

# January 2024 spotlight



**ANECCC**  
Association of North East  
and Cumbria Car Clubs



**ANWCC**  
Association of North Western Car Clubs

**ANCC**  
Association of Northern Car Clubs



Grizedale Stages Rally

Photo Courtesy of  
**Charley Leavold**

[www.sd34msg.org.uk](http://www.sd34msg.org.uk)

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	<b>Blackpool South Shore Motor Club</b> <a href="http://www.bssmc.com">www.bssmc.com</a>
	<b>Clitheroe &amp; District Motor Club</b> <a href="http://www.clitheroedmc.co.uk">www.clitheroedmc.co.uk</a>
	<b>Ecurie Royal Oak Motor Club</b> <a href="http://www.eromc.co.uk">www.eromc.co.uk</a>
	<b>Garstang &amp; Preston MC</b> <a href="https://gp-mc.co.uk/">https://gp-mc.co.uk/</a>
	<b>High Moor Motor Club</b> <a href="http://www.hmmc.co.uk">www.hmmc.co.uk</a>
	<b>Stockport 061 Motor Club</b> <a href="http://www.stockport061.co.uk">www.stockport061.co.uk</a>
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## ADVERTISING in 'SPOTLIGHT'

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**Sent to all 32 member clubs and then**

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**And sent to SD34MSG,  
ANWCC, ANECCC and ANCC clubs**

**All advertising revenue helps to fund SD34MSG**

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# Chairman's Chat

## January 2024



I hope that some of our readers will have noticed that SD34 started in 1964, and we still have 3 out of the 4 founding clubs as members, Clitheroe DMC Longton DMC and Mullards 2300. From small beginnings,.... just like acorns..... SD34 has grown to a group of 32 clubs that can help each other to provide grass root motorsport in the North West of England.

***The SD34MSG has lots of trophies to give out to our competitors at the awards night is on the 9<sup>th</sup> March 2024. We have 3 guest speakers lined up for the night. See the advertisement on page 65***

The SD34 Night of Champions has the makings of being a night to remember, the guest speakers, Ian Grindrod, Mike Broad and Nick Pollitt have almost 200 years of motorsport between them, from club motorsport to the WRC. Please come enjoy the evening, It is likely that demand for this evening could be high, **award winners should book early.**

As we go to press the two of the three divisions of SD34 club league were decided on the last day; as was the Individual Championship. Ben Briggs (U17MC-NW) started the year as a 16 year old with 2 years motorsport experience and now he will need a large trophy cabinet for his awards for 2023 with SD34 and ANWCC championships, driving on AutoSOLOs PCA Autotests and Hillclimbs. Just wait until; he has passed his RTA driving test!

One of Ben adversaries this year has been fellow club member, Daniel Millward-Jackson (U17MC-NW) Dan, became very ill at the end of November 2023. He was hospitalised in ICU with Bacterial meningitis!... Daniel, needed lots of help by the NHS and his family; to help him recover. It was good to see the support that the family received from the motorsport community; we all wish Daniel a full recovery and back driving in 2024

**The SD34 Inter club league, Overall and Division A**, went down to the last two events, both were on the 10<sup>th</sup> December, 20 points at Warrington's Gravel PCA and 51 at Bolton's AutoSOLO gave the **U17MC a total of 894 points** The leading club at the start of the day.... did not have any members on these two events! **Liverpool MC 828 points** finished second. **Longton DMC 796 points** was 3<sup>rd</sup> overall. It is good to see that SD34 clubs from different motorsport specialism's can compete against each other.

**Division B** was won by Accrington MSC, They and their members built a steady points total on AutoSOLOs and rallies throughout the year and finished with 467 points and 7<sup>th</sup> o/a from Stockport/061 on 282, a great achievement for one of our smaller clubs.

**Division C** was won again on the last day of the championship it was a battle between two of the groups, largest clubs by membership! The positions changed places on the last day and only 0.5 points between the two clubs at the finish.

Wigton MC with over 1000 members had led Division C with points being scored on PCA, Speed and Rallies. Boundless by CSMA has around 180,000 members! But very few who even know about motorsport! The CSMA North West Motor Sport Group is trying to keep alive the clubs founder members ethos from 1923. CSMA NW MSG had scored points mainly on AutoSOLOs and marshalling throughout the year and after the Bolton AutoSOLO the scores were CSMA 182.0 Wigton 181.5 New club Regardless not far behind on 152.0

I would like to thank all SD34MSG clubs and their members, all the officials, championship compilers and delegates who attend the SD34MSG meetings. To those that take the time to run Motorsport events in the North West, without your work, North West motorsport just would not happen.

All the best for 2024

*Drive Safely*  
**Steve Johnson**  
**SD34MSG Chairman**

**SD34 Motor Sport Group Inter-Club League 2023**

Club	Total Points			Position	
	Div A	Div B	Div C	O/A	Div
Under 17 MC(NW)	894			1	1
Liverpool MC	828			2	2
Longton DMC	796			3	3
Knutsford DMC	774.5			4	4
Clitheroe DMC	716			5	5
Bolton le Moors CC	585			6	6
Accrington MSC		467		7	1
Warrington DMC	445.5			8	7
Kirby Lonsdale MC	368.5			9	8
Stockport 061 MC		282		10	2
Garstang & Preston MC		236		11	3
Wallasey MC		227.5		12	4
Preston MSc		223.5		13	5
Wigan DMC		194		14	6
Boundless by CSMA NW			182	15	1
Wigton MC			181.5	16	2
Regardless MC			152	17	3
Mull CC			131.5	18	4
Hexham DMC			129	19	5
Blackpool South Shore MC		90		20	7
West Cumbria MSc			82.5	21	6
Manx Auto Sport		79		22	8
Knowlside CC			74.5	23	7
Aintree Circuit Club			63	24	8
Pendle DMC			60	25	9
Lancashire AC			48	26	10
Airedale & Pennine MCC			20	27	11
2300 Club			8	28	12
High Moor MC			5	29	13
Chester MC			0	30	14
Lightning MSC			0	30	14
Motorsport (NW)			0	30	14



# ANWCC

Association of North Western Car Clubs

## ANWCC NOTES – JANUARY 2024

Here we are at the start of another year of championships – running to the well tried and tested formula and with something for everyone – well almost, we don't cover races, although you could gain Allrounders points for some meetings!

