the team of (Driver) Adrian Spencer & (Co-Driver) Mark Hewitt came away with a class win after a mistake on stage one.

Finishing as always with a Bonfire and Fireworks the start of winter !!

12th of November it was back in the lanes with Chris Way (Honda Civic 1400cc) for The Trevor Roberts Primrose Trophy Rally organised by my club Clitheroe and District MC on OS maps 103 , 102 , 98 , 97 quite a change from the Welsh events. Where with so many roads to chose from they only use one map. Good job I like juggling on the go.

With a clear sky my car display indicated minus 1 just North of Lancaster at 18.00 was it going to be a lcy night ahead of us. Trailers where left in the Park & Ride just off Junction 34 of the M6, Chris and his Dad Mike made they way up from Rhyl an easy tow for once. We met up there and had a run out to Tony Harrison's garage at Higher Bentham for the event start, noise and scrutineering.

The roads where patchy with some water still on them, definetely going to be an interesting night in the lanes of Lancashire and North Yorkshire.

If you ever go there watch out as the Postcode using Sat nav will send you down a white, a bit of local knowledge helped here.


The Trevor Roberts
Primrose Trophy Rally
11th/12th November '23

Sponsored by

PD HYDRAULICS
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Clitheroe & District Motor Club



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Primrose Trophy Rally

Continued from page 33

All the formalities were completed with no issues (Thanks for the toffee's Katie), running at Car 17 the marshals should be warmed up by the time we arrived (sorry for the pun). Time for a quick map check then sort out my navigational kit in the car. We got our rally plates, Time Card, Passage Check Card and the NAM (Not As Map) sheet, before meeting up with friends old and new. Chris popped off with some of the gang to get some food, Nowt worse than a hungry driver.

It was getting colder by the minute, with the drivers briefing at 21.30 just one or two points had to be clarify, then the wait until 23.11 to pick up our route from MTC 0. The route was on two A4 pages for the 87 miles which we plotted with time to spare. Which gave me time to tidy up my maps and run over the route, lots of local classic sections Lythe Fell , Gisburn , The Trough happy times ahead we hoped.

Off to MTC 1 to join the queue 3 , 2 , 1 and we were off heading South from Higher Bentham straight onto OS map 97 to the first of Thirty One Codeboards, got it OK pushing on a fast pace. After just a mile or so after a cattle grid and gate, the next bend to the right tightened (not on the map !!) with a grassy option to get us back on the road. We tried that and almost managed to get on track before we got bogged down !! It took us over twenty minutes to manage to get going again but at least we did, running well down the order now. Good news no damage done and on we went heading East now and back onto OS map 98 up to Ringstones then Lythe Fell, after a few more codeboards. Back on the pace again after a few little moments on the higher ground with frost and icy roads we managed to pass three cars before getting a puncture !! With a long way to the next time control and icy patches we stopped again to change the tyre. Arriving at STC 3 dropping 28 minutes 15 seconds plum LAST ! and with a time limit of just 30 minutes, time for a rethink, as we headed through Slaidburn.

It meant missing out the loop around the Trough and Beacon Fell (some of my favourites) as there was no way of getting there within the time limit. There is a two thirds controls rule on road events where you have to visit all Main controls within the time limit and visit at least two thirds of the control. I got us to TTC11 which was close to Chipping ready to go again and we pulled back all our time lost as well. Away we went again heading North East on OS map 103 up towards the B 6478 even on the lower ground it was icy still.

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Primrose Trophy Rally **Continued from page 34**

Along some yellows to the crossroads heading North and Gisburn Forest road into the NAM 3 car park through a very tight 90 left to STC 12 at the end of that section. Back on the pace we stopped the clock on 6.53 and 16th quickest very happy with that a short neutral section lead to the last section of the night.

Starting just before the last map change back onto OS map 98 and NAM 4 up the map to Keasden crossroads heading West now. The final roads was a nice little maze South of Ingleton with NAM's 5 and 6 included some tricky slots right at the end to catch crews out. We had a clean run with plenty of fun and a much more relaxed atmosphere in our car now. Stopping the final clock on 4.13 and 12th quickest, that was more like it.

We managed again to Salvage a finish from what only a mile or so in from the start was a Disaster, Obviously not the result we wanted 38th o/a but at least scored some more valuable points scored in the ANWCC Road Rally Championship, roll on the Awards Night !!

If the Rallying Goddess had been on our side I think a top ten spot would have been ours, but that as we all say is Rallying !!

A couple of club events now to keep me in the groove, off to West Cumbria tonight (Monday 27th Nov.) for some fun with Geoff Bateman and then at the end of December The Preston Oh yes, our second go at it together and hopefully the freshly Reshelled car will hold up to it this time.

Excited YOU bet I am.

Barry Allman : Clitheroe & DMC



Photos Courtesy of Jez Turner

**Cheer up I hear we're
going to get some
blankets**



Clitheroe & DMC The Trevor Roberts Primrose Trophy Rally 11th - 12th November

Neil Raven : Ilkley & DMC

Gripless in Bentham

Our first venture into night rallying was on the Primrose back in 2021. Unfortunately, the event was cut short due to a PR'ing issue. We had a false start in 2022 when we had to go home and get a car that was eligible to take part, then broke the wheel off the replacement car but got a finish. What would happen in 2023?

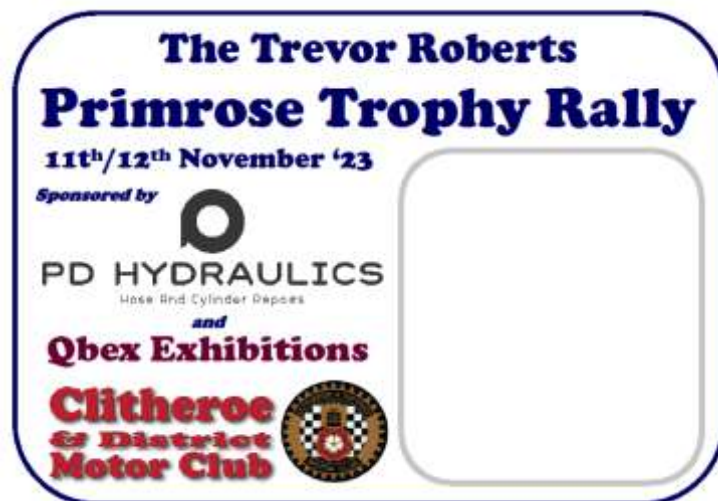
The run upto the event had been a bit manic as I decided to fit some spacers on the low slung MX5 to try and keep its bottom off the Lancashire tarmac. On recent 12 cars it had left an MX5 shadow on the slightest of dips and was a nightmare on anything that had a bit of grass growing up from it. The Primrose regs offered a fully sealed surface but that doesn't mean it would be without bumps, dips and ditches that one might have to get out of!

The spacers went on remarkably easy and after a couple of nights rolling around the driveway they were in and the MX5 had a much more rally car stance to it. I still have to roll out of the bucket seat onto the road and make some huffing and puffing sounds each time I get out but for rallying purposes, the extra lift was spot on. A quick test drive also confirmed the handling hadn't been changed too dramatically either, with the standard Mazda suspension getting a little stiffer, which was no bad thing. The last thing to fit was our newly purchased, yes, actually bought a new thing, fire extinguisher which I mounted in front of Mrs Rave's seat.

We were all set, but before we could head off to the rally, we had to pop up to Carlisle to pick up our RAC info and goodies for the rally in a couple of weeks. We've been lucky enough to be asked to do one of the equipment vans for the event and are thoroughly looking forward to it. That was a 5 hour round trip with a Maccy D's to keep us going but no chance for a bit of sleep before the rally. When we got home Mrs Rave got the coffee's sorted and I bolted the spotlights on and we were off back up the A65 to High Bentham for scrutineering. And breath!

Heidi Woodcock was waiting with a warm welcome and a microphone on a stick!! I was instructed to rev the car to 4,500 rpm and you could just about hear the MX5 revving over the exhaust noise of the BMW in front of us ticking over!

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Primrose Trophy Rally

Continued from Page 36

Noise completed we queued up for the cars to be scrutineered and started to get a feel of just how cold it was getting. The noise of people chatting was a surprise as we pulled into the workshop to have the car checked over by Chris. Outside the car parking areas were full of cars but it seemed most of the crews, friends and organisers were inside, sheltering from the cold in the warmth of the workshop. All was good and we reversed back out into the cold night and found a kerb to park the car up against.

The next bit of entertainment for the night was the drivers briefing but before that I had to get my pizza order in from High Bentham's best (and only) pizza house, Pizza 21! Which shuts at 10pm along with the rest of High Bentham. Saturday night is always pizza night for me and after the drivers briefing we nipped off and picked up the doughy delight, it was fab. During the briefing we were told to be careful as the route was wet and ice was forming in some areas, so we made sure we ate the pizza in the car, with the heating on! After the pizza we had an hour or so to chat to the other crews and look at the great variety of cars that would be taking on the Trough of Bowland and other iconic rally roads. The field varied from the immaculately prepared Impreza of Stephen Cotton to the standard Fiat Panda of John and Paul Stephens with a mix of very different cars prepared to very different levels in between.

After a great catch up and natter with fellow competitors it was time to get on with the job in hand, two pages of A4 full of grid references to plot on the various maps so Mrs Rave could guide me round the lanes of Lancashire and North Yorkshire. We had to plot in the car, which stunk of melted cheese and warm cardboard box, but Mrs Rave cracked on and got the plots down in good time. We trundled off to the start line and got ready for an extremely quiet drive out of the industrial park and off in to the darkness. Now we have done a few of these we were confident we would come across a row of red lights all waiting for their due time and setting of in 45th out of 50 starters there would be a decent line of cars. The glowing line appeared and we got ready for our start.

As the marshal counted us down I flicked the spotlights on and the world became a brighter place! Well, the 100 metres I could see down the road did but we were in with a chance of seeing where we were going with the PIAA's shedding some light on the tarmac and scenery. We sped off in to the night and Mrs Rave was straight on to the narration, telling me where to turn, or slot, what to look out for before the turn and any code boards or controls we should be looking for. I was describing what I could see and when I could see the junction, slot etc. What I have failed to mention so far is that I had recently had a bout of man sniffles and kindly passed it on to Mrs Rave. She was dosed up to the eyeballs with Lemsip and various throat sweets to allow her to keep me on the straight and narrow. We share everything, hats, buffs, colds, the lot! I wasn't her favourite husband for giving her the lurgy but she could still shout at me just in a whisper!

We were going ok and I hadn't seen the spotlights of Howard Chopin's Mitsubishi behind us yet but knew it would only be a matter of time before they arrived. As we climbed up on to the hills the engine revs started to increase and the back end step out on straight bits of uphill road. Very odd I thought, until I saw the frost on the grass on the verges and realised it was ice on the road causing the excitement under the bonnet. Hmm, this could be interesting and it was. From this point on the road conditions changed from grippy, to slippery to white over with frost, back to grippy and so on.



Photo Courtesy of Jez Turner



***Photo Courtesy of Paul Whitlock
Motorsportmugs.co.uk
paul_79_95@hotmail.co.uk***

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Primrose Trophy Rally

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I switched in to self-preservation mode and backed off where I could see frosty grass up on the hills and pressed on lower down where there were puddles and more grippy things like wet leaves! Howard eventually caught us after a steep climb up a frost covered hillside followed by a drop down an alpine pass type of road with some big drops off the edge. I had no idea where we were, what road we were on and how far the darkness to my right extended. Had we have been going up this hill, with the navigator on the edge of the drop, we would have made much better progress!!

Having 44 cars in front is a great help because they leave skid marks into fields and farm tracks to warn you of impending damaging bits! A couple even parked up in the ditches to help us identify the hazards, very sportsman like of them. Although it really was a matter of guess the grip, we were finding all the code boards, reaching the passage controls and time controls and having a decent evening out on the moors. The top boys were way ahead but our summer time card, the irony of that still makes me chuckle each time I type it, was looking good and we were keeping closer to the left hand side than the right! One of the sections took us through Gisburn forest on the road which passes along the side of the reservoir. As we came round the corner on to this straight I pressed the loudish pedal on the MX5 and it changed direction and pointed towards a camper van that had parked up on the side of the road, not ideal but it was a momentary change of direction and with a bit of steering wheel twisting we wobbled off past its nearside and onwards to the next Not As Map instruction, or NAM. These can be triangles at junctions, laybys, or car parks where code boards are located. These test the navigator as they aren't signposted and slow the car down which then requires a bit of quicker driving to maintain the average 30mph speed these events are set at. You may think 30mph isn't very fast but in the dark and on tight slippery lanes it is. After the NAM we exited a car park and sped off up a tight country road flanked by tall trees and high banks. The road surface was best described as lumpy and the car was moving around. All the sensory inputs in to my head made it feel really fast but I looked down and we were doing 45mph! Then slowed to about 10mph for a really tight left hander! I like to think of myself as being a reasonably competent driver but that reality check made me realise I was definitely not as fast as I thought. Another indication was that the top chaps in the event only lost 5 minutes on the first section, which had the frosty alpine pass in it, we lost 12 minutes! I appreciate local road knowledge and car type comes in to it but blummin heck! They must have been shifting.

The last section had a variety of numbers lined up to set off and we found ourselves behind crew number 34, in a silver Proton. We were allowed to leave the control on the same minute as them and not wanting to lose any time we took it. We were all lined up on the steepest hill in the world and once over the top this silver ribbon with two black lines down it appeared in front of us, it was the road down the fell! Again the sporting 44 chaps ahead had cleared the surface frost off but we had no idea how much grip was there. What we did know was there were four other cars stretching down the fell as we could see their lights and if they continued to move we knew it was ok. We kept our distance from Mr 34 Proton just in case he threw himself in a ditch and as we were so close to the end we didn't need any heroics. Enter the male gene of stupidity and mindless abandon. Once off the top and on to a bit more sheltered road it was time to catch the car in front, because that's what you have to do as a bloke, it's the law! I think that's why we tend to spend a little less time on the earth? We were off and having a ball. Mrs Rave was describing the slots and turns we needed and the car ahead was lighting the way and at each passage control all four cars would bunch up and the marshal would frantically scribble his initials in the box and set us free to play chase again. Mr Proton realised we wanted to play and was in no mood for being followed into the controls by an MX5 so upped the ante. Great fun at 3am in the morning.

The final time control was in sight and it was as though everyone in the four car train realised it was home time and we all rolled in at a steady rate, the black tarmac had also turned a bit gripless so it was for the best. Funnily enough it was the best section I had driven all night and we didn't lose as much time as previous efforts. We got our final time and rolled to the end of the road. That was it! All that was left to do was drive the hour home, get some kip then go and get the Peugeot and take it to the Giggleswick school car show. We'd had a fantastic night in the lanes with no errant locals or irate farmers, just the odd gathering of spectators and some misted up cars along the way.

A huge thank you to the organising team for putting on the event, the officials and marshals who braved the icy wind to check us through and make sure the event ran as required. I must also comment on the level of vehicle preparation some of the marshals had; fantastic vans with lights, stoves and all manner of creature comforts, very impressive. And a final thank you to the photographers who come out to capture our amazing driving skills and bungled attempts at handbrake skids! When you see the little camera sign you automatically reach for the handbrake to be captured on film for eternity, pointing the wrong way! Our reward for our night's motorsport was 26th overall, some great pics, a big smile and the feeling you are part of something not everyone gets to experience but should. Road Rallying.

First MX5 home

Neil Raven : Ilkley & DMC

Clitheroe & DMC

The Trevor Roberts Primrose Trophy Rally

11th - 12th November

Kris Coombes : Preston Motorsport Club

Collecting my thoughts, nerves and all of the bowel evacuations together from last night's Primrose Trophy rally.

We had the route plotted pretty quickly no dramas, Louis is quick at plotting and now has a good instinct when it comes to roads and loops we might be using. Seeded car 2 I think we both felt a little pressure only once before have we been seeded at such a lofty position. I completely echo Lou's statement when applying the numbers "I'm really proud of that".

Drivers briefing warned of some icy conditions over Lythe Fell - noted. Quick chat to Seddy Sedgwick at the start "nah it's not frozen it's all flat" I can confirm it was fairly sketchy for most of the night.

The route was fantastic, sections long, technical and varied. As Matthew Hewlett said in the event advert "all killer no filler".

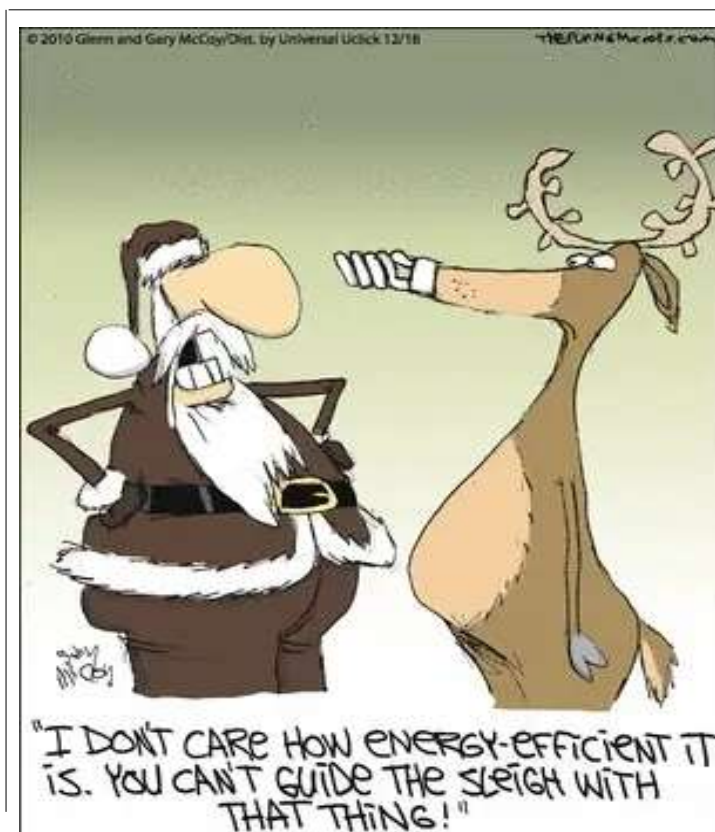
The inconsistent conditions led for a difficult night on my side of the car and tested the Micra WRC beyond its limits on more than a few occasions. Louis had a perfect night on the maps which with the shapes and angles we were making is not an easy job at all. A few squeaks and noises from Lou confirming to me that he could feel exactly what I was experiencing behind the wheel.

All together a really really enjoyable night's sport and one we will remember for a long time. Provisionally 3rd overall we couldn't be happy considering the competition.

Credit to every marshal for being out in the freezing cold, thank you all. Thank you to the organising team for putting on a proper belter of an event and as always all other competitors for being out with us doing what we genuinely love doing.

Road rallying for me is still the ultimate, nothing comes close to discussing the previous section whilst collectively pissing in bushes at the early hours of the morning. See you all next time

Kris Coombes : Preston Motorsport Club



Clitheroe & DMC

The Trevor Roberts Primrose Trophy Rally

11th - 12th November



Sasha Heriot : Matlock MC

I didn't want to tempt fate by writing a report too early, and seeing the provisional results for 7 days has been agony! But it's confirmed that Richard Hunter and I are winners of The Trevor Roberts Primrose Trophy Rally 2023!!

Huge thank you to Matthew Hewlett and all the team at Clitheroe and District Motor Club for organising a superb, no nonsense event. Great route, good paperwork, competitive start to finish - what more could you want? Of course, BIG thanks to all the marshals who make sure we can enjoy the sport we all love.

Steve Cotton and Jeremy Dale - you made it a fantastic battle and only at the end we realised how close it was and also well done Kris Coombes and Louis Baines coming in 3rd o/a. It certainly was great competition! Well done to all the other finishers - the conditions were tough at times!

Finally, great driving all evening by Richard Hunter - it's been a long time coming. We have not done so many events together, but one thing or another has meant the top spot has eluded us. Happy to say that we finally cracked it!



RIP

Donald Tarbet



Tynemouth and District Motor Club is saddened to advise the passing of Donald Tarbet, Life Member, and until very recently, President of the club.

Donald was a very active member of the club, who continued to be a regular attendee of committee meetings, always being a guide and inspiration.

Donald was known to many as a previous Scrutineer, again a role in which he gave much support and advice to competitors.

Until the 2023 AGM President of the Association of North East and Cumbria Car Clubs, of which he was immensely honoured to be and represent the Association.

Our thoughts extend to Donald's close friends & Family. Obviously, it is too early to know funeral details, but we will advise when we are aware.

Photographs (credit N.Simmons own) (current President Ed Barber & Donald cutting the Tynemouth DMC 75th Anniversary cake, Donald presenting the Tynemouth DMC Clubman of the year award in 2017)



Malton MC

Malton Forest Rally

5th November

Paul Commons

In conditions well suited to 4WD machinery, George Lepley and Dale Bowen put in a strong drive to claim Malton Forest Historic Rally victory with 8th position overall aboard their Mitsubishi Galant VR-4.

A healthy contingent of 94 cars would line up for the start of the North Yorkshire based Malton Forest Rally with several crews electing to use the event as a pre RAC shakedown. Seb Perez and Gary McElhinney were one of those crews who, having switched from the 911 to the family owned Lancia Stratos in the run up to the event, became the star attraction for many.

With Perez still getting to grips with the Italian Machine he was never likely to trouble the top spots in what proved tricky conditions; however the pace was encouraging, especially through the afternoon loop of stages, as the Global Brands backed machine climbed 6 positions to end the event in a very respectable 20th overall and 7th in the historic category.

With a monumental amount of rainfall in the lead up to the rally, George Lepley and Dale Bowen would be hot favourites to take historic category victory but any thoughts of an easy run to the finish were quickly dispelled as Matthew Robinson and Sam Collis stormed through Langdale to claim an early 4 second category lead. This was perhaps all the motivation Lepley required however as the Nottinghamshire man went on to set fastest category time on all of the remaining 5 tests to claim historic rally victory by 24 seconds.

It seems somewhat unfair that a rear wheel driven MK2 Escort built in the 70s would sit in the same H2 class as the late 80s Mitsubishi but Robinson fully utilised his local knowledge to keep Lepley on his toes and was rewarded with the unofficial 2WD historic victory with 9th position overall.

Steve Bannister must be able to drive the North Yorkshire stages with his eyes closed having competed in them so often over the years and the 'Malton Missile' was holding a strong 3rd in category before being forced into retirement at the half-way point. This left Barry McKenna and Arthur Kierans (Ford escort MK2) to round out the historic category podium positions and David Brown and Richard Wardle (Ford Escort MK2) to end the day as 3rd 2WD historic crew home.



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Malton Forest Rally

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Class H1, for historic specification cars up to 1600cc, was being lead somewhat convincingly by the Hillman Avenger of Matt Bown and Tom Murphy at the mid point service. That was as good as it got for the East Midlands based crew however as brake failure would end their day prematurely. This left the way clear for Paul Rawson and Mike Curry to claim class victory aboard their MK1 Escort, with Kurt Hodgson / Sam Campbell (Peugeot 205) and Geoff Taylor / Steve Greenhill (Sunbeam Imp) completing the top three.

In the race for Overall honours Elliot Payne and Jack Morton fought back from a first stage deficit to claim victory by 37 seconds aboard their Ford Fiesta Rally 2; Payne thus completing a whitewash of single day North Yorkshire forest events in 2023! Behind, Alan Carmichael and Bonnie Papper claimed a well deserved second in their Hyundai I20 R5 whilst Andrew Purcell and Martin Brady took 3rd in their VW Polo.

Elsewhere, Nick Cook and Nigel Hutchinson (Ford Escort MK1) would claim Class 3 victory with an excellent 19th overall whilst Martyn Hawkswell and Ben Cohen were first home in Class 4 (26th overall). Ben Cree and Robert Wiggins meanwhile would take Class 2 top spot (Opel Corsa) with 34th whilst Class 1 winners Pete Gorst and Mark Twiname (Vauxhall Nova) would just pip them to the unofficial front wheel drive victory with 33rd.

Having visited Gale Rigg more often than close family in recent years it was nice to head to Cropton on this occasion, a decision which was fully justified upon hearing the roar of the Stratos down the infamous long straights! The river flowing across junction 11 and afternoon sunshine were added bonuses also, nicely whetting the appetite for the long awaited 5 day marathon that is the RAC rally later in the month!

Paul Commons



Paul Commons Motorsport Photography

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

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



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Rally of the Tests

2nd - 5th November

Scunthorpe to Darlington

Stuart Bankier : Berwick & DMC

We had a very entertaining time marshalling in two separate crews for four days on HERO's Rally of the Tests at the start of November. Based this year in Lincolnshire and Yorkshire Thursday 2nd saw us heading to Gainsborough to drop our stuff off at the Travelodge before travelling to our marshalling location at the race circuit at the old Blyton airfield. The Prologue to the event started at 17.30 and the entry of 71 crews, including many overseas entrants, tackled one regularity on the public road before arriving at our location. The entry was wide and varied with everything from a Porsche 911/924/944/928, VW Beetle, Daf 55 Marathon and the usual gaggle of Minis, MGBs, Fords and Volvos. We were at the start of the regularity held entirely within the confines of Blyton and by the time we got the first car both the crews and ourselves had to contend with very heavy rain. The Prologue saw cars starting in age order (car not crew) and the results of the evening's sport would see crews reseeded for the Friday morning restart. Berwick & DMC crew Peter and Dougie Humphrey were seeded at 2 in their venerable Volvo PV544 behind the similar car of eventual winners Dan Willan and Nial Frost.

Friday morning for us saw the first of three consecutive 07.00hr starts as we headed back to Blyton to marshal on the second of the two tests there. I was allocated cones J K L M N and a surprising number of crews made a total hash of it by trying every combination of possible of routes. The only challenge for me was the size of the door numbers as it was easy to miss them due to a combination of distance and speed.

As soon as the last car was through we packed up and headed 40 miles south east for Strubby airfield near Skegness where crews completed two timed loops of the kart track. John and Chris operated the timing point at the test finish and I was despatched to watch the cones at the end of the back straight. As cars started at one minute intervals and the test took about two minutes fifteen seconds we had cars running close together with some exciting overtaking manoeuvres. Not unsurprisingly Rikki Profitt / Graham Wild were 10 seconds quicker than anyone else in their Porsche 911 Carrera RS. In total contrast to the previous night's rain it was sunshine and blue skies all day. Our final location for the day was 100 miles north west at Bramham Park near Leeds where crews explored every track on the estate on a long regularity which took the quicker people twenty five minutes and the slower ones a lot longer.



**Peter and Dougie Humphrey
Friday 1st test looking cheerful !**



**Strubby
The RS2000 of Michael Pedley/Paul Griffin has
just overtaken the Volvo Amazon
on the back straight**



**Teams A and B ready for the off on Thursday
morning – nearly a pensioner's outing**

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RAC Rally of the Tests

Continued from Page 43

We arrived just as it was getting dark and in the failing light it wasn't too hard to find our location but clearly some of the novice crews really struggled later. John and Chris ran the passage control and I manned the nearby gate acting as Bo Peep and making sure the sheep didn't escape – not easy when it is pitch black. It was very atmospheric with spotlights in every direction and the first cars were absolutely flying and so organised at the control arriving with the Time Card all ready, illuminated and a finger pointing at the correct spot for the signature. Friday night saw us heading for the Tadcaster Travelodge and a welcome night's sleep.

Saturday saw another early start but with only six mile run up the road, via Greggs, to another old airfield, this time at Rufforth which was used as a racing circuit until as recently 1978. We were back to observing cones but this time all bar one of the crews followed the route correctly and just for the record we were mid-way between Runway Bend and York Hairpin.

Following Rufforth we headed to an MOD site north of Ripon where another private road regularity had been set up with crews using the labyrinth of forest tracks on the site for a section timed at just below 30mph. Again, the top crews were both entertaining to watch and very accurate with their timing although we had a few lost souls and one casualty when a very nice Porsche 944 nudged a tree and bent the bumper and front wing slightly. Continuing on our travels it was fifty miles east again to the MOD Driver Training Centre at Leconfield airfield. After passing the rigorous security procedure which included showing our passports we got past the gatehouse into a vast area of concrete and woodland where former runways were surrounded by mature forest with yet more narrow forest tracks. Again, we just made it to our location at dusk so it wasn't hard to find but it was raining very heavily and the concrete was soon covered by large ponds an inch or two deep. For the competitor's the route was challenging to find in the dark and wet never mind trying to drive quickly. We were a mid-point passage control at a T junction where all crews had to do was to stop and get a signature on their card. However, to find us they firstly drove on an adjacent road to within two metres of our location and then emerged from a forest track just in front of us to turn right at a fork, returning a few minutes later to turn left at the fork to where we were. Talk about complicated but it was very fast and entertaining.



John Dunning/Henry Carr Ford RS2000



***David Hemstock/Colin Readwin
Allegro 2 1.5HL***



Paul Crosby/Ali Procter Mini Cooper S



Peter & Dougie Humphrey Volvo PV544

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RAC Rally of the Tests

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Sadly it was McDonalds again for our evening meal as by the time we go back to Tadcaster it was after 21.00hrs. Day 4, Sunday not surprisingly saw us on a sunny morning at yet another airfield runway, this time at Elvington where we were back to cone marshalling and by now all of the crews were well versed with the test diagrams and everyone got the correct route on a long, fast test primarily on the main runway. Our final marshalling point was in the middle of the MOD Waithwith Bank training area near Catterick. This is a large hilly site, partially forested and with roads that are primarily concrete. We were again at a Passage Control where crews had to stop for a signature on their Time Card but before they got to our location they had spent over twenty minutes following a route which used every track on the site and they passed very close by us on no fewer than three occasions. It was a great place to marshal with a car or multiple cars coming into view every thirty seconds and then disappearing off down another track.

We had a great weekend and the Rally of the Tests is a challenging event for competitors and marshals. Where else would you see that eclectic mix of classic cars driven hard at such a mix of venues.

Stuart Bankier : Berwick & DMC

The Top Three for RAC Rally of the Tests 2023:

- 1st - Dan Willan / Niall Frost
Volvo PV 544 4.37
- 2nd - Paul Dyas / Martyn Taylor
Volvo Amazon 7.32
- 3rd - Paul Crosby / Ali Procter
Mini Cooper S 9.16



Above
Peter Moore/Dan Stellmacher Austin Healey Sprite

Right
Geert Kistemaker/Marcel Kistemaker
DAF 55 Marathon



Klaus Mueller/Rodolfo Pellini
Lancia Fulvia Coupe



Steve Head/Oli Waldock ***Ford RS2000***



Dominik Lingg/Kaspar Wittwer
Fiat 124 Spyder on the start line at Blyton



Rikki Profit / Graham Wild Porsche Carrera RS



Brown Leaves Navigation Run

2nd November

Lee Matthews : C & A MC

Caernarvonshire & Anglesey Motor Club ran the second round of their Navigation Run Championship on Thursday 2nd November, starting at David Hughes Leisure Centre. Titled the 'Brown Leaves Navigation Run', it entailed a 30 miles route over three sections.

Section 1 was defined by Tulip Diagrams, starting on the far end of the bridge over the A55 on the outskirts of Llanfairpwll. Many crews recorded the symbol placed on the start of the bridge, which was a dud as not in Section 1, so a point is deducted before they even started. A simple route took crews to Llansadwrn where the section ended on the NAM (Not As Map) triangle there.

Map references were used from here on, with a relaxed section to the main Give Way junction in Llanddona where Section 2 started. The core of the event would run around this area, the inset part of Map 114 around Llangoed, although once crews realised this, they switched to map 115 to avoid the map page turn-overs. Most crews initially navigated the intricate whites and loops in the village itself correctly, then off to the beach and a number of NAM triangles, before the many loops around Llangoed where there were stories of all sorts of wrong-slots, detours and visiting people's houses and farms requiring some quietly-quietly five-point turns.

After the final relaxed section through Beaumaris, crews started looking for symbols on Section 3 by the golf club, over the top to the Gazelle Inn junction, followed by a run down the main road to the sting-in-the-tail, a devious route around the back streets of Menai Bridge, ending by driving under the Suspension Bridge to finish in the Anglesey Arms Hotel.

Organisers, Sion Matthews and Endaf Davies compiled results at the finish venue this time, presenting chocolates to the winners with a round of applause from everyone.

1st Dion and Cory had a perfect night in the Transit Custom, recording all 71 correct symbols and avoided recording any of the five dud ones. Maximum score achieved, a total of 71. Very well done.

2nd Lee & Sion only missed one symbol, actually driving down the alley behind the Pizza shop in Menai Bridge but only spotted one of the two symbols present. They actually tied on 70 points but were rewarded with the runner-up position in the RCZ as their oversight was near the end, so furthest cleanest prevailed.

3rd Emyr and Aron also only missed one symbol, but their error was mid-way through the event, missing a "N" symbol near the old people's home in Llangoed.

4th Furthest cleanest, the two Johns, Roberts and Evans finished best of a trio on 68 points, in the red Primera. They actually drove the correct route but missed 3 symbols, the same one as Emyr/Aron, one on a Llanddona village loop and the "5" which was placed under a street-name sign right at the very end in sight of the Suspension Bridge.

5th An electric car finished next, the Polestar getting all the way around the route, Carey & Tom only missing one symbol, a "V" placed at the Give Way at the end of Section 2. Unfortunately, a podium place was not to be as they also recorded two dud symbols, a "G" on the Penmynydd B road in Section 1 and an "O" in the village centre of Llangoed which is where the yellow becomes a B-road there. 68 points.

6th Aron and Tom missed two symbols, both an "N". One was the Llangoed old peoples home one, and the other at the very end when they took the wrong side street, missing the Chapel Street "N". Should have been good enough for 3rd place, but they recorded the very first visible symbol, that "3" placed 200 metres before the start of section 1. 68 points.



Brown Leaves Navigation Run : Continued from Page 46

7th Jill & Paul in the Qashqai started off really well, but near the end of the long Section 2 they forgot to visit a layby. They remembered later, but it was too late to go back and see what delights were hidden there. It was a “Cymru” symbol. They missed the “V” at the end of that section, and then drove down two wrong streets in Menai Bridge right at the end. 67 points.

8th Gabi & Iwan started off well, spotting the first symbol. Oh, wait a minute, that was a dud. Oops!! They were doing well then until Llanddona village. Complaints to the organisers at the finish of being sent down a narrow hedge-scratching rough white, revealed they had actually wrong-plotted down the wrong road. Oops! number 2. Oops! number 3 was wrong-plotting the back alley of the Pizza shop in Menai Bridge near the finish. 66 points.

9th A very good attempt by Duncan and Kay, but a collection of errors that others had done, such as recording the first symbol (dud), the dud on the B road in Llangoed, failing to visit the pizza alley, and missing the narrow road from the village centre in Llangoed. 65points for father and daughter team in the Caddy van.

10th Ceri & Dewi only deviated from the prescribed route at the very end, missing the Pizza alley and Chapel Street. However, they also missed a second symbol on one of the Llangoed triangles and a gateway symbol on the white that ran through the farm near Llanddona. They also fell foul of the organiser’s sneaky 1st dud symbol routine just prior to the start of Section 1. 64 points for the MX5.

11th Mike & Tristan actually only missed two symbols, the two down Pizza alley. However, a potential fourth spot was ruined by also recording 4 of the 5 duds. This is to show just how close the competition was. 63 points in the Renault Traffic.

12th The final position fell to David and Adam in the BMW X3. They recorded the initial dud “3” but scribbled it out before handing it in to the organisers. They missed to scribble out the B-road dud “G” though. Small mistakes which others had made, such as the Llanddona hedge white, missing a triangle, that “V” at the end of Section 2, and of course the Pizza alley. 61 points.

Lee & Elis Matthews put the symbols out, this time deliberately very easy to see, which was reflected in the close results. If you went the correct way and recorded the symbols in the correct space on the time card, anyone could have won. Dafydd Edwards helped with signing-on at the start, and Jamie Jones was out observing driving standards, making sure crews were driving appropriately, although considering the machinery crews brought along, it wasn’t exactly a rally. Well done all. See ya’ll in four weeks-time for the next one. We even had Mark & Ela Campbell following the crews with the recovery truck, but thankfully not required this time.

RESULTS

1.	Dion Rowlands / Cory Thomas;	Toota Corolla	71 points
2.	Lee Threadgold / Sion Jones;	Peugeot RCZ	7.2
3.	Emyr Owen / Aron Jones;	Mazda 6	70.1
4.	John Roberts / John Evans;	Nissan Primera	68.3
5.	Carey Lindley / Tom Parkes;	Polestar	68.2
6.	Aron Evans / Tom Lindstrom;	Ford Focus	86.1
7.	Jill Clarke / Paul Clarke;	Nissan Qashuai	67
8.	Gaby Tsantanis / Iwan Evans;	Suzuki Ignis	66
9.	Duncan Littler / Kay littler;	VW Caddy	65
10.	Ceri Hicks / Dewi Jones;	Mazda MX-5	64
11.	Mike Thomas / Trystan Bee;	Renault Traffic	63
12.	David Day / Adam Burton;	BMW X3	61

Many thanks to Sion and Endaf and the team for putting the event on; and to the Anglesey Arms Hotel for the use of their facilities.

Lee Matthews : C & A MC

2019 Interview with Mike Broad

Paul Woodford (Special Stage)

Mike Broad has competed as a rally co-driver alongside some of the biggest names the sport has ever seen, and in some of the most revered eras, including Group B.

A current Motorsport UK Council member, and President of the British Trial and Rally Drivers Association, he's a man who knows what he's talking about when it comes to the special stages. I tracked Mike down for a chat about the year that the Mintex International Rally visited Cadwell Park, way back in 1979.

Mike Broad is someone who I grew up watching in rally videos – that's what we did in my house! He competed alongside a number of my rally heroes, perhaps most notably Russell Brookes, who we sadly lost last week.

I've been lucky enough to interview Mike for rally TV shows before working for MotorSport Vision here at Cadwell Park, and in fact this photo was taken a few years ago when we were talking at the launch of the British Rally Championship.

So when I found out last week that the heralded Mintex International Rally held two stages at Cadwell, I just had to arrange a call with Mike – who came second overall with Per Eklund in the Triumph TR8 – to bottle some memories of the adventure, and get his thoughts on the role race circuits are playing in rallying. Here's what he had to say...

PW: What do you remember of the Cadwell Park stages of the rally in 1979?

MB: I have a story about those particular stages at Cadwell actually. 'Pekka' [Per Eklund] and I almost got done for illegal servicing.

That year, the snow was immense. Stig Blomqvist and Per would pull up at a stage and decide whether or not to drive it – and they were Swedish!

We all thought Cadwell would be wet tarmac, and were quite looking forward to it after all the snow. We'd already had the car serviced and had new tyres fitted, then we got word from John Davenport – who was our Team Manager at that time – who'd somehow got into the circuit and driven it in a road car.

John was waiting for us, with a set of 5 inch snow tyres – basically like bike tyres on a rally car, insisting that the team put these on the car because the snow was that bad. He meant business!

I actually don't know how Per decided where to start braking – especially in a car like the Triumph TR8, which was not known for its handling.

PW: You came fourth on the second Cadwell stage, 7 seconds behind Henri Toivonen in the Escort RS1800 – surely a more suited car to the conditions – and ended up beating Toivonen to second place in the rally by almost a minute. The tyres worked, then?

MB: Yes, you could say that – we knew Stig would run away out in front in the Saab Turbo, but we never expected to beat the Escorts.



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That rally was one of the most memorable of my career – how Eklund drove like he did I'll never know. It was a real experience!

PW: Your rally career spanned eras which are now revered by rally fans and competitors alike, counting people like Roger Clark, Walter Rohrl, Ari Vatanen, Russell Brookes as team mates; friends. Were you aware at that time of how big that era would become for the sport, and what a part of history you were part of creating?

MB: No not at all, it was just what we were used to. People like Roger [Clark] and Henri [Toivonen] would just be part of the service area, whatever rally you did.

We were aware of how good the Scandinavians were, and they'd keep coming back to do rallies here in the UK. But as we went into the 1980s there were a lot more of them!

When you're working in an environment with all of those drivers and co-drivers, you just grow into it, you don't really notice.

PW: Alongside Russell Brookes, you took on the mighty 4wd Group B supercars, often in cars which were fighting well above their weight, for example the 2wd Opel Manta. That must have been hard work?!

MB: It was fun, competing with Russell. He would go into every rally with one goal – to win. There was no other mind set, even when he had no chance on paper. It was exciting, he was a character. You didn't see it as fighting above your weight, because he didn't.

PW: Race circuits are coming back into the spotlight in rallying, with Oulton Park hosting a stage of the WRC at Wales Rally GB last month. And then there's the rise of the Circuit Rally Championship. You competed during eras when alongside stately homes, race circuits provided a different challenge in big events – what role do you think they play in rallying now?

MB: I think we'll see a huge change in rallying in the next 3-5 years, and thanks to the Circuit Rally Championship, race circuits have already found their place in rallying ahead of that change.

I think we'll see more closed road rallies come on to the calendar, and I see circuits – with their natural amphitheatre style experience for spectators – being part of big events like these, much like Oulton Park was at Rally GB this year.

I think the Circuit Championship has really found its level – it caters so well for club rally drivers, is entertaining for spectators, and you still get the likes of R5 and WRC cars appearing on entry lists, so the mix is bob-on.

For more information about rallying at Cadwell, visit <http://www.CadwellPark.co.uk>.

Paul Woodford (Special Stage)



<https://specialstage.co.uk/>



Unfortunate end to RX150 outing for Tony Lynch

Wigan racer Tony Lynch suffered a disappointing end to his guest outing in the RX150 class as the Motorsport UK British Rallycross Championship 5 Nations Trophy season drew to a close at Lydden Hill.