For ANWCC 2023 was a good year, although numbers were down on 2022 by 10%. We had over 140 events counting for one or more of the championships, contested by 286 registered contenders.

Our Awards Night will take place on 3<sup>rd</sup> February and full details are on our website, with an online form to book your place. We have ordered 212 awards for the winners, so a busy night ahead.

So, to 2024 and it looks very promising. The number of contenders registered as at the first of January 2024 is the highest it has been at the start of the year for the past five years, as we go to press there are 54 registered already.

Things look good for the events – the first championship event of the year is Caernarvonshire & Anglesey MC's J J Brown Memorial Rally on 20/21 January – as seems to happen a lot these days an overwhelming list of competitors – no less than 131 with a month to go before the event!

This does mean that several likely championship contenders will not get a run, which is a main reason why our championships have so many events. With no more than eight events to count then everyone should be able to get eight starts during the year, with plenty of choice of geographical location. If you have missed out on the first event then still register for the championships as there are plenty of events to choose from.

Wherever you live you can complete the championship without too much travel, so we look forward to receiving championship contenders from far and wide!

Motorsport UK has undergone several changes of personnel recently and this has affected the issue of championship permits. As they close for the Christmas period we are still waiting for our permits, applications having been submitted three months ago. This is not a satisfactory state of affairs and we have to apologise to clubs organising the early events in that we are unable to provide them with the necessary information to complete their event regulations. The permits will be uploaded onto our website as soon as we get them.

To follow our activities for those of you using Facebook please sign up for the ANWCC Chatter page, to get all the latest information – this is also repeated on our main Facebook page. Links to events can also be found on our website home page, where they will not disappear down the screen as they do on Facebook!

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



# Roger Albert Clark Rally

23<sup>rd</sup> – 27<sup>th</sup> November 2023

*Paul Commons Motorsport*



**Managing to stay out of trouble as others faltered, Martin McCormack and Barney Mitchell perfectly circumnavigated the longest, toughest, most grueling Roger Albert Clark Rally to date to claim victory by more than 5 minutes; a record fourth title for the rapid Irish driver.**

Two years in the making, the 2023 running of the Roger Albert Clark Rally promised to be the best yet with a route covering 5 days, 3 countries and over 350 miles! Not only this but an incredible entry of over 150 crews had been attracted which included the likes of Oliver Solberg, Kris Meeke, Chris Ingram and Osian Pryce in addition to the usual front running historic competitors, thus making the event one of the most eagerly anticipated in many a year!

With such a grueling schedule the event was always likely to be one of attrition and Meeke, Ingram and 2023 BHRC champion Roger Chillman were all official retirements before the end of the Welsh leg! This left Solberg and Pryce to battle it out for top spot as the event moved into South West Scotland on day 3 with the former starting to pull away as he became more familiar with his father's MK2 Escort.

Pryce had however been managing an oil leak and his victory challenge would unfortunately come to a premature end in Glen Gap as the RallyXtreme MK2 Escort eventually utilised all available lubricant after visibly smoking through most of the morning. A very disappointing end for the 2022 British Rally Champion after such a promising run over the first 2 days.

Solberg meanwhile seemed to go from strength to strength and had built a lead of over 4 minutes by the end of day 3, growing to over 5 and a half minutes by the start of Stage 28 (Harwood 2, the final stage of day 4). But then disaster struck for he and Elliot Edmondson as the Viking Motorsport machine suffered a drive shaft failure putting them out of the rally. And whilst the team had them back in the event under Super Rally rules for day 5, the amount of time required to be made up ultimately saw them end up in a Shepherdshield ditch as they went all in for victory.

Having 3 previous RAC victories to his name Martin McCormack knows exactly what it takes to end the event on the top step.

***Continued on Page 8***





## Roger Albert Clark Rally

### Continued from page 7

He and co-driver Barney Mitchell had sat 3rd at the end of day 1 and 2 and had wisely decided on a more cautious approach after a few near misses early on and then an oil issue of their own on day 3. And it turned out that this was exactly the right strategy as the Irish duo maintained a 5 minute margin over the final day to claim a brilliant victory whilst still managing to put on a show with their infamous flamboyant style!.

Like McCormack, Cathan McCourt and Liam Moynihan had also opted for a safety first approach over the marathon event and were rewarded with an excellent 2nd overall for their efforts, a quite unbelievable result given their lack of mileage on UK soil. In fact McCourt had started the final 39 mile Kielder test in 3rd, 30 seconds behind the crowd pleasing Stratos of Perez, but with the intention of having a real go on the monster finale. And the charge certainly paid off as Perez was unfortunately forced into retirement with the Lancia's engine succumbing to the heat of the battle.

Whilst McCourt set a quick time on "The Big One" no one was able to get anywhere near the time of Jason Pritchard however as the Welshman set fastest time by a monumental 51 seconds, topping off an incredible final day charge for he and Phil Clarke which saw the experienced duo climb into the podium positions. Pre event the double British Historic Champions would have been amongst the favourites for victory but after a trying event saw them visit a couple of ditches, suffer multiple punctures and encounter a fuel pressure issue they will have been delighted with 3rd!

The 39 mile final test was always designed to be a sting in the tail and it proved just that for the unfortunate Seb Perez and Gary McElhinney. But their incredible run will be THE lasting memory for many followers of event having peddled the Stratos with such style across some of the UK's finest stages. We can only hope they come back for more in 2 years time!