Tony swapped his Landsail Tyres Team Geriatric Toyota MR2 for an RX150 buggy operated by the RX Racing team, with the opportunity to switch classes coming after he successfully secured the Retro Rallycross title with two rounds to spare.

Tony was on the back foot from the outset having not had the chance to drive the buggy prior to the weekend, and after a solid run through free practice, was drawn on pole for the opening heat of the weekend.

Unfortunately, a spin on the opening lap resulted in a DNF when he could not get his buggy back underway but he bounced back to secure fifth place in heat two to round out Saturday's running.

Sixth and fourth in the remaining two heats meant Tony qualified fifth out of the seven drivers present for the final.

Having shown improved pace throughout the heats as he acclimatised to his new machine, Tony headed into the final hopeful of a solid finish but an unfortunate technical issue on the second lap would instead see him forced to park the buggy and retire as his 2023 season drew to a close.

"Of course it was a disappointing way to end the weekend but I had an absolute blast in the RX150!" Tony reflected. "I didn't really know what to expect from the buggy given it was like nothing I've raced in the past, and it was so much fun.

"It was like jumping in a big off-road go-kart and I don't think it could have felt any different to the Toyota. Given I'd not even sat in one before the weekend, I think I was doing a good job of getting up to speed going into the final and it was just unfortunate that we weren't able to get a finish.

"I'd love the chance to have another go in the future but for now, the focus turns to putting things in place for next season so we can look to build on the success we have enjoyed as a team in 2023."



Knutsford & DMC Knutsford Targa

Tong Park
19th November

Neil Raven : Ilkley & DMC

There had been a lot of concern over how rough the Knutsford Targa Rally would be this year. After two years at the super smooth three Sisters kart circuit the organisers had taken the bold move to return to a gravel event at the Parkwood off road centre in Tong. As the name would suggest there's a lot of 4wd activity goes on there and none of the entries on the Knutsford event had Land-rover , Bowler or buggy in the title of the car!

The constant rain over the past few weeks only added to concerns so we had no idea what we were going to drive in to on the day. We got a bit of a glimpse at scrutineering on Saturday and had a leisurely 30 minute drive to the venue, scrutineered and then headed home via Costa for a Too Good to Go. It was great to have the targa so close to home.

Seeing the end of the tests on relatively smooth gravel we left a bit happier we weren't going to be bringing the MX5 home in a bag. I'd also been hard at work preparing the 'sports car' in the form of a 30mm lift with spacers and a Facebook market place purchase of two new to me snow tyres for the back end to try and get a bit of grip. They were a bit expensive at £25 each but they had some good tread on them.

After our Peugeot puncture episode I slung the luggage rack on the boot and strapped a couple of spares on that and one in the boot! We would be prepared for at least three punctures. And that was the total of our preparation. The MX5 has been out playing a lot recently so I knew the spacers worked and had stopped the car scraping it's bum along the floor. But I hadn't tried it on anything but tarmac.

We arrived with 1/2 hour to go before the drivers briefing, parked up, took the wheels off the boot rack, got the crap out of the boot and had a coffee. It was raining so the roof was up but the sports car was cosy inside. We had a chat with a few competitors and found the York Motorclub Parc Ferme where Gaz Wriggo, Ray Jude, Ben Jude and Colin Castle were getting ready to take on the day. Everyone was slipping around in the mud and the talk was around just how tough it would be. We were about to find out!



Photos Courtesy of LOZH PHOTOGRAPHY



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Knutsford Targa Rally

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Seeded at 16, we were in a good place to see the first cars come in for their second run and then go and watch the rest of the 59 strong field. As we rolled down to the start line we could see the first corner in the trees and it didn't look too bad. 5, 4, 3, 2, 1.... Go! We were off and the first corner hid a dip in to a right hander which looked like it was going to pull the underside off the MX5 off, but it didn't! We kept out of the ruts and slithered on to the next corner. The track was a mixture of mud and roller coaster type bumps. They weren't sharp bumps but the car was going light on the crests and on the bump stops in the dips. Very different to the road rallying we'd been doing recently.

Claire Nevar kept on reaching for the door handle as we weaved between the trees on the gripless surface. The rear tyres we're performing superbly and catapulting the car from corner to corner, the front tyres were a bit less impressive although it didn't help that I wasn't turning the steering wheel enough in the slop to achieve a change of direction.

After test 1 it was clear the winning team would not be in an MX5 or any rear wheel drive car for that fact this turned the day into a grin inducing test by test blast in the trees on a very different surface. Test 2 highlighted another rather important pre use adjustment I hadn't made. We were happily bouncing down a lively straight and as we approached the corner I applied the brakes expecting them to work but the ABS had other idea.

I'd forgotten to disable this driver aid, which is fine for the road but absolutely useless on mud. The Mazda had a melt down when all of the wheels locked up and sorted itself out by making them vibrate a bit but not brake. Fortunately the handbrake isn't attached to the ABS and after a last ditch yank it sent the car sideways towards the corner. Anyone watching would have thought it was all intentional as we were set up perfectly to go round in style but my bum cheeks had gathered up a few layers of Sparco bucket seat covering by the time we'd got round.

To disable the ABS it's a simple task of removing the fuse which made test 3, the longest of the day at just over 3 miles, a delight to drive! Test 3 also had a hidden split which, from the drivers seat, I couldn't see but Mrs Rave insisted it was left and she was right. Not really a surprise as she had the map. But I thought I knew best. It was very difficult to see and caught a few out which meant they went on to the finish rather than doing another lap.



Photo Courtesy of JH MEDIA



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Knutsford Targa Rally

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Test 4 was another long one and was a hoot. We knew where most of the bumps were and Mrs Rave had started naming corners which I could relate to. Spectator corner, the corner Maurice isn't at and so on. It was also test 4 where I started hinting that a run with the top down might be in order! Bear in mind it hadn't stopped raining all day, Mrs Rave wasn't convinced it was a good idea. She had lunch to mull it over.

Test 5 was a short 1.5 miler using most of the tracks we'd navigated in the morning session. They were holding up really well and the rain was running down them like rivers. The deep puddle corner was getting narrower as the puddle increased in size and the grip off the line was non-existent. There was still no sign of a Mrs Rave agreeing to a topless run so I did what all grown up men do, I pestered her.

God must have been watching as the rain eased for the start of test 6 and I had 30 seconds to drop the roof, put my harness back on and line up for the countdown. Mrs Rave had relented and we sped off in to the forest topless. It was a game changer! With the extra vision and soundtrack we felt so much more involved. Our laughs could be heard all around as well. As we approached the passage control marshals they were all laughing and commenting on our sanity. It was brilliant.

We had made it through to test 7, the last of the day. Only six crews had retired through various malfunctions so the fears of the rough track hadn't really come to fruition, as predicted by Stephen Lancaster. Yes, there were some bangs and bumps but very few loose rocks and the rollercoasters were holding up well. We had dropped to 26th but that's where we'd expected to be in these conditions.

As we queued for our last run the rain was falling heavily but Mrs Rave had kept her coat on when she'd got back in the car. A good sign and as we approached the start line we went for it! Click, pull, clonk, the top was down! It was still throwing it down but once we got going the water coming from the sky was the least of our problem! 3/4 of the way through a large puddle appeared out of nowhere and as we hit it the muddy contents went right over the wind-screen and came straight down on us. We were in stitches and laughed all the way to the finish line ending a day full of sliding, sloshing and laughing.

We finished 26th overall and the lead the most top down runs. We did convince car 47, @Andy McCullen and Daniel Hopkinson, also in a Mk3 MX5, that a top down run was the way to go. They did the last run through with the roof down.

A big thank you to the organisers who put on a great event which ran really well with all the merges working well and safely. The marshals were brilliant, the passage controls signed quickly and efficiently all day in the pouring rain. Once I'd realised we weren't going to be challenging the top guys, who were quick, I got into 'get to the end' mode and thoroughly enjoyed it.

I put all the stuff in to the boot of the car, strapped the wheels to the boot rack and we drove the very mucky, off road Mazda home! A very different days motorsport.



VSCC

Lakeland Trial

Saturday 11th November

Keith Thomas

The Vintage Sports Car Club more commonly referred to as the VSCC has run a series of trials in various parts of the country for many years now and one of the most famous and prestigious is the Lakeland Trial which has been held in and around the Lorton, Borrowdale and Basenthwaite area of the Lake District since its inception in the early 1960s.

Competitors climb steep, muddy or rocky tracks in the local forests or on farmland as well as the notorious Drumhouse section which is a track climbing up Fleetwith Pike way up above the Honister slate mine on the top of Honister Pass.

Competitors do not use 4x4 type vehicles or even modern specialist off road vehicles built to withstand serious punishment like Dakar rally cars but use either open vintage cars or in some instances saloon cars from the period 1920/30s.

Years ago vintage Bentleys, Vauxhall 30/98, Bugatti, Alvis, GN, were commonly competing but because the values of many of these cars are now at stratospheric level, parts became much rarer and sometimes are unobtainable so the majority of cars tend to be Austin 7s or Model A Ford plus a few other makes such as Frazer Nash, very old MGs, Chrysler 75s, the odd HRG or GN plus possibly a French Amilcar.

Many have flimsy, skeleton like chassis that flex alarmingly but can climb unbelievable steep hills where no ordinary 4x4 could even contemplate going even with chunky off road tyres fitted.

Austin 7s in particular can romp up muddy hills, their moped size tyres somehow cut through the mud but often occupants do feel quite exposed virtually sitting on top of the car while bouncing to help the car get more grip.

Model A Fords have a substantial chassis, some are saloons, others are open specials, many have the 3,300cc engine so have lots of low down power compared to an Austin 7 which only has about 30 BHP, torque is king in trials and most Model A's are very torquey plus they are immensely strong generally although parts do give way under great stress of course.

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Lakeland Trial : Continued from page 54

Flimsy looking GNs and Amilcars often have 1920 aero engines such as JAP providing plenty of power, there are still a few Bugatti's competing, these have very sophisticated engineering in every component but competing in a Bugatti which is always worth a fortune anyway is not an activity for someone who has limited financial means.

Over 130 cars were entered for the Lakeland but can only accept 100 cars, so quite a few people were disappointed of course even with 10 or so reserves that were allowed in case people dropped out prior to the event, bearing in mind the majority of competitors live south of Birmingham it's a long way to travel to the Lakeland yet its so highly regarded its always oversubscribed.

We had five friends staying with us, they came from from Oxford, two more from Hampshire and another guy from Kent, that is typical of the geographical spread.

Luckily the competitor from Kent didn't have a passenger/ bouncer so I was asked if I wanted to go and gladly accepted as although I've done lots of various motorsport events including some VSCC trials I had never done the Lakeland.

70 Cars started from Bassenthwaite sailing club after being scrutineered for roadworthiness and noise, the others started just outside Lorton, as cars are split up to start at different hills for their first hill, this system means big convoys of cars aren't all travelling together on the surrounding roads. The route they chose to travel to the various locations is free too so it's a very relaxed type of event, until that is until they attempt to climb up the sections.

I was "bouncing" in an open Austin 7 special loaned to my driver Robert Haynes Brown as his aero engine Amilcar was in for repairs. Our first hill was Drumhouse so a run along past Crummock and Buttermere lakes that were absolutely flat calm with not a ripple in sight was amazing but it was really cold as the surrounding countryside white with frost, the roads were quite tricky too as water running off the mountains across the roads was now ice and often black ice so looked just like a damp road surface.

Even at 8am it was busy at Honister slate mine, the café was doing good business with marshals, spectators and competitors making use of the excellent facilities waiting for the section to open at 9am. We were in the first batch if 8 cars lined up on the steep narrow unsurfaced track waiting for the 9am start when a marshal asked us to move over to let a 60 seater bus past, we thought he was joking but sure enough right behind us was the bus, we couldn't believe it.



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Lakeland Trial

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We moved the cars over towards the steep drop off to our right and the bus squeezed past but there was no chance of it getting around the hairpins a bit further up the mountain so we wondered what would happen. We knew we would have difficulty getting around the hairpins and many cars fail to even climb that far as the steep and the shale rocky track offers very little grip in places, however the bus veered off to the right just before the hairpins, there was a track we couldn't see and the bus was taking mine workers and adventure types to tackle the high wire adrenaline attraction that is the Honister Via Ferrata.

Shortly after the bus went up we tackled the ascent of Drumhouse and having spectated there on numerous occasions one can only marvel at how a 747cc engine can propel the car and two occupants up such a steep and loose surfaced track. The owner of our Austin 7, Sarah Owen was also competing in her little Austin 7 Chummy, just as we left the startline she shouted "lift and you fail" so Robert kept his foot planted firmly on the boards looking for grip and trying to maintain traction whilst I moved my weight about to prevent the rear wheels spinning aimlessly meaning the car would grind to a halt. Fortunately we made it to the top, although many cars didn't including poor Chris Hunter and partner Fiona as their newly acquired Model A Ford blew its gearbox and so much so it smashed off a big chunk of gearbox casing and left one of the gears visible through the gaping hole. What a pity as Chris and Fiona have marshalled on lots of Lakeland trial previously.

Another local who had great misfortune was David Agnew, his Austin 7 Ulster was found to have aluminium in the engine oil just prior to the event so Dave volunteered to marshal once again as he has done for many years. Later in the day he loaned a competitor the battery from his pickup to enable the competitor to keep going.

After the trial David received the Macdonald award which is given to the person who is considered by the Clerk of Course and the VSCC to have done the most to help that years event, well deserved too it couldn't have gone to anyone more deserving than David Agnew.

After each car had started the trial at their designated start hill competitors were free to tackle the hills in any order they chose, then after completing all 13 tests everyone gathers at the Wheatsheaf Inn Lorton where they hand in their score cards where the results are carefully worked out and award winners announced.

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Lakeland Trial : Continued from page 56

It had been a fantastic day, after the initial frost the sun came out and it was like a lovely summers day until just after 3pm when the sun went down and the temperature dropped dramatically once more.

Another local who over the years has put so much into the organisation of the Lakeland was Dave Nicholson, he wrote all the safety assessments for each section as well as the trial in general as well as countless other jobs, he along with daughter Victoria cleaned a great many of the climbs in their little Austin 7 special and both were ecstatic that the car had done so well, Victoria now wants to buy an Austin 7 of her own.

It had been a wonderful trial, thank you to the vast amounts of marshals who travelled from far and wide, the ambulance and recovery crews plus the radio operators who had radio masts set up at strategic places in the mountains to ensure that in the event of a medical emergency assistance could be rapidly deployed and of course to ensure smooth running of the event.

This trial provides a massive boost to the local economy, all the B&Bs and hotels are full of people attending the event, restaurants and eating places are buzzing too and many people stay on after the event so as to enjoy the Lake Districts attractions in what is traditionally a quiet part of the tourist season

A picture is worth a thousand words the saying goes, so a look at the various pictures taken on the trial you will see the diversity and variety of the cars competing, types of the hills to be climbed, and some of the vast army of marshals who are the key to this event. They come from all over the country but we are always looking for more so if you or your mates fancy a great day out in the lakes why not contact myself or the VSCC comp sec Andrew Tarring or the "boss man" of the trial David Rushton from Cockermouth who is Clerk of the Course and masterminds the whole operation and pulls all the treads together to make it the success that it was. If you would like to be involved in any way we will add your names to our list, you could marshal a hill as a club if you wished or could share a hill with other people or help in any other way you wish. Contact Andrew Tarring Comp sec at VSCC headquartersandrew.tarring@vsccl.co.uk tel 01608 644777 or see below.

If you are a keen experienced 4x4 recovery person we could find you a location where your vehicle and skills would possibly come in useful too but whatever role you took on you would really enjoy a very different and exciting form of motorsport.

Keith Thomas.

01900 603073

07778 659 338

https://youtu.be/tbT5T3TVxJQ?si=8xGSdSxPa_kDXMyQ



**My kids keep
laughing at my
failing memory but
they won't be
laughing at
Christmas when
there's no eggs
under the bonfire...**

VSCC Lakeland Trial

Saturday 11th November

Stuart Bankier : Berwick & DMC

Whilst some BDMC members headed north for the Sal-tire Rally I rounded up fourteen friends to go marshalling on the VSCC Lakeland Trial. We were allocated to two trial sections just next to the Lakes Distillery on the edge of Bassenthwaite. After a very early start Nick Grasse and I picked up our equipment at the sailing club and were met by a very impressive queue of cars at scrutineering.

Two miles up the road and we were at Barkhouse where the VSCC had set out sections 12 and 13 of the event on land owned by Malcolm Wilson. The entry is split into groups with each group starting at a different section so we had a small queue forming before 09.00 hrs just as the sun started to melt the frost on the grass

Once we got started there were very few times when we didn't have a car either on the hill or queuing to start. Luckily the sun shone all day and it was only after 15.00 hrs when it got a bit chilly but by 15.40 we were able to wrap up as all of the cars had been through.

I shall not attempt to identify all of the cars but apart from numerous Austin 7s we spotted a Bugatti Brescia, plenty of Model A Fords, the odd MG, Chrysler, Bentley, GN, Alvis et al.

Apparently our tests were by far and away the muddiest and as the day progressed a small spring (ie water not metal) appeared on the first section as the cars tyres cut through the grass adding to the already glutinous mud. The second section had a small ford to challenge even the most experienced trialist. No-one got to the top of either test to claim a maximum score despite some crews trying very hard and getting liberally plastered in mud. It was nice to see quite a few youngsters competing and one Model A Ford seemed to have the whole family along with Mum and Dad in the front and three teenage girls in the back bouncing for all they were worth.

Stuart Bankier : Berwick & DMC



De Lacy MC

12 Car Rally Winter Series

Round 1 – ‘Appy with that!

Neil Raven : Ilkley & DMC

Earlier (*October Spotlight*) I left you with the tale of our fortunes on the Malton 12 car which ended in a poor result, last, and a mad dash back to Bradford to drop the car off for its MOT the following day.

The car failed it's inspection but only on a bit of welding and waterless washers. The washers were an easy fix, they were just blocked, and the welding was fairly straight forward, only resulting in a few burns to the wrist and arm. The re test was a success and we were all good to go for round 1 of the Delacy winter 12 car series. I fancied doing the event in the Mini, as a shakedown for the forthcoming Northern borders rally in a few weeks time, and Claire Nevar agreed. However, it still wasn't running 100%, it was a 50 minute driver there and a dire forecast was the last nail in the coffin for the BC Mini. .

Organisers Alan Norton and Paul Williamson had decided to run the event using the Rally Trip app, something then tried last year with mixed feedback. This year they had made a few changes and we both read the instructions and watched the YouTube videos on how to use the app to make sure we understood what to do when the screen flashed at you

On the face of it it's quite simple but when you're looking for junctions, trying to plot the route, weaving through tight twisty lanes it's an added distraction. The app also knows when you are at a give way junction and flashes a red octagon at you at which point you have to stop until the screen goes blue and lets you on your way. If you fail to stop it's a 30 minute penalty!!

We pressed the button to accept our time at the start control and headed off to the first give way junction. We had to stop here to give Mrs Rave a chance to get the route she'd just been handed, on to the map. We were in good company as Ian Mitchell and brother Steve were sitting at the junction trying to work the same info out. As we sat Corey Powell-Jones and his grandad exited past us and disappeared in to the dark!

We have a very high tech phone and stop watch mounting product in the MX5, it's called Velcro! For a laugh we had left the stopwatch in the car just in case we got chance to try and track our time as the event is all timed at 30mph. The stopwatch is closest to me so I can press buttons and see what time we are at, the phone is mounted next to Mrs Rave. It soon became clear that Mrs Rave was too busy drawing lines on her maps so I had to keep an eye on the screen and anchor in when it changed colour. It was just out of my eye line so we had a couple of reversing moments and stopping just within the control radius.

This slight issue was resolved by simply swapping the phone and stopwatch , I had a phone to play with now!! And it worked! Claire could keep her head down and plot the route and I could play rally driver and stop at route checks, time controls and code boards. It worked well and we got all the code boards, even one that appeared in the rear view mirror after we overshot a long way round triangle.

The freshly mot'd MX5 was running well and the brand new (to me) Michelin Pilot Sport 3's we're gripping and stopping the car so well. The trackday tortured snow tyres had been removed and Gary Vatanen at NORTH Yorkshire MX5'S had sorted me out with some part worns on MX5 rims. It's very rare I put a branded tyre on my cars as they tend to cost too much so I'm used to ditch finders which can make driving entertaining these were revolutionary and may well be the way forward!

After the disappointment of the Malton event we got to the last control with smiles all around. Mrs Rave had got the route right and I'd mastered the flashing app. Our self imposed training session had paid dividends and spending two hours using it in anger helped to understand the stopping distances and code board collection. The only odd thing was not seeing a marshal all night except at the start and halfway through. It was non stop and when Claire ran out of navigation instructions the next virtual control showed which lettered envelope to open to get the next part of the route. It all worked very well but did throw up a few curve balls which the organisers ironed out before making the results final. It was a long few days waiting for them to be confirmed as we were sitting in second place behind Corey and Mark and only 1 minute ahead of Jason Metcalfe and Joe Mallinson. Fortunately it stayed that way and we could breath a sigh of relief. We had got our herringbones in order and performed to the level we like to think were at and got a great result.

Thank you to Alan and Paul for persevering with the app, it worked well for us this time and we're learning each time we use it. And to Delacy Motor Club for running the series. The next round is on Friday 1st December and the Fridays work for us as we do t have to get up and go to work the next day!

Neil Raven : Ilkley & DMC



Hexham & DMC

THE NOVEMBER HANDICAP

12 CAR RALLY

November 15th

Ed Graham : Hexham & DMC

A full and overflowing entry turned up at Bardon Mill for the Hexham & District Motor Club's November Handicap rally, the penultimate round of the club's popular 12 car rally series which saw victory going, not unexpectedly, to the Husband/ Wife duo of Ali and Lynsey Proctor although it was a fortuitous win as the crew with the least time penalties were Mike Cook/ Ross Blyth but a missed code board cost them a 5 minute penalty which scuppered their chances.

The Proctors led the field away from the start, using their Toyota MR2 in place of the usual Peugeot which had expired on the previous weekend's Saltire Rally, the rally opening as usual with a regularity which saw Cook/ Blyth drop a mere 7 seconds, next up were Robson/ Norton on 21 and Nicholson/ Magee on 32. The route took crews North toward Hadrian's Wall and round by Edges Green, this section saw Bob & To Hen-

derson and Nicholson / Magee drop 8 minutes while the MGB of Guthrie/ Hewitt dropped 14 and Chris Purvis/ Chris Dolan wrong slotted all the way up into Kielder Forest and decided to retire.

Heading back down into Haltwhistle, the route saw much splashing in the deep puddles that the recent heavy rains had left behind, these seemed to affect the Mini Clubman of Sally Ann Hewitt/ mark Lewis who dropped 5 minutes on this comparatively easy section. Running up over Plenkeller and along to a control at Coanwood the penalties got lighter although Cosmo and Adrian Waddell decided at this point to cut and run to the finish. They missed some interesting sections as the route headed down the long Eals Bank to Kirkhaugh before looping back up the A686 to Lambley. This preceded a run round the twisty Kellah yellows, always a firm favourite, and then crossed the river South Tyne to head back to Coanwood., this section cost Hewitt/ Lewis 3 minutes and Robson/ Norton 2.

The final section of the rally ran round by Park Village and down to the A69 trunk road before looping round by Redpath before finishing with a run up the hairpin bends outside Featherstone Castle to finish at the Wallace Arms Inn , a welcome sight for the weary crews who were reward with the sight of a roaring fire and a delicious buffet super. The rally proved extremely popular with all the crews and it looks like a bumper entry is assured for the next event, the Clive Elliott Memorial rally, the final round in the series.

Ed Graham : Hexham & DMC

RESULTS :-

1.	Ali & Lynsey Proctor	Toyota MR2	3:06
2.	Mike Cook / Ross Blyth	Ford Fiesta ST150	5:07
3.	Faizan Akram / Ed Wilding	BMW 316	9:34
4.	Dylan & Warren Scott	Vauxhall Corsa	10:15
5.	Bob & Tom Henderson	Proton Satria	10:27
6.	John Nicholson/ Andy Magee	Ford Fiesta ST150	12:32
7.	Steve Canning / Dave Lithgo	Ford Fusion	16:09
8.	Sally Ann Hewitt / Mark Lewis	Mini Clubman	17:02
9.	Ian Guthrie / Roy Hewitt	MGB GT	23:41
10.	Carl Robson / iain Norton	Toyota Corolla	26:23



Saltire Rally Club

Blair Atholl Garage

Saltire Classic Rally

11th November '23

Ed Graham : Hexham & DMC

A strong contingent of English crews headed North of the Border to Blair Atholl for the Saltire Classic Rally but, at the finish, it was Irish eyes that were smiling as the MG Midget of Michael Ried / John Lindsay came home clear winners of this popular event, indeed, the Historic crews rather dominated the top places with the highest placed Targa car, the Fiesta of Graham McDonald/ Stewart Hurst, back in 6th place after a day spent touring Perthshire on an event which incorporated some 15 tests and three regularities.

Perthshire was at its best to welcome the visiting crews with the rich Autumn colours providing a stunning backdrop to the event and, as a bonus, the organisers were rewarded with a clear, sunlit day a change from the recent spell of wet weather which had made the tests muddy and extremely slippery for the drivers. The rally was based in Blair Atholl where the local Blair Atholl Garage were the main sponsors and also provided the venue for scrutineering. The opening test was just up the road in the grounds of Blair Atholl Castle, a short affair which saw numerous crews post identical times.

The opening regularity followed and wound its way along the historic Pass of Killiecrankie and up a narrow, wonderfully twisty road that climbed high up towards Craig Fonvuich before dropping down to finish at Garry Bridge. Aaron Anderson/ Cameron Shaw (Peugeot 205) had the lowest penalties, just shading Ali & Lynsey Proctor's similar car. A series of tests, all located around Pitlochry and featuring a variety of surfaces, farm tracks and a woodland drive, saw the Proctors mount a bit of a charge and they were leading when the crews arrived at the legendary Ardgullich test, located on the shores of Loch Tummel, where the blast down the hill and round the caravan site is always a highlight of the day's action. The Proctors were narrowly headed by Reid / Lindsay on this one but maintained their lead as everybody headed for lunch in the rustic setting of "The Steading".

The afternoon session opened with a reverse run around Ardgullich and, sadly, this was to see the Proctors exit the scene when the clutch cable snapped leaving their Peugeot stranded at the test finish.



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Saltire Classic Rally

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Ardgullich 2 also saw the two Nicks, Pullan and Cooper, put their Peugeot 205 into a ditch, fortunately there were quite a few spectators about who soon had them extracted and on their way. Just across the road was the start of the next regularity, a massive 13 mile affair running along the tracks in Tummel Forest and winding uphill to pass Loch na Leithan and Loch Bhac to finish just before Tummel Bridge. A stunning run from Ian Dixon/ Maurice Millar (MGB GT) saw them drop just 12 seconds, far and away the best performance on the day.

A short test at the Tummel power station was followed by an equally short regularity which saw several cars post similar times and then the route headed up the B847 to Trinafour for two familiar tests, the blast up the hill to Errochty Dam and another test back down again. The home stretch saw a run down Glen Errochty and across the A8 at Bruar and then back down to Blair Atholl for another test in the grounds of the Lund Estate where Reid / Lindsay finished with a flourish with another quickest time. It was a great end to an excellent day's rallying amid some fantastic and glorious scenery with some superb tests and interesting regularity sections, the whole thing seamlessly organised by the enthusiastic Saltire rally Club who gave a textbook performance on how a classic rally should be run. Finishing off with dinner in the baronial surroundings of the great hall in the Atholl Arms Hotel, the results quickly arrived and confirmed a popular win for Reid/ Lindsay with previous winners, Andy Beaumont/ Andrew Fish having to settle for the runners up spot on this occasion while third place was taken by the Father/ daughter team of Ian and Kirstin Maxwell and it was a good day for the MG marque with Dixon/ Millar taking the award for best performance on the regularities. The Saltire Classic rally goes from strength to strength every year and certainly this latest offering will only further the event's reputation as one of the highlights of the NESCR calendar and an event not to be missed.



Photos Courtesy of Bill Crichton

RESULTS.

1.	Michael Reid / John Lindsay	MG Midget	993
2.	Andy Beaumont / Andrew Fish	Sunbeam Rapier H120	1032
3.	Ian Maxwell / Kirsten Maxwell	MGB GT	1049
4.	James Stewart / Jack Stewart	Peugeot 205	1055
5.	Ian Dixon / Maurice Millar	MGB GT	1073
6.	Graham McDonald / Stewart Hurst	Ford fiesta	1074
7.	Liam Wood / Kyle Cartmell	Daihatsu Sirion	1086
8.	Dave Short / Roy Heath	Ford Escort MK2	1107
9.	Ian Rae / Muriel Rae	Citroen C2	1107
10.	Jim Hendry / Euan West	Triumph TR2	1137

Ed Graham : Hexham & DMC

Saltire Rally Club Blair Atholl Garage Saltire Classic Rally 11th November '23

Geoff Bateman : West Cumbria MSC

The Friday morning of the 10th saw us making our way, once more, northwards up the M74 for what has become an annual trip to Blair Atholl for the Saltire Rally Club's Saltire Rally weekend which we have taken part in for the last few years and is normally our last targa rally of the year.

The car and crew had taken part in a West Cumbria MC "rallytest" at Workington the weekend before as a shake-down and everything seemed to be working well so with just minimal servicing we were all loaded up by Thursday evening.

The route information had been supplied as a pre plot by the organisers on the Wednesday so after a few hours printing and marking up the larger map extracts which Maggy needs because of her eyesight we had done all our preparation and were good to go. The route for this year's event seemed a bit more compact than in recent years and was based around the Loch Tummell and Pitlochry areas with an excursion up to the Errochty Dam for a couple of tests.

We arrived around lunchtime at the Atholl Arms hotel and surprisingly found an empty trailer parking area for us to get unloaded which made the job quick and easy and after taking both cars down to the hotel we were ready to go out for a bit of sightseeing and familiarisation with the local area which we don't get up to very often. It was a pleasantly sunny afternoon and we ended up in Pitlochry avoiding the temptation of the House of Bruar annual sale before returning back to our hotel for a brief chat with some of the crews which by now had arrived and a nice cup of tea before heading off once more for scrutineering which was held on the Friday evening at Blair Atholl Garage, the main sponsors of the event. With scrutineering done we returned to the hotel to collect our documentation pack, check out the test diagrams and have some food and a couple of pints before retiring for the night.



Photo Credit : Mark Bailey

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Saltire Classic Rally

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Saturday morning the organisers had arranged for an early breakfast for the crews which allowed for a leisurely meal before heading off to the start for the 8-45 briefing and first car at 9-02. We were running as car 12 with a start time of 9-24 so had plenty of time for the usual toilet trips before settling in for the short run up to test 1 a tarmac estate road above Lude Estate which was made quite difficult by the low sun which was blinding in places.

With a good number of crews beating the bogie of 84 seconds our 95 was a bit on the slow side but I was being fairly cautious because of the low sun and our lack of sun visors.

A short run past the main house got us to the start of the first regularity which continued on estate roads down to ITC1.1 (which we were the only crew to clean on 0 seconds) before I made a stupid error leaving the control and headed off down the wrong track for about half a mile before realising the error and having to retrace before taking the right track down to the B8079 to Killiecrankie and then the right turn to the road over "The Soldiers Leap" where ITC1.2 was located on a tight hairpin left. The somewhat enthusiastic run had been a bit too quick and resulted in a 21 second penalty and with the final control absent that was the first regularity over.

A very short distance down the road got us to test 2, a short trip down and back on a muddy track with a free turn at the bottom where I managed to slide through the finish line for another 10 second penalty. So far our morning wasn't going the way we would have liked it to be but we set off for Pitlochry and test 3 at Dunfallandy with a determination to do better. The test features a short run with a couple of cones to pass on the left followed by a sweeping uphill right hander on gravel before entering a small courtyard for a free turn before returning downhill to a stop box then a bit of a fiddle through a farm yard before a run down a loose track to the road. Our time of 75 was much better being only 4 seconds slower than eventual winners Michael Reid and John Lindsay over from Ireland with their MG Midget.

Feeling somewhat relieved that we had at last got something right, we headed off for a nice scenic run down a narrow yellow which got us to Ballinluig for a passage control near the services before another nice run back up the other side of the valley through East Haugh before turning uphill towards Milton of Edradour to get to test 4 at Taiga Upland forestry. This was a large "yard test" with circuits around cones, trailers and a large building before arriving at the stop line and another decent run saw us 6th equal fastest on test, 5 seconds behind the eventual winners. Our day was getting better.

A brief stop after test 4 to adjust the tick over was followed by a short run down to test 5 which was another short farm yard test around and through a large barn before a bit of a slippery finish line and executed without penalty. The sun was now higher in the sky and we seemed to have found our rallying mojo at last.

The route to test 6 took us through the village of Moulin, past the brewery, before heading off up a yellow which turned in to a white before leading us up a steep gravel track to a quarry. The recent wet weather meant a change to the test with the start being only ankle deep in mud but a least not uphill as originally laid out. Basically a run downhill on slippery loose with a couple of left/rights to do before reaching the "free turn" at a fork in the track. A relatively cautious run down hill got us to the free turn which I attempted to hand brake round. It was tight! It resulted in us shooting over the centre ridge with a loud bang and the rear end shooting up like a bucking bronco before depositing us in the bracken on the opposite bank where I thought we would get stuck but with keeping the right foot planted the old 205 dragged it's way out to get us back up the hill with a fairly respectable time of 71 seconds for equal 11th on the test.

Back out of the quarry and down to Pitlochry where we made a brief stop for some petrol as the 205's fuel gauge is not the most reliable, before heading back to Garry Bridge for test 7 which was a repeat of our less than successful test 2. This time I managed to avoid sliding through the stop line and managed 10th equal only 3 seconds behind the fastest on the test. Much happier with that we headed off towards Loch Tummel to the caravan site at Ardgualich farm for test 8, MTC2 and lunch.

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Saltire Classic Rally

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Arriving at the farm we had a brief check of the diagram before setting off downhill towards the site of our well documented "tree" incident of a few years back. This time there were no such problems and the hand brake was working well enabling a fairly neat free turn before the hairpin left which was our demise in the past. Finishing off with a gravel lap around the site we got to the finish 9th fastest before booking in at MTC2, parking up and heading off to get our lunches.

Once more the lunchtime weather was kind and we were able to spend some pleasant time outside enjoying the grub and the crack and watching the other crews going round the test.

The restart from MTC3 was a bit earlier than previous years and there was still good daylight as we queued to leave at our allotted time for test 9 which was test 8 run in reverse with a short excursion for a 180 round a cone which was not done on the way in. We stopped at the end of the test as Ali Proctor was stopped with the bonnet up and enquired to see if we could help but his clutch cable had parted so there was nothing that we could do so we trundled off down the road to the start of regularity 2 through the Allean Forest which comprised about 11 miles of forest roads before exiting on to a yellow near Tummel Bridge. A small panic from the navigator when she realised the clock hadn't started just after we left but we made a guess on the delay knowing we would be able to reset the clock at ITC2.1. With everything reset at 2.1 the run down to 2.2 passed without incident and we had settled in to it. After 2.2 we had a bit of a moment and stopped for a short time but then realised we were OK and managed to get back on target well before 2.3. The final run down to RFC3 involved coming out on to public roads with a couple of junctions so was a bit of a guess. However, we were pretty sure that we hadn't done too badly in there.

A short run through Tummel Bridge and over the bridge got us to test 10 at the power station where we were greeted with a test comprised of a figure of 8 around cones, a short run past buildings followed by a lap around 2 cones before exiting uphill on gravel to the finish at the top of the track by the side of the River Tummel. Unfortunately I caught a cone through over exuberant use of the handbrake and collected a 10 second penalty.

The final regularity followed immediately and for some it is the hardest being only about 2.25 miles long with 3 speed changes and 2 intermediate controls before the finish. Our penalty of 9 seconds was equal best with eventual class winners Jamie and Jack Stewart which was very satisfying.

From Tummel Bridge we headed west down the B846 to it's junction with the B847 by Dunalastair Reservoir where we turned right to get to test 12 "The Wee Shed". This was a very short test involving basically driving round a shed with a bit of tight left/right to start with. Michael Reid and John Lindsay were equal fastest on here with Struan and James Matchett in a Peugeot 107 both managing to slide round in 26 seconds whilst our 31 was only good enough for 29th!!

Continuing northward on the B847 we made our way up to Trinafour for test 13 up to the Errochty Dam. The track looked as if it might be a bit less rough this year and it seemed that way as we drove up the test with minimal cones but a couple of stop boxes to do the 0.85 miles in 111 seconds equal 8th place before the short run over the dam, with it's superb views, before reaching test 14 to take us back down from the dam on a tarmac track with a couple of 360's and a stop box for good measure. Unfortunately another cone fault cost us 10 seconds on the first 360 which was enough to put us well down the list on this test.

The day was nearly over now with only 2 tests left to complete and we headed off from Trinafour along the B847 to Calvine before turning right on to the B8079 and heading back to Blair Atholl past the House of Bruar with it's full car parks of bargain hunters before arriving at the entrance to the Lude Estate for test 15, a short run up the estate road with a long uphill right hand curve before the final climb, which is run as a regularity with one speed change and a secret ITC over a distance of not much over a mile. A total 1 second penalty had us well up there on this test as only 3 crews cleaned it.

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Saltire Classic Rally

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Another short run past the main buildings took us to the start of the final test. We had done this test last year so should have known what we were doing. However, as things turned out I messed it right up. Off the start it is fast up hill after a bend before a slight left then in through a gate to do a 180 round a cone before a fast run out to the finish with just one more cone to get round. As we approached where I thought the gate was I saw an open gate and went through it only to realise it was the wrong gate!!! That gate had always been closed in the past. The resulting messing about to get out cost us a good 25 seconds and the slowest time through the test.

We returned to the Atholl Arms, booked in at MTC4 and went upstairs to have a shower and get changed before our evening meal and a few beers. There followed a very pleasant meal and a few drinks in good company with some people we knew and others we'd just met whilst the results were sorted out and the raffle was held before the prize presentation.

Once the results were sent out provisional we noticed that we had amassed 199 seconds of penalties on regularity 2 and queried this as we had thought we had done better but were assured that everything looked all right so we were left wondering how we had managed to get it so wrong but without access to the split times we could do nothing to take it further.

The night progressed, a few more beers were enjoyed, the results were made final and a well deserved overall victory for Michael Reid and John Lindsay who also won fastest on tests, with Andrew Beaumont and Andrew Fish winning best Historic and Graham MacDonald and Stewart Hurst taking the award for the best Targa.

After a good night's sleep I was up early to load the car up on the trailer before breakfast where we said our good byes to the other crews who were also making an early start for the journey south and left on our way home.

Geoff and Maggy Bateman – West Cumbria MC



Novice and Refresher Training – Clubmans Historic Road Rallying Events

Saturday 3rd February 2024

9.00am – 5.00PM

Bearley Village Hall, Snitterfield Rd, Bearley Stratford Upon Avon
CV37 0SR

Classroom based tuition covering:

- Event basics (from entering to finals being published)
- Practice plotting using the HRCR Navigation Handbook
- Regularity timing
- Car set up

Cost: £46 HRCR Members £56 Non Members

Includes tea/coffee, lunch, some basic equipment (pencils, rubbers, speed table, roamer etc).

Please contact Sarah Binstead to book a place:

sarahbinstead1@hotmail.co.uk



The Club That Goes Historic Rallying



With thanks to Tony North

Radio Mutterings November (Part One)

Bolton-le-Moors CC

Salford Van Hire

Neil Howard Stages

Saturday 4th November

Ian Davies : Gem 23

It's another early 5am start on a cold and damp morning as I head out across the Mersey and this time into Cheshire and on to Oulton Park for this annual event, a round of several championships including the Circuit Rally Championship. Sharing Control duties with Mark and Ian across three radio channels, I first head to the marshals signing on in the Rally School 'chalet' to look after signing on the radio, rescue and recovery crews for the eight stages that lie ahead.

By 07:20 everyone is signed on and present, so I join Mark and Ian in Rally Control in the tower, complete with access to the circuits CCTV and even their hi-tech led warning lights, all under the watchful eye and control of Ian from the circuit management, a valuable addition to the team. I'm assigned the principle 81 MSUK safety channel one and settle down to Control this, whilst Mark and Ian look after the organisers 'management' channel and the sector marshals' network, spelling each other as needed through the day.

With radio checks completed just after eight and our three recovery units and two rescue units all in position we await the Clerk's permission to start stage one on it's due time of 08:30. Outside it's a very grey and very wet morning, with the likelihood of more heavy rain to come later on. Snug in our dry and very warm Control, I really feel for the orange army out in the extreme winter weather for what will be a long and very wet day ahead. With the Safety Car clear and permission granted, Swift 39 on the Start gets things moving with Car 1, spot on it's due time into SS1.

After a quiet start to the first stage, although looking at the CCTV cars are sliding all over the place, our first real safety shout comes at 08:56 with Car 50 stopped right across the circuit on the main straight beneath us to our right. Our hearts are in our mouths as we watch on the screens some marshals trying to push the car across the live stage !. Miraculously, nobody comes to harm and the car is eventually pushed against the circuit barriers. The stage is inexplicably stopped for about four minutes, without authority and not by the actions of the radio crew or Control, although thankfully no harm is done. Once the action is back underway, we subsequently get an update that Car 50 needs a jump start, something they will have to wait for until the end of the next stage, as the car rests in a safe location.