Further back Mike Stuart and Sinclair Young put in a fabulous performance to claim category 2 honours with an excellent 5th overall in their MK1 Escort. The Scottish pairing managed to find the perfect pace throughout the event, benefitting from the issues of others along the way to move from 13th at the end of day 3 to 9th by the end of day 4 and then gain another 4 spots over the final day in Kielder.



Continued on Page 9



## **Roger Albert Clark Rally**

### **Continued from page 8**

Northern Irish pairing, Robert Woodside and Dean Beckett aboard their Tuthill prepared Porsche 911, had been leading the category at the end of day 1 but were not able to match the pace of Stuart as the event progressed. However 10th overall, first none Ford and first in class C4 represented an excellent result after 5 long days. Meanwhile just one place further back after a consistent run were Class C3 winners Ben and Steven Smith aboard their RS2000, the first none BD powered Ford home.

It's always great to see the Category 1 machines on display and victory looked to be going the way of Martin Linden and Rickard Forsell in the Volvo PV 544 only for the Swedes to be forced to Super Rally part way through day 4. This left the way clear for Pete Stimson and Mark Butler to take a well earned victory aboard their Ford Anglia with 81st overall.

Elsewhere Mark and Andrew Constantine would claim category 4A honours in their recently built Nova SR and Aaron McClure would take Category 4B just one place further back in 55th overall. Meanwhile Neil Weaver put in one of the star performances of the event as he and Jack Morton took the S1600 Vauxhall Corsa to Open Rally victory with 6th position overall, in the process recording a remarkable category victory margin of over 23 minutes!

This had been some event to follow and whilst I had only elected to take in the middle 3 days still managed to clock up a whopping 874 miles! Even the weather behaved itself this time with the trip into new territory (for me) in South West Scotland a personal highlight. Rallying has traditionally been all about endurance and this 350 mile event required it in abundance. So much so that just 4 of the top 20 seeds made it to the finish without Super Rally! If only a more traditional way of navigating the event between Wales and Carlisle could be found; stately home stages and a route through North Yorkshire or Cumbria seemingly the obvious answer but probably out of the question ...

But that's just nitpicking, what an event, bring on 2025!

**Paul Commons Motorsport**



## **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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# Roger Albert Clark Rally

23<sup>rd</sup> – 27<sup>th</sup> November 2023

*Richard Wise : Middlesex County AC*



So where do I begin summing up our 2023 Roger Albert Clark Rally ?

It's been over a year since I booked hotels and started planning for what is in my opinion the best forest rally in the world.

Two years ago, David Hopkins and I only met on the day of scrutineering but at least this time we had a bit longer to prepare.

Jump forward to three weeks ago and we were chasing our tails to discover the misfire problem with the Sunbeam - something we didn't actually solve until after scrutineering so Rhodri Evans Motors had a bit of work to do the night before the rally.

Through two days in Wales we went quite well and gained the class lead straight away, despite losing all the water from the radiator on several occasions until the water pump leak was cured.

After the long trip up to Carlisle we decided to have a go in Scotland and I think for the first time we could honestly say that as a team in the car we were 100% clicking. With pushing hard however comes total commitment and we were very lucky not to roll in Dalbeattie forest on a tight right but that's the luck you need.

On day 4 in Kershope we were again going well and despite a minor off in front of the TV cameras we continued to make good progress up to 29th overall (27th historic).

All along Dave had said his target was top 20, something I thought was a little optimistic in the 1600 Sunbeam against all the big engined Escorts. In fact we reckon most of those cars have an engine costing more than our complete car!

We thought the big boys would still be throwing everything at it so if we could stay 'on it' without pushing too hard we may inherit a few places, and so it proved.

The final stage being 39 miles and 49 pages of notes seemed pretty daunting and difficult to pace - one slip up and the rally is over in a deep Kielder ditch, but the 42 minutes actually went quite quickly and my croaky voice stood up to it.

The little Sunbeam took one hell of a pounding but we finished 19th overall historic (21st overall) and won the class by over 27 minutes - better than we could have imagined against world class opposition.



*Continued on Page 11*



## **Roger Albert Clark Rally**

### **Continued from page 10**

There are so many people to thank - Rhodri Evans , Owain Thomas, Nev and Jon for their fantastic unwavering service work and Keith Gapper & Christopher Vanes for the catering, transport and running around support - to all of you thanks for reading all my Service plans and paperwork over the last few months.

To Dave, what else can I say but thanks for putting in a brilliant performance on all five days. The little beam was sideways more often than not and I'm sure we kept the spectators fully entertained. We managed to upstage so many big boy cars and it really was one of the drives of the rally - and the whole event done on used tyres.

A huge thanks to all the marshals, officials, safety crews and everyone involved with the rally. Having done so many of the original RAC rallies, this is on a par with many of those it tries to emulate and by far surpassed any WRC event for decades.

To the media mob - Paul Lawrence, Ben Lawrence, Matt Cotton, Bex Hinton, Paul Woodford and the whole team, thanks for the excellent coverage which I look forward to watching. I hope you enjoyed the wine gums.

Finally but most importantly, thanks to my better half Sarah for putting up with me living and breathing this rally for the last year and the hours and hours I've spent marking maps, planning schedules and going through pages and pages of notes. Your unwavering support is so much appreciated.

What a rally - can't wait for 2025

**Richard Wise : Middlesex County AC**



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# Roger Albert Clark Rally

23<sup>rd</sup> – 27<sup>th</sup> November 202

“Getting the Old Band back together“

*Andy Crawley : Warrington & DMC*



**ROGER ALBERT  
CLARK RALLY<sup>23</sup>**

So Nick called and said You know this East African safari, we've done in the Datsun 240z 9x times in row , looks like its off on off on so Ive got the car shipped back and I was thinking this RAC looks interesting you up for it?

So what prep do you do to a car thats completed 9 safaris , the answer is not too much we had two weeks - how hard can 350 miles be compared to 3000miles in Africa .

Luckily the support team including myself all knew each other and had all done the RAC before well in 1986 ! We also had new team members sons and grandsons .