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Neil Howard Stages

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Summit 5 & 7 are next to call in as Car 135 is off at Junction 2 with unknown mechanical issues and the car is pushed clear and off the stage, another addition to my recovery list. Minutes later a more serious incident unfolds on the screens as we observe Car 74 loose control on the very wet circuit, slide onto the grass and then sideways into the gravel trap at Junction 11, the car then digs into the gravel which pulls the car into a roll. Caron 3 immediately calls the incident in, and we await an update as marshals scabble across the gravel to attend the



crew. After an anxious moment the crew emerge from the battered Escort OK, and we instruct Caron 3 to get the crew and marshals the safe side of the circuit barriers. The Clerks view the incident on slow replay and decide that the car is in a safe location and the stage continues. Quinton 5 then calls in that the substantial metal gate leaving the Rally School part of the stage is now well off its hinges, one for Ian and the circuit management team. Just as the stage is winding down, we get a safety shout from Kay 17 at Junction 5 where Car 93 has hit the barriers hard. With the last cars heading towards the Stop Line, we mobilise Bulldog Recovery, Staffs Rescue and the circuit maintenance teams to the scene. In a slick operation the crew are checked by the Rescue Paramedic, the car is pulled off the barrier clear and the maintenance team have the barrier and tyre wall repaired. In the end the last car of 98 starters finishes the stage at 09:32, with four cars stopped in stage.

With all of the essential recovery and repairs at Junction 5 completed, by 09:46 we have permission and SS2 is underway. The action has hardly resumed before we get Kay 17 calling in a stopped but restarting Car 26 and then Car 29 whacks the chicane at their location and gets stuck in the inevitable adjacent soft ground. As we watch Car 38 proceeding slowly on hazards, Maverick 31 at Junction 16 calls in Car 42 stopped with a seized gearbox. Minutes later Quinton 5 at Junction 17 has Car 160 stopped with a mechanical malady, another one for the lengthening recovery list at the end of this second stage. Hardly have I put the microphone down and we have Car 78 stopped at the Esso bends. Not wanting to be left out, one of the Minis Car 87 then collides right through the chicane at Junction 3 and spins off on the wet grass, going no further. The latter incident provides for some spectacular slow-motion replays in Control for the Clerks. Finally, at 10:42 the stage finishes with 91 cars in and 87 out of the stage. As the turnaround teams head in, I set about organising the recovery of the nine stopped cars in stage, shared between the Bulldog, Gemini and Catseye Recovery Units!. Thankfully in the end four cars manage a 'self-recovery' with a little help and the remainder are soon pulled, winched or lifted back into the paddock. Whilst all of this is going on the Stoke Rescue Paramedic checks out the crew of the previously rolled Car 74 and they are given the 'all clear'.

With the stage turnaround complete and the Safety Car / Steward clear of the stage the action resumes with SS3 at 11:20. Gemini Recovery parked up around Junction 9 is first to call Control as Car 45 stops just past them under the bridge with a mechanical issue of one sort or another. Car 36 then briefly beaches themselves after the infamous watersplash, but eventually gets going again. Via Ian's circuit team we then get a call that a crew member from one of the cars that has previously been off has "collapsed" in the Paddock and is in the Med Centre, Stoke Rescue's Paramedic is requested to attend, and they proceed on foot to the Med Centre. The stage continues as we still have the Staffs Rescue Paramedic available if immediately needed. As Car 75 passes slowly on hazards, we get a shout up from Conway 3 at Junction 20 that Car 98 has stopped, but then almost immediately restarts. Car 92 than briefly gets stuck on the bales with Quinton 5 at Junction 17 but after some 'orange' help rejoins the action. After the carnage on the first two stages of the day we only lose the one car in SS3, so it's 89 cars out through the Stop Line by 12:16.

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With the Clerks go ahead, we almost immediately start SS4, and a couple of minutes later. Stoke's Paramedic then rejoins the unit at the Start Line, with an update that the 'collapsed' crew member in the Med Centre is OK. Maverick 31 then calls in that Car 4 is off into a tree around their location at Junction 16, but thankfully the crews are both out of the car and OK. Marshals are slowing subsequent cars down and the Clerks review the scene from the recording in Control and judge the car to be in a safe location. After a short lull and the chance for a quick coffee, a more anxious safety call comes in from Caron 6, as Car 50 has slid sideways into the end of the barriers at their location at Junction 8. We immediately ask Ian to zoom the nearest camera into the scene and Caron 6 comes straight back to report that the marshals now with the car need medical assistance. I check with the Clerk fortuitously stood behind me and we immediately order Swift 39 to stop the stage, all red flags to be deployed (assisted by the circuit 'red' lights) and instruct Stoke Rescue, Catseye Recovery and Fire Truck 2 to the scene. The emergency teams are on scene in less than four minutes and Stoke Rescue set about helping the crew from the car and into the Rescue Unit to be assessed. Meanwhile Catseye Recovery begin the recovery of the car, although they first need to be pulled out of the mud themselves by Fire 2, all live on screen (they won't be the last official car to need a hand out of the mud before the day is run) !. Thankfully after an initial assessment the crew of Car 50 appear OK and Stoke Rescue transports them to the Med Centre for further assessment. With the recovery now complete and the tyres / barrier checked, the safety vehicles make their way out of the stage, With the stage quite rightly red flagged and 66 cars in, the Clerks call the end to SS4.

With loss of SS4, we have time to complete the recoveries from this second pair of stages and the three recovery teams soon have all cars clear of the stage, as the turnaround for the next pair of stages is completed in some truly horrendous rain showers. In parts the circuit is more like a river, but this is rallying, and we carry on despite the challenging conditions. At 13:49 we restart with Car 1 into SS5, as Stoke Rescue are back in location at the Start Line. Summit 5 then pipes up that Car 12 has hit the barrels hard at the merge and is proceeding no further, stage clear and crew out and OK. Another medical assistance call from the Med Centre then comes into Control, a team member who has 'struck their head', needs to be seen and the Paramedic from Stoke Rescue is once again dispatched on foot across the Paddock. We later helpfully suggest that next time he might want to bring a bike or scooter to the event!. Whilst all of this is going on, Car 13 challenges the barrels on the main straight and then Car 83 spins around and around on the grass at Junction 8, before finally getting back onto the black stuff. With the Stoke Rescue Paramedic back on the unit the final few cars of 88 starters proceed through to the Stop Line by 14:42.

After the briefest of waits for cars into Arrival, SS6 starts at 14:52, as the rain continues to pour down. Car 56 is reported as 'limping' round on hazards, perhaps another victim to the weather as cars splutter and cough through the stage. Caron 3 has the privilege of calling in the only stuck car in the stage as Car 160 stops with a driveshaft gone at Lodge. With four cars lost in service, this then makes for a reduced 82 cars out of SS6 by 15:46.

As the light begins to fade and the circuit prepares for the later bonfire and fireworks display, the organisers set about the final changes to the stage layout for the final pair of stages. SS7, once again led by Car 1 starts at 16:12 and Control is soon busy as Car 47 stops with Eagle 9 just before the chicane at Junction 10. The car is half on and off the circuit and we radio the Clerk to attend Control to assess the Junction via the circuit cameras. No sooner has the Clerk arrived and we get a second call that Car 44 has stopped yards away on the opposite side of the chicane. With a combination of warning triangles, OK Boards, cones and hazard lights the action is judged safe to continue until the end of the stage. The remainder of the stage passes off without too much drama and once the final car of 79 is out, we briefly pause the start of the final stage to allow Gemini Recovery to travel the short distance and assist in getting both of the cars stopped at Junction 10 off the circuit.

Once Gemini Recovery confirm that they are clear, we start the final eighth stage of the day at 17:21. By now it's really dark outside and with yet more heavy rain it makes for some very challenging conditions for this final stage of the day. Just as we are settling down an 'urgent' shout comes into Control that two cars have collided around Junction 3.

As I await an update from the scene, Ian zooms in the nearest camera and to our collective relief one of the cars continues on and we can see Car 71 well and truly beached in the gravel trap. Marshals then quickly report in that the crew are out and both appear OK, so a huge sigh of relief all round. Gem 16 in the wooded section opposite Control then reports that a car has briefly stopped with them to report a car 'off in the trees'. The competing car then departs from the radio post with no clear report of either an SoS or OK Board ?. With the Clerks team we set about organising runners from both ends of this section to try and assess the incident, confusingly there is then the possibility of two cars off ?, With understandably no circuit cameras in the woods, all we can do is await updates from the two sets of runners and ask Oak 8 at the Stop Line to question subsequent cars to see if they can add anything. After what seems like hours, we finally get reports back from the marshals that it's Car 66 who has hit a tree, but the crew are thankfully out and OK. While all of this is going on, Caron 6 calls in that Car 64 is stopped with them at Junction 8, possibly the reason for the theory of two cars missing. Continuing a very busy last stage we then get reports that Car 85 is off at the Junction 4 chicane, crew out and OK. All of this makes for a final tally of 75 finishers.

As Mark and Ian begin to derig the highband mast, I remain with the 81 set and set about deploying all three recovery units to the six cars stopped across the two stages, with Rescue support, prioritising to begin with Car 66 in the woods. The latter ends up as a winch job for Gemini Recovery as the car is apparently stuck on a log or stump. With Catseye directed to Car 71 stuck in the gravel, Bulldog begin work on some of the other stopped cars. As the bonfire and fireworks show continues, I remain on air to co-ordinate not only the competing cars recovery, but also requests from radio and marshal's cars stuck in the exceedingly wet ground. As Mark and Ian move onto dropping the 81 mast, I continue to monitor Channel 1, via a handheld set until all of the recoveries are completed and the hard-working Rescue and Recovery Teams can be finally stood down and we can finish packing up in Control. By about 19:30 we are able to finally leave via the Lodge Gates and head home. Next stop Anglesey in a couple of weeks time.

Ian Davies : Gem 23 and MSUK Radio Controller.

Radio Mutterings November (Part Two)

C&A MC

Glyn

Memorial Stages

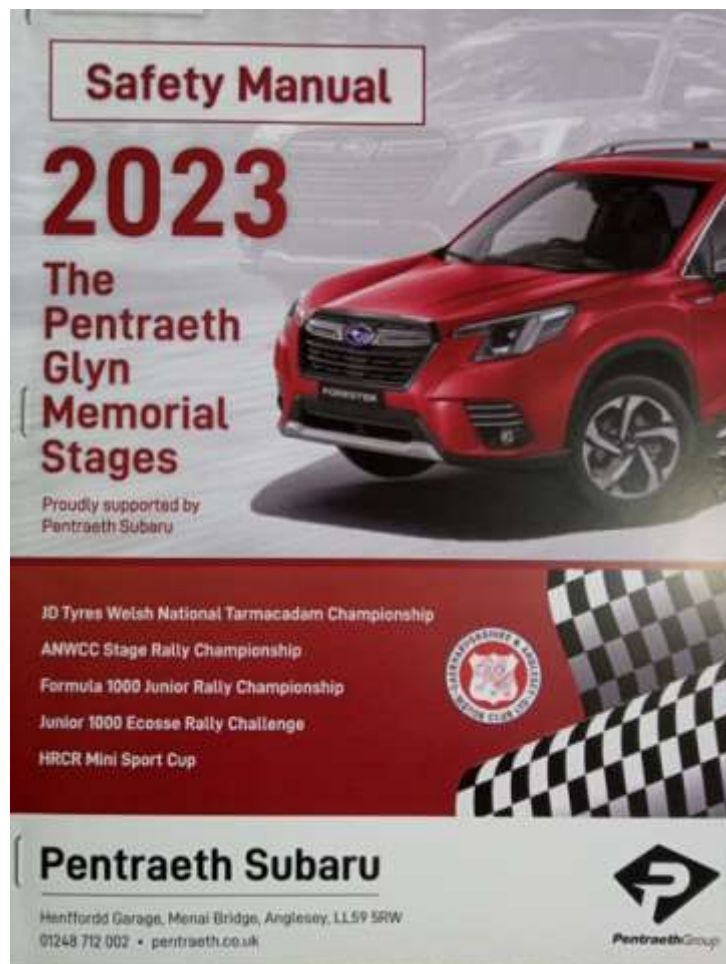
25th - 26th November

Trac Mon : Anglesey

Ian Davies : Gem 23

It's another early 5:15am start on a cold and frosty morning as I head out once again across the Mersey and this time into North Wales and on to the island of Anglesey for the second day of this C&A event. For this second day of the event, I'm teaming up in Control with Ian Winterburn, taking over from Derek Bedson.

Thanks firstly to C&A and their event sponsors for the goody bag and much appreciated breakfast ticket.



The image shows the cover of a 'Safety Manual' for the year 2023. The title 'Safety Manual' is in a red box at the top. Below it, '2023' is written in large red numbers. The main title 'The Pentraeth Glyn Memorial Stages' is in red text. A red Subaru SUV is shown on the right side. Below the title, it says 'Proudly supported by Pentraeth Subaru'. At the bottom, there is a list of events: 'JD Tyres Welsh National Tarmacadam Championship', 'ANWCC Stage Rally Championship', 'Formula 1000 Junior Rally Championship', 'Junior 1000 Ecosse Rally Challenge', and 'HRCR Mini Sport Cup'. A checkered flag is on the right. The bottom section has the 'Pentraeth Subaru' logo and contact information: 'Hentford Garage, Menai Bridge, Anglesey, LL59 5RW', '01248 712 002', and 'pentraeth.co.uk'. There is also a logo for 'Pentraeth Group'.

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Glyn Memorial Stages : Continued from page 70

Once refuelled, it's time to set up the 81 control as Ian looks after the official's management channel. After the obligatory radio check and the final check through the stage with our very own Mark Wilkinson as MSUK Steward, by nine o'clock all is ready to start the first pair of stages with a strong field of Juniors. At 09:03 Maverick 31 on the start confirms that SS9 is live with car 101, the first of 26 Juniors. To be perfectly honest there is not much to say about this first pair of stages, the Juniors are enjoyable to watch, with 100% commitment and some very smart cars out on stage. By 09:41 all of the Juniors are clear of both stages, with no drama to report.

After a quick check with the Clerk, we have permission to start the first run of the day for the main field, as Car 7 starts SS9 at 09:44. The cars are obviously quicker and one or two Mk IIs manage the odd power slide, but the only real drama is Car 11 who proceeds slowly on hazards through to the stop line. SS10 follows a similar pattern, although three less starters, perhaps due to one or two 'sick' cars starting the first stage to ensure a second days finish before retiring in service. In the end SS10 shows 42 cars safely in and out, with nothing to report of any note by 10:42.

A slick turnaround by the sector marshals and set up teams, means that by 10:54 we have permission to start the Juniors into the next pair of stages. As the season progresses towards an end the Juniors are jostling for various championship and club finishes, so the action is close but very fair. Through SS11 the first and only safety shout comes from Gem 32 who report that Car 110 is stopped with them with a "steering problem" and will require recovery. Just as I am contemplating whether to direct Gem or Bulldog Recovery, the car restarts and manages to clear the stage in a somewhat 'crabbing' motion. By 11:11 all of the cars are out, and we head more or less straight into SS12 for the Juniors. SS12 passes off quickly and without incident, with Car 110 rejoining the action, albeit as last car into the stage and out by 11:32.

With permission granted, Maverick 31 reports the first of the main field into their SS11 at 11:43, once again with Car 7 leading the field. This first run finds Summit 5 calling in Car 13 pulled off at Junction 11 with a "gearbox issue". More dramatically a couple of minutes later Gem 62 calls in Car 19 "on it's side" at Junction 22. After an anxious couple of minutes marshals report back to the radio that the car has rolled, but the crew are out, apparently OK and the stage is clear. With no more drama the stage finishes with 41 cars out through the Stop Line and past Oak 8. As Car 19 is off in a safe place, the Clerk instructs us to carry straight on with SS12 and Car 7 fires off the Start Line at 12:03. To be honest there is nothing to report from this run of the main field and all 41 starters are in and through the stage by 12:28. As Dave Mitchel as Closer 1 enters the stage, I arrange for Bulldog Recovery, Cam Rescue & Medic to proceed to the stricken Car 19. Very quickly the stricken car is righted and on the way to the Paddock. With Gem Recovery not required as Car 13 is pushed back into Service, John picks up the co-driver from Car 19 and gives them a lift back to the paddock. Cam Medic incidentally checking both crew members over and confirming they are both OK.

As we mange to grab something to eat, the set-up crews and marshals are busy reversing the stage direction for the final pair of stages and the start and finish crews relocate to their new positions. Another rapid turnaround means that the Juniors are soon into their penultimate stage at 13:00. SS13 passes quickly, with some once again close but very fair and entertaining action. The 26 cars are soon out of the stage and by 13:21 into their final stage of the day. I must say that the Juniors put on a first class show today and at the end of an uneventful final SS14 stage they all parked up by the podium in the Paddock to present the various awards. I would add that the use of bagpipes in Wales is probably an offence !!. Awards of another type saw Alan Summit 5 win one of the marshals prizes in the draw on his birthday, so 'Happy Birthday' Alan.

Back in the main field they started SS13 at 13:51 and the change of direction caught one or two, particularly rear wheel drive cars out as they explored the outer edges of the track and grass areas. For SS13 we had 40 cars in and out of the stage and by 14:20 it was time to start the final stage of the day. SS14 was over in a flash, although the light Welsh drizzle did add a certain sparkle to this final stage, but all 40 cars made it safely to the end.

Back in Control with no recoveries to take care of we could stand everyone down, pass on our and the organisers thanks for what was a fine event and end to the Anglesey season. For me it's none quite the end of the year as the next weekend it's the drive north up the M6 for the Grizedale Stages, but more of that next month.

Ian Davies : Gem 23 and MSUK Radio Controller.

GEM Rally Radio : 2024 Events Calendar



Provisional 2024 Calendar

Events & Dates may be changed (awaiting Confirmation)

Date	Event Name	Location
18 th February	Hall Trophy Stages	Weeton
14 th April	Altratech SMC Stages	Anglesey Circuit
18 th May	Plains Rally	Bala
1 st /2 nd June	Menai Stages	Anglesey Circuit
?? July	John Overend Stages	Melbourne Airfield
?? July	Greystoke Stages	Greystoke
4 th August	Heroes Stages	Weeton
?? August	Gareth Hall Rally	Trawsfynedd Ranges
?? October	Harlech Stages	Llanbedr Airfield
26 th October	Cambrian Rally	Llandudno
?? November	Neil Howard	Oulton Park
?? November	Malton Forest Rally	Dalby
?? November	Cadwell Stages	Cadwell Park
?? November	Glyn Memorial Rally	Anglesey Circuit
December	Christmas Meal	

Golden Microphone Trophy

O/A	Call Sign	Operator	Score
1	G 59	Maurice Ellison	80 points
2	G 23	Ian Davies	70 points
=3	G 4	Ian Winterburn	50 points
..	G 21	Derek Bedson	50 points
..	G 11	Mark Wilkinson	50 points
..	G 70	Davis Mainprize	50 points
..	G 33	John Ellis	48 points
=8	G 13	Stuart Dickenson	40 points
..	G 56	Tony Jones	40 points
..	G 55	Steve Broadbent	40 points
=11	G 25	Chris Woodcock	35 points
..	G 25A	Heidi Woodcock	35 points
=13	G 71	Phil Smith	30 points
..	G 50	David Peaker	30 points
..	G 38	Sean Robertson	30 points
..	G 16	W & R O'Brien	30 points
17	G 62	Colin Evans	20 points
18	G 12	Richard Jones	15 points
=19	G 26	Mark Dickenson	10 points
..	G 41	Jerry Lucas	10 points
..	G 69	David Brough	10 points
22	G 51	Gerry Morris	8 points
23	G 58	Geoff Ingram	5 points

Everyone Else still to Score

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



Grumpy Old Git

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



Rally of the Tests

2nd - 5th November

Scunthorpe to Darlington

Rally of the Tests Saturday 4th November Driffield

Steve Broadbent had seen a plea for Marshals and volunteered our services to marshal a Test at Driffield late on the Saturday afternoon - so late that by the time the first car got to us it was dark. I was accompanied by Phil Smith (GEM 71) who lives near to Malton at Weaverthorpe

We looked after cones E & F. Dan Willan/Niall Frost in the Volvo PV 544 looked very quick and to us the Mini of Paul Crosby/Ali Procter were the just a tad slower .

Final Results showed 1st Dan Willan/Niall Frost 4:37, 2nd Paul Dyas/Martyn Taylor 7:32, 3rd Paul Crosby/Ali Procter 9:16. We only had 1 car get anything wrong at our post - they hit one of our two cones every one else made no mistakes.

Malton Forest Rally Sunday 5th November Langdale (SS1 & SS4)

Phil Smith and I were moved from mid stage radio to the Stop Line a few weeks before the rally so we didn't expect to see much action. Steve Broadbent (GEM 55) got relocated to Start Radio about a week before the event.