The trusty old 240z was dusted off literally and taken to wales, on route the team agreed a plan .

Running car 105 we where lucky to have a few escorts to clean the road first.

We had chosen to run in non pace note category.

The driver was getting used to rally in the dark.

Opps last stage at sweet lamb drive shaft breaks, “thats funny those drive shafts last 7,000 miles on the Safari” seems to be 100miles in wales then !

As we were were running near the end, as soon as the stage closed we were able to self recover so we got to do a few miles of welsh stage in the dark in a fully loaded land cruiser.

So off to Carlisle service - It was lucky we got there too late for sleep as the whole service area was alive with the sound of escorts being recreated and tested all night anyway.

Still while the escorts were cleaned inside and out before the restart, we took the opportunity to do same to the triple Webber's on the Datsun.

Driver and co driver were starting to have fun and more than a few cars had dropped out and the Datsun was steadily working up the order .

Opps thats the other drive shaft but the car drove out of stage - so my efforts of navigation in the chase car paid off we were up and running in under 25mins we are still in !

Keilder the big one, so we passed some crews stopped or crashed but the old Datsun was starting to catch cars in stage .

At the finish we were up to 74th - 8 new tyres and 2 new drive shafts latter , not bad first attempt .

I guess by the time the band gets back together again for the RAC its gonna be electric .



*Andy Crawley : Warrington & DMC*



# Roger Albert Clark Rally

23<sup>rd</sup> – 27<sup>th</sup> November 2023

Neil Raven : *Ilkley & DMC*

*This year we were lucky enough to be asked to carry out equipment duties on the biggest rallying event of the year, the RAC.*

*We drove some iconic forest stages and picking up arrows, stakes and signs along the way. We had a works drive with Ford, using one of their transit vans, and visited three countries over 7 days.*

*And you can come along with us!! The event promised to be bigger and better than previous years and the entry list is a who's who of UK rallyists.*

## RAC Day 1

Both Claire Nevar and I had to work all day, it pays the bills you know, so picked the works van up from Enterprise at 5pm, it's huge! Fortunately all the traffic knew we needed a pint at the Ivy Bush Royal hotel in Carmarthen (think Welsh Fawlty Towers) and we had a cracking drive down. I treated Mrs Rave to some Luke warm fries and burger at Maccy D's near Chirk (she actually paid but I drove there) on the way down.

We left the restaurant and turned off the straight roads and spent the best part of two hours driving down the A483 which I can confirm is a superb driving road, especially when everyone is watching Emmerdale Enders and Netflix Those transits pedal on very well and Waze showed us the way.

Mark Dickenson met us at the bar, he's been worrying the sheep down here for four days already, and explained we would be equipment collecting and car parking attending. He also mentioned 4am starts, I think he got the am and pm bit mixed up

We're both looking forward to a great week being part of this superb event. Good luck to all competitors and the teams running the stages, working together to make this rally the unique spectacle it is

## RAC Day 2

Today Claire Nevar and I have mostly been organising chaos Parking up competitors and their entourage of service vehicles and management cars in service park A and B to be more precise. And it's like herding cats



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**Roger Albert Clark Rally**  
**Continued from page 13**

If you've ever been camping and get there first, you have the whole field to yourself so plonk your stuff wherever you fancy. But when you turn up when the other boys and girls are there you have to go where the nice marshal sends you, and that's not always your preferred spot

There have been lots of negotiations and squeezing in people today to try and maximise the room available. There have been some straight lines and well parked crews and there have been some silly Billy's who think the only crew there is them They have all brought their cars along to be scrutineered and checked over for the challenge ahead and getting 150 ish cars through the process has been impressive.

As I type, the cars are making their way to the 7pm ceremonial start in Carmarthen town centre. We are off for some grub and an early bed as we have a 4.30am start to take on an even more bonkers challenge , parking up spectators! Now that is going to be interesting

**RAC Day 3**

There's usually only one 4 o'clock in my day but not today! 4 blummin am the alarm went off signifying it was time to go to the car park of stage 1&5, Crychan. 10.5 miles of the finest Welsh forest tracks and a cracking car park area

We rocked up at 5.30am, another hour that's usually 12 further on in my normal life, to great our security guy, Bob. Bob is a tall version of Bill Bailey and a good laugh. Our task was to park the spectators up along the side of a forest track and then around a circular car park, once the mile long track is full. Simple?

I appreciate my communication skills may be a bit frosty at stupid o'clock but 'park next to the car' seems fairly straightforward and cannot really be interpreted as 'park in the middle of the car park' We had a couple of hundred spectators to park up in their low profile tyre shod cars with plastic bits hanging off them and that was the 4x4's

The RAC is a nod to the past, the golden ages of rallying from the 70's, when we had proper winters and a car heater was an optional extra! and the only trim panels cars had back then were walnut Some spectators were old enough to remember the 70's and seemed to be able to park on the verges ok. Some spectators requested a flat parking area so the batteries on their e cars wouldn't get damaged. And others turned up in camper vans the size of 1970's London buses

Times have changed since the 70's but people's desire to watch cars flying through the forests is timeless and every spectator came back with a grin and many commented on how fantastic it was.





## Roger Albert Clark Rally

### Continued from page 14

One spectator was so blown away by the speed and commitment of one driver, Ossian Pryce, he couldn't stop talking about it, he said it moved him to tears as he watched the throwMk2 Escort being thrown in to an open fast right with such commitment and skill. This spectator was lost for words and will keep that memory with him forever

While I was busy running around the circular car park Claire Nevar was busy touting programmes and parking tickets, she was doing a roaring trade. There were deals on pre paid tickets but you could also pay on the day, which many did and only with cash. She and Bob were being kept busy and as the start time neared and the car park was reaching full capacity we decided to close it down as we were parking people in ditches Time for a bacon butty made on the stove in the back of the van I hope you approve of our set up Malcolm Paul Higgins!

Car park duties done, we positioned ourselves at the exit of the stage on to the public roads and monitored the rally cars coming out and any other traffic trying to get in. Various customers came through including a huge army truck with a massive trailer on the back carrying an army Land-rover. Nothing to do with the rally but it was an impressive sight. We chatted with a few fellow e bikers and enjoyed the various antics of members of the public trying to get in without paying. Mrs Rave was on the case and they were encouraged to dip their hands in to their pockets or carry on driving past

One car load that did get entry was the MSUK media team who were looking for willing volunteer volunteers to do a piece to camera about why they volunteer in motorsport and why others should get in to it I don't know if the camera man was actually recording but we had a laugh We did have a small emergency situation when Mark Dickenson, in the Interim Safety Car, needed an interim sit down toilet break. He was on code brown and needed some toilet paper We suggested his gloves but handed over a part worn roll of loo paper from our rally bag. He was most grateful

Today was also our first equipment collection task from the Glasfynydd stage, approximately 40 minutes from our car park post. The Rave's team manager set a course to the stage start and we headed off to pick up some signs. And she got it spot on! The schedule said to be there for 17.00 and we arrived on time and the stage commander had his vans ready to decant the RAC signage and arrows in to our van as well pulled up! Perfik From here it was a 50 minute drive to the next collection point where we followed four Mk2 Escorts to Walters Arena where we were due to collect the signage and the competitors were parking up for the night.



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## **Roger Albert Clark Rally**

### **Continued from page 15**

A long day rounded off with a Wetherspoons curry and a couple of pints (for the drinking part of the team) and a Kombucha for my most amazing non alcoholic wifey, Mrs Rave It's been a great day meeting a huge variety of people, some who've driven up from Devon, others who've managed to cram in a quick watch then taking their daughter to a concert in the evening 100 miles away! While the spectators parking skills need some improvement their commitment to their beloved sport is 100%. Tomorrow is another 4am alarm clock followed by parking duties, equipment collection then a 6 hour drive to Carlisle for our brief English part of the tour

You will notice none of my pictures feature cars doing more than 10mph. We get to see them after they have finished their battle against the gripless Welsh tracks, they all give us the thumbs up as we guide them back on to the public Highway and back to reality It's great to be part of such a friendly and respectful community

Well day one of competition and what a day.

3 am start to get to the spectator car park to open it up and start getting the competitors in and parked up.

Slow start but then got very busy with Neil Raven and Claire Nevar ably assisting.

We had to leave to go through the first couple of stages with the operations car to make sure spectators were behaving and not stood in stupid places as we were expecting high numbers, this plan worked as we stopped many times which meant the safety delegate didn't have much to do or stop to sort out things.

Back to where the car park was and help with again with the entrance which was well organized.

We were covering Crychan and the cefn stages as the interim safety car if needed when a 20 minute gap appears we go in to ensure people are not walking around the stages and to warn them that cars will be coming through.

There was a few cars off on the first run through, Roger Chilman 2023 BHRC champion went out on this stage as well, as he did 2 years ago.

We were lucky to have the film crew on the stop line so we watched them interview the top drivers and when Kris meeke came through and after his interview I over heard him say to his brother that he nearly went off 3 times !!!!!

Second running of Cefn we had big drama as one of the radio cars shouted URGENT over the waves!!

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## Roger Albert Clark Rally

### Continued from page 16

All emergency vehicles into the stage. (This could be a big incident) I made my way to the start of the stage and met the clerk who said I want you in at this incident. So siren on and forcing all the competitors to move so we could get to through.

Not the place for details on this post but we believe the injured party is doing well in hospital, phew as it was a big one.

After a chat with the clerk we decided to pull the stage and send the competitors through non competitive through so they could move onto the next stage due to the time lost and time to get rescue to the stage to restart.

Thankfully the rest of the day went pretty smooth.

Got to bed at 11 with the alarm

## RAC Day 4

Another early car park duty today but we only had relatively few spectators today compared to the hordes yesterday.

The rally was moving north up through Wales and we were the first of the day, Sweet Lamb being most people's preferred stage to visit

That worked well for us as and we managed to see most of the cars trundle out of the finish and head off on the long road section to Myherin. A surprise visit from rally organiser, Colin Heppenstall, who brought us all a bacon sarny to keep us going A very welcome breakfast

The morning passed without drama and I managed to get a couple of pics of some of the competitors. Top Gear presenter, Chris Harris, came to the end of the stage in his yellow Porsche and gave us a thumbs up. Oliver Solberg, in his black Escort, was joint first when he finished our stage and York club member, Stuart Cariss, was beaming after a great run through the flowing stage.

We had another 1970's meets current times and something that would never of happened back in the days of woodchip wallpaper and flares An Amazon driver turned up trying to deliver an order to a customer who lived in the forest!! His

sat nav showed he had to be halfway down the live stage Claire Nevar spoke to the customer to find out more details and any possibility of putting the package in a safe place for her to collect later. In the end the driver agreed to come back later and sure enough, as we were loading the van, he turned up with a smile and thumbs up

Other than arranging Amazon deliveries, our duties today were to collect the signage from the stage, which was being run by the Oxford motor club, who were super efficient and had it all done and dusted by 1pm. We'd been up since 4am so had a coffee en route to our next job an hour away at Walters arena, to do a less glamorous side of the job, collect the service area rubbish! I did find a little bit of treasure in the rubbish, someone had left an unopened tub of Tesco's smashed avocado which will go lovely with some crisps



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## Roger Albert Clark Rally

### Continued from page 17

As we approached a guy was approaching the access road gate so we stopped and Mrs Rave checked he wasn't going to lock it while we were inside the venue. 'Of course not' came the reply. An hour later we had cleared the bagged up remains of all the crews rubbish and headed for the exit. You've guessed it, we were locked in I got the stove out and put the kettle on, the team principle started ringing the phone numbers on the sign and various rally organisers.