When we arrived at the Stop Location (Post 18) it looked nothing like the Set Up Maps. According to the Set Up maps the stop line had a Lay-By at each side of the forest track. Where the 18 post was there wasn't even a lay-by to be seen so we drove down the track to the end with no sight of any laybys on either side! So we set up where the 18 post was and hoped it was OK.

Lots of Trees all around us (well it was in a forest so what would you expect?) so I set up the Mast rather than relying on the whip Aerial. When Control did the radio check we could hear him but he couldn't hear us so all our radio calls had to be patched through Steve Broadbent on Start Radio and it wasn't just me (at least 2 other radio crews had to use him to pass on their messages) not ideal and poor Steve was being worked to death. He could have done with

another Radio Car to deal with just the relaying of messages. The only consolation was that it was 1 minute intervals (not 30s as on a SV Stage Rally) and only 2 Stages (not back to back stages like a SV).

The amount of rain meant that the Roads were very slippery and had lots of deep puddles. As crews approached our Flying Finish they got well sideways and an odd one (& more) made visits to the scenery. All very entertaining but we saw only the results of their excursions.



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Grumpy : Continued from Page 73

Clitheroe & DMC

The Trevor Roberts

Primrose Trophy Rally

11th - 12th November

Bit by bit over the past 3 years I have been reducing the amount of my involvement in this event. I am not getting any younger and I have also stepped down from Clitheroes Committee.

The biggest problem for me now is filling the time and because I'm a nosey (as well as grumpy) old git I still want to know everything that is going on.

Trevor Roberts used to drive a MiniSport Mini. He also ran the Primrose Garage in Clitheroe. The first running of the Primrose Rally (named after Trevors Garage and nothing to do with the time of the year or Primroses) was way back in the 60's and was resurrected in 2014.

This years Primrose started at Tony Harrisons Garage at High Bentham. Its not the largest Start Venue but is handy for getting out onto some good Rallying roads. We were hoping for a dry night, which we got, but it was also a cloudless night with the Norther Lights on offer. Maybe the Marshals got a view of the aurora borealis but competitors had more to worry about with the roads being very icy. To add to their concerns it was unpredictable what was slippery and what wasn't.

I was running as Closing Car and saw none of the action but going south over Lythe Fell the road was white with frost and the tracks left by competitors were everywhere and anywhere.

My Navigator for the night (Pete O'Neill) was looking for any offs and damaged fences and walls all the way round the route - we both were surprised that everyone had kept it on the black stuff (in truth Black in places but more often very White). If they had an off it was in the moorland roads without fences or walls to hit. The trouble was that the Black stuff was Black Ice and the Marshals at STC 9 had an entertaining evening with competitors cars getting a 'Tank Slapper' as soon as they touched the brakes.

We, as Closing Car, were not in a hurry and tip toed our way round the route collecting Clocks and Check Sheets but still had the odd moment.

We also recovered Will Banks (ERO MC Car 9) Well and truly stuck in the mud. He said *"Unfortunately a patch of black ice sent me and Lewis Rock into a bog where we spent the rest of the night shovelling mud with a fence post to get it out... not ideal. Going well up to then, very technical and slippery (obviously). But we learn and look forward to the Eagle Rally in a few weeks! Massive thank you to Lewis, spot-on on the maps all night, sorry we didn't get the result we wanted! Thank you to all the marshals who stood out in the freezing temperatures!"*

The Trevor Roberts

Primrose Trophy Rally

11th/12th November '23

Sponsored by

PD HYDRAULICS
Hose And Cylinder Repairs

and

Qbex Exhibitions

Clitheroe & District Motor Club

Closing Car



Continued on Page 75

Grumpy : Continued from Page 74

Knutsford & DMC

Knutsford Targa : 19th November

Back in 1994 I had been Clerk of Course on the Brockhall Villages Stages Rally for Springhill MSC. The Venue was not available for 1995 so I went in search of another. Someone suggested Tong Park. Off I went to meet the Landowner.

After a brief chat with him I was allowed to wander all over the potential new venue, however, there was very limited space for a paddock, there was no where suitable for splits and merges, the roads were extremely rough.

I expressed my concerns and was told he would sort it all out if I could wait 3 months

I returned 3 months later and nothing had been done and until today I had never been back.

The roads have improved. The Paddock still isn't ideal. Merges & Splits for a SV Stage rally are still not good enough BUT it all seems to work well for a Targa Rally. I certainly enjoyed most of it. The Bit I didn't enjoy was when I stepped out of the car. I got about 20' away from my car when a competing car got it a lot sideways and hit a puddle. Not any old puddle but a gigantic one full of mud. The mud splattered me from head to toe.

When I got home my sodden muddy clothes were thrown in the washing machine. And the damned things broken down and locked my clothes inside. Awaiting the engineer to come and fix it !!!!!!! And then had to spend a fortune having the car Valeted.

R.A.C. Rally : 23rd - 27th November

The three Stooges (*anyone under 50 probably won't get that*) are all marshalling together (GEM Radio 53, 55 & 59). I am collected from home at 2pm on the 24th and we make our way to Newton Stewart for our first Stage (on the 25th) Glencaird (SS 18 & 21). We are at post 2 a straight on at a left Junction. 500yds before our post we had 3 cars off at a narrow bridge

Saturday We are on Kershope (SS 22 & 23) Post 4 a double 90° Left over a bridge. Not a lot of excitement there but 200 yds further up the track we had 2 stuck in a ditch and a Sierra on its roof.

Sunday we are on Pundershaw SS 30 and then the 'Long One'. (SS33 - a 38 mile stage). A few off here and there on SS30. On SS33 (the Long One) Seb Perez (in 2nd O/A) passed our location but didn't get much further and broke down with mechanical issues. We then hear a call for a medic over the radio. A spectator had collapsed, the Stage was stopped and the rescue unit was sent to the scene. CPR was being administered. Air Ambulance was called and the poorly spectator was taken to Hospital. Crews were then sent (via shortcuts) through the stage to an interim Stage Start and it all continued. A very long and expensive three days marshalling. Not sure that I could be tempted or want to do it again in 2025

Continued on Page 76



The November 2023 edition of Spotlight was the 150th.

- The first edition was for October 2011 and was a mere 40 pages.
- These days it rarely runs with less than 70 pages
- In 2014 I began to have a little more confidence (it took only 3years!) in using M/S Publisher and started playing around with how the cover page looked. (by now we were averaging 60 pages per edition)
- September 2014 Paul Gilligham started sending me his 'Inside the Industry' reports on a regular basis. I still really look forward to reading Pauls column every month
- 2016 I eventually ditched WRC and F1 and acquired 'North West Racers' reports by Dave Williams. Unfortunately Daves mother has been very poorly for the past few months and has not been able to go to Oulton Park - so no reports. About this time Keith Thomas started sending me reports
- 2018 Geoff Bateman (West Cumbria MSC) started submitting his reports
- 2020 Covid struck and from May to September I published 2 editions of Spotlight every month
- 2022 I dropped 'Around the Clubs' and both SD34MSG and ANWCC Championship Tables (tables and calendar of events - all available on their websites) That was 12 pages gone but more added as Neil Raven started sending in his multitude of Motorsport adventures and Barry Allman began his report writing.
- 2023 and we are averaging 90 pages per month (from a low of 64 in January to a high of 107 in July) - I thought it was more than 80 average but the January and February numbers drops the average significantly (not a lot on in December & January)
- Prior to Spotlight I ran the Morecambe Car Club Newsletter for a few years (that amounted to 16 pages per month)
- And before the Morecambe Newsletter - In 1991 I had bought a new computer and to improve my computer skills published a Works Newsletter. I managed a quarry and that newsletter was called 'Chippings' . That grew and was eventually distributed to all the other units in the Northern Company. (I think that was because of the jokes!!)
- Despite losing the odd subscriber to my distribution list each month (people change their email addresses and don't tell me) I also gain new subscribers every month and the distribution list continues to grow
- I only cobble Spotlight together - It's the reports, photographs and jokes sent in that make it all possible. I do have to 'nudge' the odd reporter when a promised report does not arrive - News is only news for a short time. I don't think that I have ever turned a report down no matter what size it was - All reports welcome. However, Photographs without a report are slightly different and these days I may have to reject some Jokes (no matter how funny they are)
- People don't believe me when I recount how little time it takes to bring it together. I spend between 6 and 9hrs per month. However, I do a little every day (10 to 20 mins) - I have found that if I leave it to the last week in a month it takes me at least twice as long and I get stressed out - which makes it take even longer.
- I cant go on for ever producing Spotlight (as much as I would like to do so). I would like it to continue. I need a replacement - Any volunteers please drop me a line or give me a call.
- My contact details are on page 3 Its not as hard as you may think!!



Inside the Industry

December 2023

with Paul Gilligan

The Market v The Manufacturers Who Blinks First?

The new vehicle market has changed out of all recognition in a very short period of time. Component shortages are largely a thing of the past so supply has improved dramatically. Areas of pent up demand like replacing all the lease contracts that had been extended have largely been satisfied. Then the cost of living crisis arrives severely reducing retail demand, and rising interest rates resulting in higher monthly payments on car finance agreements make this situation worse. In the business market there is a severe lack of confidence amongst small and medium customers. This is the market our business operates in. Our quotation rate is as high as it was earlier in the year, our order rate is 40% down. Everyone I talk to in similar businesses is experiencing the same – or worse.

So increased supply meets reduced demand. An economist would tell you the answer is very simple – prices must drop. And I'd agree. Of course the manufacturers don't want this. They've enjoyed a real bonanza over the last three years, increasing prices by on average around 30% and reducing discounts at the same time resulting in actual gross revenue per car rising by up to 50%. Of course they have had big raw material cost increases that has taken away some of this benefit, but only some! Dealer too have had a good time selling at or close to full retail price so keeping big margins and at the same time seeing their used car stocks inflate in price creating a profit even when they didn't sell them!

Now the party's over. Of course the manufacturers and dealers will try to hold the line, but there's an old saying "You can't buck the market". Evidence that this is true is clear. In particular our old friend pre registration is back in town, and the discounts offered on pre reg cars and vans are increasing. The manufacturers are facing a stark choice between turning factory volumes down (which they hate to do) or reducing prices. My bet is on the latter.

Used Car Matters

Everyone agrees used car values are falling in general, but arguments rage over how far and how fast. Certainly trade prices are falling faster than retail as dealers try hard to keep the windscreen prices up. Referring to the section above they are trying to buck the market but this can only go on so long. I know this is hardly scientific but as I drive around I see dealer forecourts bulging with used cars. This at a time when demand is falling for the reasons set out above and we are in the seasonally quietest period of the year.

Used car prices have risen dramatically over the last three years and dealers have enjoyed seeing the value of their stocks rising every month. Now they are seeing the exact opposite with values falling by around 4% per month on average but much more on certain models. A dealer with 100 cars in stock might typically have a stock investment of £2M, much more if they are in the prestige sector. 4% of this is £80,000, that is now the monthly loss on their stock. With 100 cars in stock they might expect to sell 50-60 at this time of year giving them a gross profit of say £75-£90000. That's before they pay any expenses at all, but they have to write off that £80,000 stock loss first. You can see the problem. And I believe it will get a LOT worse before it gets better. No surprise to see big used car super-markets like Motorpoint reporting significant losses.

Although the value of used electric cars seems to have stabilised recently most observers see a long term problem IF the volume of new electric car sales increase as it is supposed to do. Used car buyers aren't very enthusiastic about electric cars so as the volume available increases values must drop. On the other hand that is expected to see values of used petrol and diesel cars strengthen. This is certainly already happening with diesel.

Continued on Page 78

JLR Parts Supply Crisis – Now It's Personal!

I reported last month on the parts supply disaster JLR are facing. Just to recap around 10000 cars are off the road and this number is increasing. Their Chief Executive has now publicly apologised to their customers and dealers. That of course won't solve the problem which is expected to last until next March at least. There are accusations (furiously denied) that dealers are using second hand parts to repair cars and keep them on the road. Customers are EXTREMELY angry and the damage being done to the JLR brand shouldn't be underestimated. We've had two customer cancel orders for new Range Rovers in the last month as they say they are not willing to invest a large amount of money in a new car supplied by a company who "Can't provide reliable spare parts back up" to quote one of them.

It's one thing to report on this situation but another to experience it. About 6 weeks ago an engine management warning light illuminated on the dash of Mrs G's Jaguar F Type. Jaguar Assist were summoned, the technician said a new sensor was required which he would order but had no idea when it might arrive. He reassured us that the car was perfectly OK to drive. Then a few days ago another warning light came on. The technician who arrived this time said the first one had been wrong the car should NOT have been driven more than a few miles and should now be taken asap to the local dealer. He emphasised that he had no idea when the parts needed might arrive but he would arrange an FOC hire car.

Jacqui took the car to the dealer yesterday. They again made it clear they had no idea when she might see it again. She was driven to the local Enterprise Rental office where a very nice Audi was provided. So JLR are paying to provide unhappy customers with a demonstration in a competitive product! Apparently they are trying to provide Enterprise with more JLR cars to avoid this. So they sell cars to Enterprise at big discounts, then rent them back? Some business model. Goodness only knows what this is costing JLR both in money and reputation.

JLR Have Security Woes Also

I've mentioned before the problem of increasing theft of Range Rovers in particular. The result of this is that insurance costs have gone through the roof, many insurers will no longer cover Range Rovers against theft, including Land Rover Insurance themselves! The problem is particularly severe in London, which of course represents a significant share of the UK Range Rover market. Year on year the number of Range rovers stolen has increased by 47%. They either quickly go into a container to be shipped to a third world country where not many questions are asked or they are broken for parts which are of course now more valuable as JLR can't supply them! All of this has had a significant effect on used Range Rover values with many dealers refusing to stock them until the situation stabilises.

JLR have spent £10M in upgrading the security systems fitted to the cars and these can be retro fitted to older cars. They have also issued advice to customers including pearls of wisdom like "Always lock your car when leaving it unattended" and "Activate the alarm system".

However there is some good news. JLR posted a record £13.8 Billion profit in the first half of this year selling over 190,000 cars 29% up on last year. The vast majority of these were of course Land or Range Rovers.

Aston Martin, Ferrari. McLaren

With AM it always seems to be jam tomorrow. Whilst they had forecast an increased volume for this year it's now been announced that they will actually sell LESS than last year. Reason being they have been unable to reach production targets for the new DB12 model so now expect to shift around 6750 cars against the previous forecast of 7000. However increased margins and reduced discounting have resulted in rising revenues and losses reduced by almost 50%.

Meanwhile Ferrari reported sales down by 8.5% in the third quarter but net profits up by 46%! For the first time over half (515) of new Ferraris sold were hybrids, that was only 19% this time last year.

McLaren continue to struggle having to persuade another £80M out of their Middle East shareholders to strengthen to balance sheet.

Continued on Page 79

BMW Postpone Switch To Agency Sales

BMW had previously told UK dealers that they would switch to Agency sales in 2026 but Mini would be earlier changing over on October 1 2024. Now they have said the Mini change has been pushed back to March 2025 at the earliest, may be later. No reason has been given but observers think the Mercedes transition has made BMW think. Although Mercedes state they are 100% happy with the change their sales are well down and dealers are unhappy.

I've long said the while Agency may work well in times of short supply I think it will struggle when there are more cars than customers, as there now are. Be interesting to see if other manufacturers "postpone" their changeovers.

Hyundai To Sell New Cars via Amazon

At the recent Los Angeles Auto Show Hyundai announced that is about 12 months' time they would start selling new cars via Amazon in the US. WOW!

Hyundai are now one of the most important manufacturers in the World and a big player in the US. This massive decision won't have been taken without a great deal of thought and discussion. Today Hyundai in the US, tomorrow.....? I see this as the thin end of a very long wedge.

Where's The Spare?

I'm not enquiring about the whereabouts of Prince Harry, but commenting on the fact that only 3% of the new car models available in the UK are now offered with a spare wheel as standard. Reason being the manufacturers save money of course but also the weight saved makes the cars more fuel efficient and reduces emissions. The RAC report that as a result their number of call outs because of punctures has increased by almost 25% over recent years.

Garage Fined Over £7000 For Fitting Illegal Parts

In a landmark ruling the Driver & Vehicle Standards Agency have successfully prosecuted a garage for fitting a car with parts that would make it illegal for use on public roads. The DVSA discovered the garage openly advertising the fitting of exhaust systems with the catalytic convertor removed and noise-generating ECU remaps. So they sent a Ford Fiesta ST to have some of these modifications carried out. When they got it back the cat had indeed been removed making the car illegal for road use and an automatic MOT fail. The ECU remap carried out retarded the ignition and caused higher than fuel flow off throttle generating the "pop-bang" effect increasing the drive by noise to illegal levels. According to the DVSA who were posing as a normal customer at no time did the dealer warn that the modifications would make the car illegal for use on public roads.

2023 Charity Challenge

It's not been a good month I'm afraid. Only about 125 miles. Reasons being 10 days' holiday somewhere very hot and humid and 5 days watching the RAC Rally where years of experience enable us to park very close to the action. I've passed Rome and am not far from Naples but now need to cover 50 miles a week EVERY week to reach Palermo by January 31st. I still have the injury time card in my pocket but I don't want to use it so I've adjusted my daily schedule and let's see!

Paul Gilligan



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Roger Albert Clark Rally

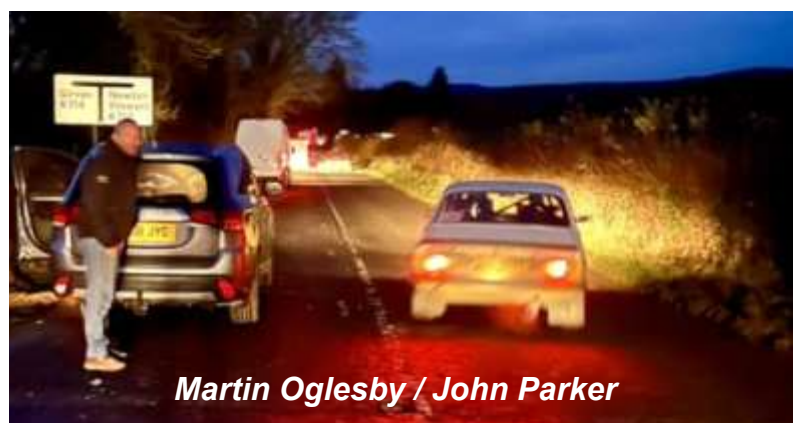
23rd - 27th November

Stuart Bankier : Berwick & DMC

I am sure that many readers have a tale from the RAC. I spent a very enjoyable day the week before the event helping set up in Harwood Forest for the stage run twice on Sunday. We had clear blue skies with some fantastic views as the stage runs across the Simonside hills. That stage ran from just below the summit of Simonside to Harwood Village and I was part of the crew running the timekeeping at the end of the stage. It was very uneventful really with a few people getting stuck in ditches and Oliver Solberg breaking the axle of his RS1800 mid stage ruining his chances of an outright win as at that point he had a five minute lead. Sadly the second running of the stage in the early evening saw the end of Martin Oglesby / John Parker's rally in their Kadett GTE with a terminal engine problem. Everyone else got towed out and restarted on Monday.

Monday morning saw us running the finish of the first stage of the day at Shepherdshield and that stage claimed a few scalps with several cars off at the same point mid stage immediately after a large hole in the road. Oliver Solberg went off literally 50 yards from the flying finish ending up with his rear wheels on the edge of the road and the front down a very steep bank having been caught out by a bump on a crest. His navigator, Elliot Edmondson, said that had they been in a modern 4WD car the suspension travel would have smoothed it out. Some of the cars recovered re-joined the event after missing a stage but the Solberg car was going no further. One car caused a bit of excitement as they missed the flying finish boards and sailed through the stop line at high speed, you would have thought that after 28 stages most crews were familiar with the 3,2,1 boards if nothing else. I wonder whose notes they were using ? After our stage was completed and the stage finish cleared up we headed over the road to watch the first 50 cars through the final stage. The first few were very impressive, Seb Perez in particular in the Stratos so it was sad to learn later that he went off the road before the end of that stage.

Stuart Bankier : Berwick & DMC



Martin Oglesby / John Parker

2024 Training Programme announced

We are very excited to announce our programme of training for marshals and officials in 2024. Registration links will be available within the next few weeks.

This training is organised and run by the Scottish Association of Motor Sports Clubs, as the Regional Association for Motorsport UK in Scotland. It is supported financially by grant funding from the British Motorsport Trust, and supported administratively and technically by the Scottish Motorsport Marshals Club.

We are exceptionally grateful for the ongoing support of everyone involved.