Answer phones and text messages ensued and after a few answers calls we had confirmation that someone would be with us imminently and sure enough after about 10 mins a guy turned up, very apologetic and with the keys!! I'd got a couple of flasks of coffee made so we set the sat nav to Carlisle and settled in for the 6 hour drive north.

As I type we are approaching Leyland and looking forward to a Maccy D's at Penrith Mrs Rave is at the wheel and has driven up through mid Wales, along some long winding roads behind gritters and tractors She's doing a cracking job and is shouting at the middle lane hogs

It's been another great day with the sun making an appearance for most of it. Every competitor and spectator, without exception, has waved or given us a thumbs up with a smile as they've left the stage. It's a fantastic atmosphere with everyone working together to make a unique event

## RAC Day 5

Today I have mostly been making a bollocks of things The day started off very well as we left the hotel, drawing cocks on the frosted van windscreen, then disposing of the bags of general waste we'd collected in Welsh Wales yesterday afternoon.

The day got better after a cracking 1 3/4 hour drive up to Newton Stewart on the A75 to help out in the service area. Iain Tullie had posted us at the end of the service road to re direct errant service teams who were trying to get in to the bottom of the one way service road. We also had a few members of the public who wanted a bit of the action and stopped to ask for information. They were a captive audience and I managed to sell 4 programs in about 10 minutes

One of the 'wrong one wayers' was another Amazon delivery person who wanted access to a closed road. Another was a farmer spreading something mixed with cow muck, it stunk. And we also had a few service teams turning their arctic trucks around so the correct side was facing the road.



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## **Roger Albert Clark Rally**

### ***Continued from page 18***

These trucks are huge! Even when rallying was in it's crazy high of the group B era in the 1980's they only had transit vans to move their stuff, not National coaches! Needless to say the service area team had a struggle to park them all up. But they sorted it and brought joy to many locals

My program selling was when I peaked! Other than helping out at the service area our main task today was to collect stage furniture, signs, stakes and tape. We had three fantastic stages to clear and Claire Nevar set the phone to take us to the first stage, Ae, an hour away. We decided to drive through the stage as it was a glorious sunny day and was also the quickest way to the finish line where all the bits and bobs would be left by the stage team.

Only a few hours earlier the forest had been alive to the screaming V6 of the Lancia Stratos and the roar of the BDA powered Ford Escorts. The ice was still on the puddles they had skipped across and the forest tracks were rutted in the corners where the cars had scrabbled for grip. We were clanking along in our rear wheel drive Ford transit at a fraction of the pace but our excuse was we were looking for any signage or tape that had been left up And we found a bit and by the time we'd got to the end the stage team had just finished.

We swapped stakes and signs and they went on their way while we de stapled the signs and stacked them up in the van. We also had four fire extinguishers to collect and I placed these in the van in such a way to stop them rolling about. Unfortunately I didn't notice one of the pins had fallen out of the handle and as I placed it on its side it hit a stake and went off!! This filled the van up with a fine yellow dust! Oh how I laughed. Then I cleaned it out We had a spot of lunch then set a course for the next stage, Dalbeat-tie forest.

Another cracking stage with the sun setting and the temperature dropping rapidly. I managed to get through here with no issues and when we got to the end the stage team had left but had also made a very neat pile of signs, tape and arrows, most of which were free from staples. 20 minutes later we were loaded up and heading for the toilets which made Mrs Rave smile. While she likes the outdoors she's not so keen on peeing in it. I enjoy adding to the water table when I'm in the woods but I've got the equipment to do it freely Wee stop completed we headed off to Glengap, just 1/2 hour down the road.



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## Roger Albert Clark Rally

### Continued from page 19

When we arrived it was pitch black and the spectators were starting to leave as there were only about 20 cars left to go in. We decided to park up above the stage start and while I had a wander through the trees to watch a few cars at the start line, Mrs Rave opted to stay in the van, it was - 2°c outside

I managed to see ten cars set off then had to go back to the van and start the stage stuff collection. We agreed with the stage commander that we would go through first and remove all the signs and they would follow picking up all their stakes. The first pile of stakes and signs was on a junction with a narrow track going off to the left down a steep hill. The marshals on this junction had taken it all down and left it in a neat pile on the left turn.

The rally stage went straight on but because I had turned in left to get the stuff I continued down the narrow track. I've no idea why, but I did!! After 50 metres I realised my error and engaged reverse gear, which was met with a lot of wheel spinning and a flashing light on the dash to tell me the wheels were spinning Bollocks. Mrs Rave jumped out and I had another go at going backwards and got a bit further but was going on to the grass. As I tried a third time a pair of head torches approached and had a Paul Williamson and Rebecca Williamson, off of Delacy Motorclub, strapped to them! Of all the people to meet in all the places when you've got your van stuck. With a bit of pushing, bouncing and revving the unladen long wheel base, rear wheel drive van popped out of the top and back on to solid ground. A big thank you to Paul and Rebecca for their help

Questioning my sanity we drove off in to the dark to collect more signs, making sure I kept on the rally route and didn't explore any more small dark slippery passages. Fortunately we got to the end with no further offs, which is just as well because there was no one around to help us out. From here it was back to the digs and out for a curry.

Which is where my final blooper of the day occurred. For whatever reason I ended up in the ladies toilets having a stand up wee I thought it was a bit too clean and dry for a blokes loo but continued anyway. Apparently the gents was the next door up but was obscured by the ladies door which was open when I went in. Any ladies reading will be pleased to know I lifted the seat before doing my number 1 and placed it back down once finished, as I've been trained to do at home

The curry rounded off a cracking day. I've dropped a couple of bollocks but the scenery and driving the actual stages has made up for it.



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## **Roger Albert Clark Rally**

### **Continued from page 20**

The company has been excellent as well; my letting the fire extinguisher off and covering everything in yellow powder was met by a 'it will all clean off' and shrug of the shoulders from Mrs Rave We've had loads of laughs and a romantic drive through a frost glazed forest under moonlight with amber hazard lights flashing away I amaze myself at times

Sunday sees us move back to England, with a visit to Kielder castle after a stage clearance up here. I think I'm just going to pee outside from now in, it's a gender neutral area set for 3 am

No food or beer.

## **RAC Day 6 The BIG ONE!**

We are both still alive and not in a ditch in a forest in the middle of nowhere

This is from Mondays adventure, although we have found a new time zone, it's called RAC time! This is where night blurs in to day and there are no days of the week, just stages it's the weirdest feeling and you can lose a day without trying! However, there was one focus to set RAC time to and that was the Big One which ran today. From the moment the first car rolled down the ramp at the ceremonial start last Wednesday, everyone's mind was on one thing, the 39 mile long stage that would probably be the decider of the rally.

When I left you on Sunday the leader, Oliver Solberg, had crashed out but had the opportunity to restart and could potentially reclaim his first place, especially with 39 miles on one stage to go at. Unfortunately the first stage of the day, Shepersshield, had other ideas and a big hole on the racing line sent the young Scandinavian into the trees! Game over. I've taken a picture of the hole but it doesn't do it justice and the plucky yooof will have been pushing hard, possibly doing around 60mph when he hit it.

We heard all this drama unfold as we were de stapling signs in the back of the van Shepersshield was our stage to clear and we had found a way in to the stage to watch a few cars and remove the steel staples from the plastic boards and arrows we'd collected the night before. It was a fabulous soundtrack to work to and as the back end of the field came through we packed up the van and drove the last couple of miles to the start to meet the stage crew. It was the same gang as the ones we cleared the stage with the night before so we all new what to do and set off around the stage gathering the goodies up.



**Continued on Page 22**



## **Roger Albert Clark Rally**

### **Continued from page 21**

It didn't take long to get to Solberg's pothole and others had decided to go off there as well, four others to be precise, one with a missing wheel!! And not wanting to be left out a marshal had stuck his car in a ditch as well!! The recovery team had already removed one car and while they were away we used man power to drag the marshals Volvo out of its snug ditch but needed horse power rather than people power to shift two other cars. Fortunately a support car had made its way into the stage and easily removed the two stricken cars but had to leave the three wheeled Escort in situ and leave it to the experts to extract.

This allowed us through to clear the final junction and finish line. Our instructions from here were to go and sit near the start of the Big One and clear the first part of it once all the cars had gone through. We were running a bit low on fuel so took the opportunity to nip down to Bardon Mill for a splash and dash over to a forest called Pundershaw. All the stages are named after the forests they run in and the Pundershaw stage ran in the morning along with two others which had all been joined together to make the Big One big. The drive there took us along and between Hadrian's wall and through some stunning scenery. The sun was out and blue skies lined the hill tops. The incredible Hadrian's wall was evident all along our journey and the road that took you through it gave you an idea of the enormity of the achievement of the Roman's to build such a huge defence! When you start thinking about the amount of people, resources, food, housing and everything else that goes with this scale of construction it blows your mind. And it's in the middle of the most inhospitable environment, incredible

Claire Nevar guided us to the start where the cars had started to go in. We initially sat at the junction where the cars left the main road and headed off down the forest road to the start. At this point their support teams had to leave them and it was a very odd sight. The competitors approached the junction with their support cars close behind then as they parted there was a series of beeps and waves as the rally car trundled off down the track and the support car peeled off. It was like a loving parent waving its offspring off in to the playground, neither really knowing what lay ahead of them. It was also the last stage of the event, you could feel the emotion in the air

While all that was going on we decided it was too windy at our chosen spot, the de stapling would be impossible as the wind took the boards off across the road So we set off to find a calmer spot in the valley.



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## **Roger Albert Clark Rally**

### ***Continued from page 22***

We estimated we had about 45 mins before we needed to head in to the stage, so Mrs Rave got to work and I put the kettle on I was gagging! All I seemed to have eaten all week are chewy sweets and Maccy D's. This morning was no exception and the double sausage and egg McMuffin had been topped off with some liquorice laces and Haribo type sweets.

The coffees were done and I joined in with the strangely satisfying task of pushing staples out of the boards! We were making good progress and working on the mornings and some of last night's boards but as we approached our 45 minute alarm we still had plenty to do. I suggested we started to close the van doors but Mrs Rave was having none of it. She reckoned we could get them all done if we had one final push for 15 mins, which would leave the van clear for all the 24 junctions of the first section. And she was right! We cracked on and de stapled at speed! Top job. We got to the start just after the sweeper car had gone in so we had a chat with the stage commander who said they would probably break it all down the following day but we could go through and take the signs. His team had other ideas and it was agreed that it would all be done that night. It was 5pm, dark and raining, we were up for it so were they, off in to the forest we went to remove any evidence we were ever there!

The team worked fantastically and apart from a couple of junctions all we had to do was jump out and throw the signs and hazard tape in the van! Brilliant. As we approached the stage end another marshal in another Volvo had decided to take a nap in a ditch! This time it was much further in and would definitely need recovering. The stage commander advised us that the next junction was the end of their section and the next one started around the corner. We hadn't been asked to clear the next part but wanted to check it had been done and carried on in to the black forest to see if anything was there so we could report back.

The next junction was about a mile in on a very worn rally track. When the cars go round the corners they try and use the edge of the road to hook their wheels over to gain more grip. This works well for them but in a long wheelbase transit van it can end in disaster! The track gets cut away and leaves a steep slippery slope that the van can slide down and become stuck with very little chance of getting out unaided. After seeing two such examples earlier it was a bit arse clenching to say the least. Add to this we were on our own in the middle of nowhere with little or no phone signal, we took it very steadily.



***Continued on Page 24***



## Roger Albert Clark Rally

### Continued from page 23

The other bit of excitement is that when all the direction arrows have been removed you have no idea where you are in the stage! That's where Mrs Raves excellent navigational skills come in. Working off a stage plan and overview map she could tell me what was coming ahead and workout where we were. Fortunately, she confirmed the sign and stakeless junction we stopped at was junction 25! We both breathed a sigh of relieve, turned round and left the forest through a short cut.