January

- Thursday 11 January, 7pm - CPD Webinar - Disability in Motorsport
- Tuesday 30 January, 7pm - Marshals Development Pathway Webinar - Fire Theory (including aspects of Electric Vehicle Awareness (GE01A/GE01C))
- January (date tbc) - In Person - First Aid Training (incorporating First on Scene), Central Scotland

February

- Saturday 3 February (date tbc) - In Person - Motorsport UK Event Secretary and Event Steward Training, Edinburgh
- Thursday 8 February, 7pm - Motorsport UK Medical Webinar
- Saturday 10 February, all day - In Person - Rally Marshals Training, Inverness
- Saturday 17 February, all day (date tbc) - In Person - SMRC Race Marshals Training, Knockhill Racing Circuit
- Tuesday 27 February, 7pm - Marshals Development Pathway Webinar - Multi-Discipline First on Scene (GE01G)
- February (date tbc) - In Person - Fire Practical (GE01B), Central Scotland
- Taking a Lead

February to April (dates tbc)

This is a combination of several modules: Supporting Your Peers (GE02A), Leadership (GE03A), Mentoring/Coaching (GE03B), and Giving and Receiving Feedback (GE03C). The approach of 4 online webinars (1 per module) and an in-person day (in Perth) covering the practical application for all 4 modules, has been agreed with Motorsport UK.

March

- Thursday 7 March, 7pm - CPD Webinar - Event Organisation / PR
- Saturday 23 March (date tbc) - In Person - Motorsport UK Club Safeguarding Officer Training, Perth
- Tuesday 26 March, 7pm - Marshals Development Pathway Webinar - Working Together (GE01D), and Safe, Fair, Fun (GE01F)

April

- Saturday 6 April, all day - In Person - Rally Marshals Training, Duns
- Thursday 11 April, 7pm - Motorsport UK Medical Webinar
- Tuesday 30 April, 7pm - Marshals Development Pathway Webinar - Report Writing / Incident and Safety Management (GE03D/R03A)

May

- Thursday 2 May, 7pm - CPD Webinar - Getting involved as a volunteer
- Tuesday 28 May, 7pm - Marshals Development Pathway Webinar - Introduction to Spectator Safety (RY01C)
- May (date tbc) - In Person - First Aid Training (incorporating First on Scene), Central Scotland

Training Dates for 2024

June

- Thursday 13 June, 7pm - Motorsport UK Medical Webinar
- Tuesday 25 June, 7pm - Marshals Development Pathway Webinar - Rally: Stage Set-Up (RY03C)
- June (date tbc) - In Person - Fire Practical (GE01B), Central Scotland

July

- Thursday 4 July, 7pm - CPD Webinar - Motorsport UK's Upskill Programme (Cadet Marshals and young officials)
- Tuesday 30 July, 7pm - Marshals Development Pathway Webinar - Rally: Incident and Safety Management (RY03A)

August

- Thursday 8 August, 7pm - Motorsport UK Medical Webinar
- Tuesday 27 August, 7pm - Marshals Development Pathway Webinar - Race: Advanced Flag (RC02C)
- August (date tbc) - In Person - First Aid Training (incorporating First on Scene), Central Scotland

September

- Thursday 5 September, 7pm - CPD Webinar - Navigational Rallies, Targa, etc
- Tuesday 24 September, 7pm - Marshals Development Pathway Webinar - Race: Incident Response (RC02A)

October

- Thursday 10 October, 7pm - Motorsport UK Medical Webinar
- Thursday 10 October (date tbc) - In Person - Rally Marshals Training, Mull
- Tuesday 29 October, 7pm - Marshals Development Pathway Webinar - Race: Event Organisation and Structure (RC03B)
- October (date tbc) - In Person - Fire Practical (GE01B), Central Scotland

November

- Thursday 7 November, 7pm - CPD Webinar - Introduction to Cross Country events
- Friday 15 November (eve) - In Person - Rally Marshals Training, St Johns Town of Dalry
- Tuesday 26 November, 7pm - Marshals Development Pathway Webinar - Introduction to Speed (SP01A)
- November (date tbc) - In Person - First Aid Training (incorporating First on Scene), Central Scotland

December

- Saturday 7 / Sunday 8 December - In Person - Motorsport Emergency Services Training Weekend, Knockhill Racing Circuit
- Thursday 12 December, 7pm - Motorsport UK Medical Webinar
- Tuesday 17 December, 7pm - Marshals Development Pathway Webinar - Advanced Speed

Medical and Rescue Training

- Thursday 8 February, 7pm - Motorsport UK Medical Webinar
- Thursday 11 April, 7pm - Motorsport UK Medical Webinar
- Thursday 13 June, 7pm - Motorsport UK Medical Webinar
- Thursday 8 August, 7pm - Motorsport UK Medical Webinar
- Thursday 10 October, 7pm - Motorsport UK Medical Webinar
- Saturday 7 / Sunday 8 December - Motorsport Emergency Services Training Weekend, Knockhill Racing Circuit
- Thursday 12 December, 7pm - Motorsport UK Medical Webinar

2300 MC

2023 JEA Finalists



2300 Club's John Easson Award committee have been busy going through the many presentations from this year's JEA entry. Once again the standard has been very high, with many excellent candidates to choose from.

Very tough decisions have been made and three finalists have been chosen on merit to go through to the final in Preston very soon (Date to be confirmed).

2300 Club would like to congratulate:

Meghan O'kane a Driver and Co-driver from Scotland

Emily Easton-Page a Co-driver and previous JEA finalist from Scotland

Billy Grew a Driver and previous JEA finalist from Staffordshire

We wish this talented trio the best of luck for the final where they will each be interviewed by a judging panel.

The winner of the John Easson Award 2023 will emerge with £5000 of funding for their 2024 season.

The two runners up won't go away empty handed either. They will each have £750 to go towards their funding for the 2024 season.

2300 Club would like to thank all the candidates for their presentations for this year's JEA entry and would encourage these candidates to re apply next year if they meet the criteria. We would also wish them the best of luck in next season's rallying.

We look forward to finding out who will be crowned the 2023 John Easson Award winner.

TRAINING

We have received confirmation from British Motor-sport Trust that we have a Marshal training budget for 2024.

As in 2023 it is felt rather than putting on one day using the facilities of a Hotel, which will use up all the budget at once, using Motor Club facilities is a better way of both training people and using the budget.

We can either arrange an in person training session at an evening club night or arrange a practical session probably on a weekend day.

Could you contact Katy directly

@ info@mediachoice.co.uk

with your thoughts/suggestions on what your club would like.

FOR SALE

Pair of Cibie Oscars

- Painted Shells
- Chrome Rings - Not Perfect but good
- Fitted with High & Low Beam Halogen Bulbs

Offers

Rhys Nolan

rhysnolan307@gmail.com





The new BMMC online Club Store is finally here!

Just in time for that must have Christmas present, maybe a new T-Shirt, Polo shirt, Hats or a nice new Coat, we have them covered.

With the official launch day on 1st December a new exciting range of BMMC clothing will now available to order at the click of a button from the online Club shop and delivered directly to your door.

Not only will you be looking good in your new club branded merchandise you will be doing your bit for the environment! With every item sold we are making a donation to the clubs environmental and sustainability fund.

And if that wasn't enough incentive to place your first order the first 100 order will be able to claim a 10% discount by using the promo codes **BMMCLAUNCH10**.

So don't delay go and visit the new Club shop either by the BMMC website or by the using this link [BMMC CLUB SHOP](#)



BMMC Since 1957 Tee Shirt

£7.99



BMMC Union Jack Tee Shirt

£7.99



BMMC Pom Pom Beanie

£6.99



What is a Targa Rally?

A popular spin-off of a Road Rally, time plays a greater part in a Targa Rally. A cross between a Rally and an Autotest, a Targa consists of a course marked out by cones, with a set route and a navigator to direct. The aim is to follow the correct route, in the quickest time possible.

Targa Rallies are most commonly held during the daytime, on private land, with twists and turns keeping speeds low. Some events may use multiple venues, navigating on public roads between locations.

While the curtain has come down on many motorsport championships, this time of year is still providing plenty of opportunities for four-wheeled thrill seekers to delay the onset of less active winter months.

With more venues away from the public highway available in the autumn, an ever-increasing number of affordable Targa Rallies are still going strong and keeping big smiles on competitors' faces up and down the country as the days draw in. Most already feature full entry lists but there always remains the chance to learn more by volunteering – marshals are always needed.

As part of Motorsport UK's very inviting StreetCar programme, these automotive escapades are an open goal for all those seeking some truly inspiring, against-the-clock, driving fun.

To get started on smoother Targas, all you need is a standard taxed and insured road car (with a valid MOT) plus a RS Clubman competition licence, which is completely free. You don't even need a helmet, overalls or costly tyres.

"Over the past decade I've seen an amazing growth in Targa Rallies – they have emerged from Gymkhanas, Road Rallies and Endurance Rallies," explained Alan Wakeman who now runs Targa Championships for both the BTRDA and the Cotswold Motor Sport Group.

"Their big attraction is that you can start in an everyday road car at introductory level. I've seen competitors buy a car a week before an event, check it over and compete just a few days later. It really is that simple."

Wakeman also attributes the escalating appeal of Targas to the fact that two entrants can share the wheel on some single-venue events. What's more, unlike Autosolos, these Targas are very much a team sport. Drivers and navigators combine their respective skill sets to ensure they stick to the correct, prescribed course thus avoiding any costly penalties.

There are other differences from Autosolos, too. "For starters, you can drive on a variety of different surfaces all the way from clean asphalt at, say, a race circuit right through to events held on forest tracks... and everything in between," Wakeman revealed. "Autosolos also are limited to a maximum area of 200 square metres, whereas on Targa Rallies, Tests can be any length the organisers wish." Indeed, many offer more than 40 miles of Tests in a day all timed to the second.

Targa Rallies can provide a great introduction to those wishing to start in rallying to see if they enjoy the discipline. Starting in Stage Rallies is a significant investment in money and time, Targas offer a far lower cost starting point and offer a great 'community' vibe, usually everybody helps everybody else. Talent can also shine through quickly, even in standard cars.

A newcomer can start in Targa rallying and progress to wherever they feel is appropriate for them. They can start in local events, taking one event at a time. They can then progress to local championships, such as CMSG which has a class for Novices on smoother Targas.

Progression is available with the National BTRDA Silver Star Targa Championship, which is targeted at those who wish to compete on smoother events. Often competitors also compete in BTRDA Autosolos and BTRDA Allrounders (three disciplines), all in a more standard car. In total, the Targa calendar includes more than 60 events throughout the year, so there's plenty of choice around. What are you waiting for?



Scrutineers' Bulletin - 216

November 2023

Motorsport UK Resource Centre

The Resource Centre section of the Motorsport UK Website is a vital source of information for all licensed officials. It is the definitive source of the most up to date versions of all documentation, guidance, forms etc.

All documents are updated and amended as required, including the Motorsport UK Yearbook which is now on version 24 for 2023! It is important if you are working from your own locally saved documents that you regularly check back to make sure you have the most up to date version.

How to contact the Technical Team

A reminder that anyone – scrutineers, competitors and many others – can place a call to the Technical Team during the hours published in the Yearbook (Monday – Friday: 1000-1700).

01753 765000 Option 3

You may well find that you when you call you are asked to leave us a voicemail. We ask you please to trust that we will call you back within the one working day stated on the message that you will hear. Since initiating the voicemail in 2022 over 90% of messages received have been called back within a day and we continue to strive to better that.

On Fridays we try our absolute best to triage calls/voicemails that relate to the coming weekend's events and prioritise returning these calls before the end of the day on the Friday, and for this reason non-urgent voicemails on Fridays will generally be returned on the following Monday.

For any less urgent enquires or questions that require us to view images etc. you can always email us at technical@motorsportuk.org.

None of the above alters in any way the Incident Management Process which can be found in the Resource Centre of the Motorsport UK website.

Officials upgrading contact

Please can we ask that all Scrutineer licence upgrade applications and any queries relating to these – including Trainee, Eligibility and National – are sent to Sue Fletcher at officials@motorsportuk.org.

If applying for upgrade you can scan and email your log-books, and for Trainee to Car, Kart, and/or Environmental Scrutineer, please can you ask for your Letter of Recommendation to be sent to this email address too.

For National Scrutineer upgrades, please also include, along with your completed module book, a list of your availability for the two assessments – these will need to be two separate days at separate events. If you do need to post the log-book, then please mark for the attention of Sue Fletcher, Volunteer Development Officer (you can include your Offi-

Forced induction multiplier in Sprint and Hill Climb events

A reminder that the engine capacity multiplier applied to forced induction cars to define class eligibility in Sprint and Hill Climb, varies depending on the Category.

In the Standard Car Category per (S)11.3 the multiplier applied is 1.7.

For all other categories (Road Cars, Modified Cars, Sports Libre Cars, Racing Cars) as per (S)10.4.1 the multiplier applied is 1.4.

So, for example a 998cc car in the Standard Car category would be classed as 1696.6cc (998×1.7). whereas a 998cc car in any other Category would be classed as 1397.2cc (998

Rally Cars in Sprint and Hill Climb events

More and more Sprint and Hill Climb events are introducing classes for Stage Rally Cars, a great way of encouraging competitors to compete across disciplines. However, this does seem to be causing some confusion amongst the Scrutineers about the safety equipment requirements.

The simple answer is that where competing in Speed events, the Speed event safety requirements apply and not the Stage Rally event safety requirements.

So – to use the example of homologated seats – none of the categories in Sprints and Hill Climbs require homologated in-date seats.

Therefore, a Stage Rally Car competing in a Hill Climb or Sprint is not required to have currently homologated seats. The only caveat to this is if at a Sprint or Hill Climb the Event or Championship SRs actively state that cars in the Rally Car class must comply with (R)48.10.6 (or equally any other section R regulations) at which point currently homologated seats would be required as a Championship or Event eligibility requirement.

Fire extinguisher mounting

A good example of something to look out for when inspecting plumbed in fire extinguisher systems. This image was sent to us by a scrutineer at a recent race event, the fire extinguisher was found in this position at a post-accident inspection after the car had impacted the tyre wall.

Although the extinguisher bottle has the correct screw-locked metal straps, it has pulled fully out of the mounts to the vehicle chassis. This is because it appeared to have been mounted using only riv-nuts with no counter plates or washers.

The regulations require the mountings to be able to withstand a minimum of a 25G deceleration. So, you would expect to see adequately sized bolts with suitably sized washers and/or counter plates to prevent the bolts from pulling through like this.

The dangers of a 4kg+ extinguisher bottle flying loose around the cockpit in an accident are obvious and can be minimised by ensuring the correct mounting methods are used.



2024 Formula One British Grand Prix

As we head towards the end of 2023, it's already time to start thinking about the 2024 Formula 1 British Grand Prix and the setting up of the scrutineering team.

As you will know, Peter having led the team for over 30 years has now passed over the Chief's role to myself (Phil Mason) and therefore I have decided to create a new listing of scrutineers who have an interest in being part of the team.

The role of organising the team does require a significant amount of work in the background and whilst I am still working full time in a 'day job', Peter has kindly agreed to stay involved acting as a consultant and administrator to manage the workload.

If you are interested in being part of the 2024 scrutineering team at Silverstone 04-07 July 2024 and hold a Scrutineer Car licence grade or higher, even if you have attended in previous years, please can you contact both myself on [pi-mason@hotmail.co.uk](mailto:pimason@hotmail.co.uk) and Peter Riches on richesst@aol.com.

Due to the expected number of replies, there may be a need to review the responses as we aim to provide an opportunity for first time scrutineers and a rotation of previous attendees.


As the event is split between F1 and support races all those interested must be available to attend on all 4 days – i.e. from the Thursday morning.

Scrutineer's Working Group

Thank you to those who submitted nominations to join the Scrutineer's Working Group to the Volunteer Officials Committee. Those who have been short-listed to be confirmed immediately following the conclusion of the Nomination & Appointments process for the Volunteer Officials Committee.

The working group will have the opportunity to meet prior to the end of 2023 and the group and its schedule will be shared in subsequent bulletins.

Revolution

The official magazine of  motorsport uk

Renew your licence for 2024

Launch your new season of motorsport and retain the full benefits of being a Motorsport UK member

Motorsport UK brings together over 70,000 members across the community, whether competing, marshalling, or officiating.

Motorsport UK's role is to ensure the long-term sustainability of our sport. We are focused on protecting existing venues and securing new ones, increasing our community of drivers and volunteers, embracing technological advancements, both in the equipment used and the way you engage with Motorsport UK, and ensuring that our sport is seen as a positive contributor to society.

Your Motorsport UK licence offers you so much more than the ability to enter and compete in events, and members are encouraged to always check with event organisers that the event is run under Motorsport UK Permit so you can compete with the peace of mind and enjoy the sport in a safe, fair, fun, and inclusive environment. Recognised Clubs run Permitted Events to the highest of standards, so when you compete, you not only benefit from bespoke personal accident insurance, both you and the club are protected through extensive Public Liability Insurance with £100m of cover.

Being a Motorsport UK licence holder gives you access to our growing Member Benefits Programme, that provides exclusive discounts and offers from major retailers and automotive partners. It includes discounts at Halfords and access to discounted pump fuels among many other benefits.

Members who renew before the end of the year, will automatically qualify for a free 12-month tastecard, worth £29.99, that provides year-round access to a range of 2-for-1 meals and discounts across major food delivery and restaurant chains.

You can find full details by clicking on the 'Member Benefits' tab after logging in to the Motorsport UK website.

Renew your Motorsport UK licence today by visiting www.motorsportuk.org/competitors/competition-licences the team at Motorsport UK are here to help you renew and make the most of your membership

Call 01753 765 000 or email membership@motorsportuk.org to get in touch

New Yearbook format to be tested in 2024

The 2024 edition of the Motorsport UK Yearbook, commonly known as the 'Blue Book', will be published in the new year and will be the final iteration of the book in its current form.

Published annually by Motorsport UK, the Blue Book includes all the basic rules governing participation in motorsport events in the UK.

Over the last two years, Motorsport UK has embarked on a project to review the current Yearbook regulations with the aim of re-writing them as a modernised, comprehensive but easily accessible and easily understood, set of National Competition Rules (NCRs). The primary objective is to re-format and re-present the regulations that govern the sport, as opposed to making fundamental change.

An initial consultation exercise was undertaken which involved a broadly defined questionnaire being sent to every licence holder – both Officials and Competitors. This elicited a very significant response from all sections of the community. Subsequent work has been undertaken in close consultation with every Discipline and Specialist Committee, each of whom has had a significant input to the final drafting.

The NCRs will be accessible to all Clubs, Officials and Competitors in 2024 to allow familiarisation. Given the importance of the regulations, the NCRs will be run on an 'opt in' trial basis only in 2024, and Motorsport UK will continue with the Yearbook in its current form as the default set of regulations for 2024.

This 2024 Yearbook will be printed and made available on a mobile app and on the Motorsport UK website. Each discipline Committee is now consulting and considering what Events or Championships might wish to run trials in 2024 to test out the new NCRs for their area of the sport. This will provide the opportunity to identify and implement any necessary adjustments and, assuming the trial is successful, there would then be a full switch to the new NCRs in 2025.

If your club would like to trial the new NCRs or learn more about using them to run events, please contact NCR@motorsportuk.org for further details.

Continued on Page 89

BRITISH MOTORSPORT TRUST

British Motorsport Trust helps save historic speed hill climb venue

The Trust played a key role in securing the future of Mid Cheshire Motor Racing Club's Scammonden Dam Speed Hill Climb venue with a £7,000 grant to the club for a resurfacing project

Built in the late 1960s and part of the Huddersfield Water Company's planning permission granted for the construction of the Dam, the venue was opened by Queen Elizabeth II on 14th October 1971 with rounds of the British Hill Climb Speed Championships running the following year.

"This is a grass roots motor sports venue in the truest sense of the word, and one that has been in constant use since the early 1970s," revealed Richard Stephens from the Mid Cheshire Motor Racing Club. "We were faced with possible closure of the venue without the financial support from the Trust

Following an application for a grant from the Mid Cheshire Motor Racing Club, the Trust approved a grant from its Safety Development Fund to go

towards the resurfacing of a section of the hill. The essential upgrades were successfully completed, enabling the venue to continue hosting motorsport events.

Mid Cheshire Motor Racing Club utilise the venue regularly with two further clubs, MG Car Club and Pendle and District Car Club, also embracing the venue for annual events.



If you don't buy genuine Ford parts

don't drive too fast.

You know the old proverb 'If you buy cheap you can pay twice'. It must have been a rally driver who first said that.

In motor sport, it's always cheapest in the long run to start with the best equipment. And if you're racing or taking a Ford, that means genuine Ford Motorsport Parts.

They're the only ones that are designed and engineered to British standards.

The Motorsport Parts catalogue has sixty pages of wheels, brakes, steering gear, suspension kits, crams, windows, engine parts, transmissions, halfshafts, exhausts, seats, lamps, fuel tanks - virtually everything you need to prepare a reliable car. As well as a lot more.

And the best place to buy your catalogue and parts is from your local Motorsport Dealer. Then you can buy the whole works from under one roof.

If you don't know where to find him you can ring us direct on South Cheshire 853434 and we'll give you a map reference and a telephone number. Good luck in 1982.

On the fence and truth.

MOTORSPORT

Wigton Motor Club Centenary Presentations



Wigton Motor Club celebrated their centenary with a BBQ at the Motor House on Sunday which was attended by over 120 members. The club is enjoying a huge amount of success in their centenary year with reach the 1000 members mark are few months ago.

During the morning long term member Ron Palmer was presented with a Jaguar shaped cake to mark his birthday and cheques for £1000 were presented to the North West Air Ambulance and Cockermouth Mountain Rescue Team who were the nominated charities for 2023.

Photo shows Ron Palmer, Vice President of Wigton Motor Club handing over the cheque to Russell Butler of Cockermouth Mountain Rescue Team.

Proposed Changes for Consultation

New or amended regulations proposed by the Specialist Committees are made available here for consultation. The publication of the respective Committee's Action Sheets will begin a period of consultation that will end on the date advised within the document.

Once the consultation period has concluded, the proposed regulations will either proceed to the Motorsport UK Board for final ratification (in original form or amended as required) or will be returned to the respective Committee for further consideration.

Any comments on proposed regulations should be addressed either through the specific consultation mailboxes detailed in the respective Action Sheets or through your Regional Association.

Any documents listed below detail – by Specialist Committee – proposed regulation changes currently available for consultation. The closing dates for consultation on these proposals are specified in the documents, along with the relevant contact details.

Race Committee - October 2023

- <https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2023/11/Action-Sheet-ISSUED-Section-W.pdf>
- <https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2023/11/Action-Sheet-ISSUED-Q9.1.5.pdf>
- <https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2023/11/Action-Sheet-ISSUED-C2.3.3.pdf>



Santa sends his apologies to residents of Wales, but due to the ridiculous speed limit he is having to use a different sleigh for your country.

The last of his Welsh deliveries should hopefully be completed by mid April



South Yorkshire Stages December 10th **CANCELLED**

In light of a number of objections submitted to the local authority this week, we have made the decision to cancel the first ever South Yorkshire Stages Rally, due to take place on 10th December 2023. We are committed to community engagement for this event and have taken seriously the concerns raised by some of the residents in the area.

We would like to thank all of our supporters including the volunteers, residents, out-of-town visitors, Barnsley Council, other key organisations and our sponsor who have supported our planned event, and we are sorry to disappoint those who were looking forward to it.

We are extremely proud to have been involved in developing this project, which would have put Barnsley and Penistone on the international Motorsport map.

Sheffield and Hallamshire Motor Club

DECEMBER '23

Marshal's Bulletin

Acquired Rights Scheme

There has been a fantastic response to the Acquired Rights Scheme and, so far in 2023, we've managed to help 232 people be recognised by a more suitable grade of registration.

We are pleased to announce that the closing date for applications under the Acquired Rights Scheme has been extended. This is to allow Marshals to obtain any missing modules during the forthcoming training season.

All paperwork must now be submitted to Motorsport UK by **31st March 2023**. After this date, there will be no future extensions to the Acquired Rights Scheme and the standard Marshals Pathway must be followed for upgrades.

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

"Training Event" definition

For many years, it's been a requirement for a Marshal to attend at least one training event every two years to retain their grade of registration. We often get asked what constitutes a "training event" in this context, so, following discussions with the Marshal's Advisory Group and the Training Advisory Group, the following definition has been agreed upon:

Dedicated Marshals' training, delivered by a licensed Motorsport UK Trainer(s), equating to 6 hours in total, of which a minimum of 2 hours must be face to face.

That is to say that, in a two-year period, each Marshal must undertake a minimum of 6 hours of training. This may be completed via Marshal training days (as is the norm), or via a combination of several online sessions and a two-hour face-to-face session. However the 6 hours are achieved, it remains the responsibility of each Marshal to self-certify compliance at the time of renewal.

In next months' bulletin, we'll be giving you some pointers on how to find training events in your local area. In the meantime, head over to the [Learning Hub](#) where you'll find a number of Marshals Pathway modules for you to complete.

Volunteering opportunities

Although the Speed and Circuit Racing season has finished for 2023, Rally and Kart events, along with grassroots motorsport, are still very active all year round! 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.
4. Contact your local motorsport venue – you can find contact details for fixed venues in the [Motorsport UK Year-book](#), starting on page 29.
5. Ask your Regional Association for help – details can be found on the [Motorsport UK website](#)

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

Continued on Page 92

Why not try... Cross Country marshalling

Comprising of around 13 different types of event, this discipline can include elements of Rallying and Trials, and is the ultimate off-road experience!

Comp Safari events take place on off-road courses of up to 10 miles in length. Each competitor completes the course several times and is given penalties for exceeding the bogey. As with rallying, the winner is the competitor with the smallest aggregate time penalty. Cross Country Vehicle (CCV) Trials feature courses, called sections, marked out by a series of gates. The further the car gets through each section, the higher the score, with penalties applied for stopping or hitting the gates.

Cross Country events take place all year round, and in all conditions – so if you are planning on marshalling at a Cross Country event, you'd better come prepared! Boots are a must, as the competitive sections can be extremely muddy, or equally dusty depending on the venue. Key duties of a Marshal on a CCV Trial include scoring sections (for example, looking out for markers being hit or judging how far the car travelled), whereas a Marshal's duties on a Comp Safari event tend to be similar to those on a Stage Rally.

Find out more about Cross Country events on the Motorsport UK website [HERE](#), or find your local Cross Country Motor Club by using the online tool [HERE](#).

Two things are for sure – you'll be welcomed by a fantastic community of motorsport fans, and you'll go home at the end of the day with a smile on your face... although perhaps a bit muddy!

Answers to Frequently Asked Questions

- If you are collecting signatures but have run out of space in your PRC, there are continuation sheets available in the Resource Centre, or you can email marshals@motorsportuk.org. Once you upgrade, you will receive a copy of the new PRC from Motorsport UK.
- Event attendance can be signed by someone of the same grade or higher of the Marshal who requires the signature.
- Upgrade Assessments can only be signed by Marshal Assessors holding the grade for the discipline which they are assessing.
- Training Modules can only be signed by licensed Motorsport UK Trainers.
- The days to obtain the minimum requirements must always be separate to those used when doing assessments.
- A *Knowledge Check* is the Assessor asking questions to ensure that the Marshal has taken in enough information regarding, for instance, flags and flagging for a Race: Grade 2 (Incident) upgrade.
- If you have a question regarding your proposed upgrade, or any other marshalling query, please email marshals@motorsportuk.org so that we can assist.
- For the time-being, all newly registered Marshals will continue to receive a welcome email with the Registered Marshal PRC attached to print.
- If you need to update your details, you can do so on the Motorsport UK website. If you have forgotten your login details, please email marshals@motorsportuk.org and we can reset them for you (please remember to include your Motorsport UK number).
- If you require an upgrade assessment, please give the Chief Marshal of the Event as much notice as possible. It is up to you, the Marshal, to arrange your assessment with the Chief Marshal and it is not something that Motorsport UK is able to assist with.
- The form for upgrading is available on the Motorsport UK website within the Resource Centre. It is called "2024 Application for a Motorsport UK Marshal Registration".
- If posting paperwork for an upgrade, please always remember to take a copy before posting, and put 'For the Attention of Sue Fletcher' on the envelope.

Here to help

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

You can contact us in the following ways:

training@motorsportuk.org – for any training related queries

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

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

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

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

For Sale

3.5 Ton Car Trailer



- Indespension;
- Tilt bed 16' Long x 7' Wide;
- 5 good wheels and tyres;
- A frame strengthened;
- Brakes, winch, lights all OK;

Enquiries via Mike Garstang,
garstang1948@gmail.com

The AS Performance North of England Tarmacadam Rally Championship

is scheduled to consist of 14 rounds with the best 8 scores to count. The 2024 championship will run from February until the last round in November 2024. Title sponsorship will once again be from AS Performance supporting the championship for the fifteenth year. Championship managers Neville Simmons and Nicky Jackson thanked the events for accepting the request to use their events as counting rounds adding, "the calendar has been put together with our management team that includes ourselves and also five others, which includes two current championship competitors ensuring a competitor's point of view is considered".

The 2024 Championship will include a number of traditional rounds with two new to the championship, including a mix of closed road and single venue events with something for everyone.

Alongside the Main AS Performance North of England Tarmacadam Rally Championship, we also have included seven class awards, Champion of Closed Roads & Single Venue, Champions of the Ranges & a Ladies Championship. Best Newcomer & Best Clubman awards. A championship with something for all.

Championship Managers

Neville Simmons & Nicky Jackson

C/O 11, Ropsley Close, Church Fields, New Hartley,
Whitley Bay NE25 0GJ

Tel: 03330020569

email : hellonerrallychamp.co.uk



- 18th February
Grant Construction
Knockhill Stages
- 25th February
East Riding Stages
- 17th March
Northside Truck & Van
Dukeries Rally
- 22nd - 23rd March
Legend Fires
North West Stages
- 24th - 25th May
Beatson's Building Services
Jim Clark Rally
- 26th May
Beatson's Building Services
Jim Clark Reivers Rally
- ? June
Crail Summer Stages
- 21st - 22nd June
Dunoon Presents
Argyll Rally
- 6th - 7th July
Mach 1 Stages
- 4th August
Lion Stages
- 25th August
Pendragon Stages
- 15th September
Cheviot Stages
- 21st September
Condor Stages
- 24th November
Winter Stages

8 Rounds to Count

More info at : hellonerrallychamp.co.uk

FOR SALE

CITROEN C1

JUNIOR RALLY CAR

Our Junior Car will be available after the Pentraeth Glyn Memorial Rally at Anglesey on the 25/26th November 2023

The car has had a successful 2023 Season with several podium finishes including a win.

Reason for sale is due to me being too old for Junior Rallying next year.

- MSUK Log Book
- The car has a composite sumpguard and tank guard from Rallytech, Red top battery, New clutch and driveshafts only 2 events old.
- Harnesses were new this year.
- Seats are out of date at the end of 2023.
- 8x 13inch Revolution Wheels,
- 8x Part-Worn 13 inch Toyo R88R Championship control tires.
- 4x Part-Worn 13 inch Nankang NS2R Tires

Large Spares Package includes -

Driveshafts,	Variety of suspension springs,
Bottom arms,	Starter motor,
Wheel hubs,	Radiator,
Wheel bearings,	Alternator,
2x C1 Gearboxes,	2x C1 Fans.
C1 Rear beam,	Doors,
part used mintex front brake pads,	bumpers,
Clutch,	Spare C1 Shell.

Plus lots more...

£6450

oliwagg007@gmail.com



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All S/H, in varying condition

- Front Picture Frame panel
- Front wing " X RH & 2X LH
- Doors - 2 Rear 3 RH 2 LH
- Bonnet
- Screen
- Tunnel cover 1 Ser. 2 V8
- Prop Shaft 5
- Front Bull Bar
- Air Cleaner & Bracket
- Wiper Motor
- Front Panel Rad to Bumper
- Floor Pannel 2 Scruffy
- Radiator 3
- Wheel Set 7.5x16 Tyres legal (old & worn)
- BFG Mud Terrain Tye Set Legal (Old - usable Off Road)
- Set Parabolic Springs - Good condition
- Set of delux seat frames Scruffy
- Steering rod/track rod
- Dash Binnacle
- Vac Tank
- Front Mesh light guards
- Gearbox LT77 & V8 adaptor plate ?
- Front Defender Wheel Arch
- Set modular wheels - wrong tyres
- Wheel & usable tyre 2

**Prices very low to go to good home.
I don't want to scrap them.**

John 07979791720





NESCRO



North of England & Scottish Classic Rally Organisation Historic Motorsport In The North Of England & Scotland

NESCRO 2023 Historic Driver's Challenge

Pos	Driver	pts
1	Alex Willan	408.6
2	Ian Maxwell	350.0
3	Geoff Bateman	318.9
4	Michael Read	296.7
5	Ian Dixon	294.6
6	Tom Hall	265.3
7	Neil Raven	258.2
8	David Marsden	255.5
9	Andy Beaumont	199.2
10	Andrew Johnson	197.3

NESCRO 2023 TARGA Driver's Challenge

Pos	Driver	pts
1	Chris Dodds	528.0
2	Andrew Thompson	348.7
3	Kevin Savage	328.5
4	Phillip Hodgson	321.1
5	Ali Procter	313.3
6	Barry Lindsay	309.0
7	Chris Hunter	303.6
8	Kevin Stones	296.1
9	Jack Morten	287.9
10	Graham Macdonald	226.2



NESCRO 2023 Historic Navigators Challenge

Pos	Navigator	pts
1	Andrew Fish	464.5
2	Maggy Bateman	378.9
3	John Lidsay	296.7
4	Clair Raven	258.2
5	Glen Fothergill	223.5
6	Dave Boyes	197.3
7	Roy Heath	193.9
8	Paul Taylor	185.1
9	Alistair Maxwell	182.3
10	Michael Fox	170.8

NESCRO 2023 TARGA Navigators Challenge

Pos	Navigator	pts
1	Joshua Bailey	348.7
2	Lewis Hodgson	321.1
3	Lysey Procter	313.1
4	Martyn Petry	309.0
5	Fiona Tyson	303.6
6	Christopher Holden	296.1
7	Essi Salonen	287.9
8	Phil Savage	260.2
9	Stewart Hurst	226.2
10	Colin Fish	217.9



Photos Courtesy of Garry Plimer



John Robson / Hexham Historic Rally 10th and 11th of February 2024

Hexham and District Motor Club are pleased to announce the running of the Glendinning of Prudhoe John Robson / Hexham Historic Rally 2024.

- 140 Mile Route Using The Best Lanes of Northumberland
 - Food and results at the finish
 - Unique Early Finish
- IN ANCC, SD34, Scottish AMC, ANWCC and also ANWCC Historic Rally Championships.
 - Simple No Nonsense Navigation
 - Beginner Class with Marked Maps



Image courtesy of Jez Turner

2023 winners Richard Hunter / Garv Evans

- Regulations available from the 24th of December from <http://www.johnrobsonrally.com> and the Hexham and District Motor Club Facebook Page. Entries open 1st of Jan 2024

Marshals Required

Contact Lynsey Procter

marshals@hexhammotorclub.com

Aintree Circuit Club

A call for cars for the

Woolton Village Christmas Lights.

Switch on Sat Afternoon 25th November.

Cars in place by 1.30 till about 5.30.

This is being organised by one of our Marshals, Cllr Kris Brown.

We are also providing a small marshaling team. Refreshments provided too! Looking for a few more interesting classics!

Contact me direct please if you can attend.

aintree58@btinternet.com

The Motorsport Files

Hysteria Productions

Drew Bentham

www.themotorsportfiles.com

Leeds, UK – 7th November 2023

The first instalment of THE MOTORSPORT FILES set to begin filming later this month.

Filming will soon begin on the first in a new series of biographical documentary programmes aimed at showcasing the lives, careers and legacies of those involved with the sport. In the first miniseries we delve into the history of one of the most successful players in British and World rallying. **Phil Short** has enjoyed success as a championship winning co-driver, team boss, sporting advisor and has helped to develop some of the WRC's top talent to victory as part of the Pirelli Star Driver program, later to become the JWRC.

Phil has previously collaborated with Jonathan Pulleyn on his book, *The Yorkshire Rally Mafia*, in which his early career is briefly explored. This new mini series will expand on this to paint a complete picture of his amazing career. A career that saw back to back championships in Britain in 89/90 and 77 WRC victories later in management. Phil was involved during the golden periods in the history of the sport, in iconic classic rally cars from Grp 4 to Grp B and into Grp A and WRC, and has sat alongside some legendary drivers in his time. Expect a modern cinematic style of documentary, shot in HD, that brings together a great story told by Phil himself including never before told stories, archival footage and narrated by WRC's **Jon Desborough**. To keep up to date with the latest show news, sign up to our newsletter at the base of the website or through a DM on socials.

Drew Bentham has been involved in High End TV for over 10 years, from *Emmerdale Live* to *Victoria* and *The Long Shadow* and has built up the necessary elements required to make these kind of shows. All with the benefit of a lifelong passion for the sport, that is sure to be felt. A programme made by a fan, for the fans.

Hysteria Productions Facebook

<https://www.facebook.com/hysteriaproductions>

Here we go an early Christmas Present :)

I have set up three Zoom meetings for my current and future customers. Each meeting is an opportunity to ask questions and suggest new ideas on each of my motor sport result solutions.

I will do my best to answer as many questions as possible. A chance to also share ideas on how best to use each solution

Registration links below

- **TimingAppLive - 4th December at 19:00**

<https://us06web.zoom.us/join/tZwofumoqjgoEtESKxbG4rh3ZPSpM9P9EJMy>

- **RallyAppLive - 11th December at 19:00**

<https://us06web.zoom.us/join/tZ0sdO-gqjsrE9ANC9d5YmFHzP3WqkILmqGL>

- **TrialsAppLive - 18th December at 19:00**

<https://us06web.zoom.us/join/tZUucOmorzwpHdRDRvsKtIJAYjX7smUpybl4>

I hope you can join us

Regards, John Clavey

Sapphire Solutions Ltd

Sapphire Solutions Ltd



TimingAppLive Management And Results Solutions

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This all adds up to making running an event easier and safer for Organisers, Marshals and Competitors.

Used for Autotests, Production Car Autotests (PCA), AutoSOLO and TARGA Rally events.

Calculates results automatically.

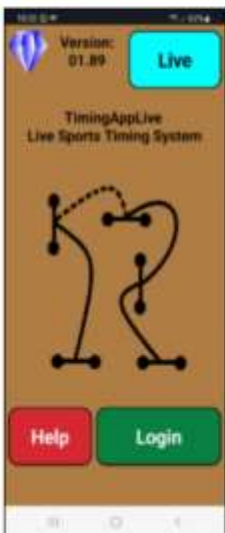
Facebook group TimingAppLive

www.sapphire-solutions.co.uk

CONTACT John

John@sapphire-solutions.co.uk

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WDMC

**WARRINGTON & DISTRICT
MOTOR CLUB**



2023 Gravel PCA Series Wern Ddu

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

- Autotests
- 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.

rally
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**JUST £140
FOR THE DAY**

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

UPCOMING EVENTS

FEB 17th

SUNDAY

MAR 15th

FRIDAY

APR 13th

SATURDAY

JUN 29th

SATURDAY

BOOK ONLINE AT RALLYTRACKDAYS.COM

OR CALL THE CIRCUIT OFFICE ON 01407 811400

Pro-Rally.co.uk

1



Motorsports Photography and Journalism

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

Phil James

Motorsports Photographer & Journalist

07771 76 86 57 | 01772 69 00 34

phil@pro-rally.co.uk

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Pro-Rally.co.uk

1

www.pro-rally.co.uk

ANWCC

To Access all
of the following

2024 Championships Calendar

Championship Registration

2024 Championship Tables

Please Visit

www.anwcc.co.uk

SD34MSG

To Access the 2024

Championships Registration

[https://](https://form.jotform.com/232554685289369)

[form.jotform.com/2325546
85289369](https://form.jotform.com/232554685289369)


three sisters
CIRCUIT

threesisterscircuit.co.uk



Car Track Days:
4th November
10th December

Acknowledgements

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

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

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

A Special mention of gratitude to

ALL THOSE CLUBS AND PEOPLE
WHO DO SEND IN REPORTS,

Jokes, Photographs, Information, Events etc

Terry Martin (CDMC)	Steve Entwistle,
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Amey Honchoz (IDMC)	Bruce Lindsay (PDMC)
Steve Butler (CDMC)	Mark Broadbent (A&PMCC)
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 (KLMC)	Gary Evans (MMC)
Barry Lindsay (SMC)	Ed Graham (HexDMC)
Colin Blunt (CDMC)	Ian Harden
Niall Frost (IDMC)	Bill Honeywell (CDMC)
John Harden (LiMC)	Neil Jones
Oliver Waggett (HMC)	Dave V. Thomas (ANWCC)
Ian Harwood (KMC)	Geoff Bateman (WCMSC)
Tom Wilkinson (BDMC)	Ian Clapham (116 MC)
Adrian Spencer (Wigan)	Martyn Taylor (KLMC)
Stuart Bankier (BDMC)	Kris Coombes (PrestonMC)
Sion Matthews (C&AMC)	Callum Young (CDMC)
Ian Grindrod (2300MC)	Nick Townley (KLMC)
Dan Willan (KLMC)	Paul Woodford

The GEM Rally Radio 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 Gilbertson, 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



AGM

Wed. 17th January '24
7:30pm By Zoom

ANCC



Monday 4th December
8pm Via Zoom

www.ancc.co.uk



ANWCC

Association of North Western Car Clubs

Tues. February 13th '24
8pm

To be Announced
Might be Zoom or in person
<http://anwcc.co.uk>

ANECCC



Thursday 25th January 2024
7:30pm - By Zoom

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

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

Deadline for copy

For the January '24 Edition is
Thursday the 28th of December
which is due out on

Monday the 1st of January '24

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