By now it was heaving it down and we were splashing through huge puddles, which were cleaning the van nicely. We'd set a route to the hotel and arrived at 7.30pm, ready for a cuppa. Just as the milk had gone in to the tea Mark Dickenson rang and asked if we could go to the auction mart down the road and collect 600 stakes I had a few slurps of tea and headed down the M6, one junction, and worked with Matt, Pete and Dec to unload 20 bin bags of tape and rubbish then load the stakes up. Back up to the hotel to then load 5 huge builders bags of signs and arrows from the other stages and a few fire extinguishers. It was now 9.30 and the post event meal was about to start! We were struggling to keep our eyes open and as the puddings came out at 11pm we made short work of them and called it a night.

RAC time also disconnects you from the rest of the world and while we'd been clearing stages and loading the van, the rally had finished and the awards handed out. It's a very weird sensation. The Rally had finished and our remaining tasks on Tuesday were to unload the van, clean it and take it back to Enterprise. I slept well.

## RAC Day 7 Home Time

After our late night we had a brief lay in today with an unexpected 8.30am appointment with Iain Tullie at the back of the van to off load a wad of signs he'd collected whilst setting up and breaking down the various service parks throughout the rally. A huge task which he completed with the able assistance of Beki, Dave and Suzanne Barker.

A team meeting at 9.30 formed a plan for the day which involved Claire Nevar and I heading off to Wakefield to drop all the contents of our van at the De Lacy club house, then clean the van, go home have a cuppa and then head off to the theatre to see Jesus Christ Superstar!

Another Maccy D's breakfast set us on our way and we had a glorious drive down the A66 through fog, rain, snow and sunshine. It's a brilliant road with some stunning views, out of the fog, and plenty of traffic. We've spent all 7 days driving on deserted roads so it was a bit odd to be sharing them with so many people! And they were all stupid. Driving in the middle lane, hesitating at roundabouts, driving sloooooowly it was very frustrating.



**Continued on Page 25**



## Roger Albert Clark Rally

### Continued from page 24

We made it to the club house and working together had the van emptied in 45 mins. An hour later we were home and dumped our bags and smelly undies off before heading for the jet wash. Again we worked together, I jettied and Mrs Rave brushed and we had the van sparkling in no time. I had to jet wash the inside of the van and the back to get all the mud off it's was minging

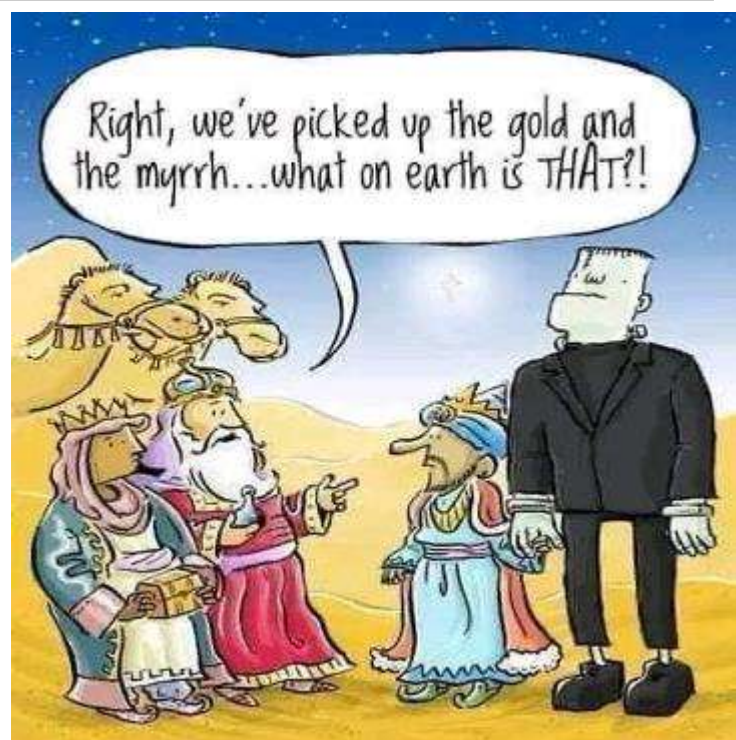
The Enterprise man was very pleased with our work and signed it off. We got home and I spent an hour on the Mini doing a few jobs to prepare it for the Economy Run on Wednesday night and Mrs Rave sorted the washing and bags of gear out. We got changed then headed out to see Jesus Christ singing his heart out at the Alhambra. I could have quite happily gone to bed but am so glad we went! It was absolutely superb! So much energy and talent from a great cast, brilliant

A great way to round off an excellent week. Its been a unique experience and not something you get to do everyday! The feeling of anticipation all through the rally of the last stage, the Big One, was evident when you spoke to the organisers, stage teams and competitors. A few didn't make it through but those who did and got to the end of the rally were elated and deserve a huge round of applause. We've had some long days but the crews and their teams have had all sorts of challenges and struggles to keep going. Well done to every one of you

Our challenge will be to get back to Greenwich Mean Time And to help us do that, and reduce the post rally blues, we have the Economy Run on Wednesday night and a 12 car rally with the De Lacy motor club on Friday night! Saturday and Sunday we'll be sleeping work beckons tomorrow though

A big thank you to Mark Dickenson for inviting us to come and be part of the team which has a vast amount of experience, talent and balls to take on and run such a big event. To all the crews, spectators and stage teams we met, all of whom were there for the same reason, their love of rallying! It's a great sport which has brought millions to the local economies this event has been through. And the biggest thank you goes to my right hand Raven. We've spent the last 7 days together in a van traveling around the country. We've shared outside wee's together, slid around in the mud and worked in perfect harmony to get the job done. Mrs Rave has put up with my constant questions about where we are, who's leading the rally, how far is it, what time do we need to be there, is that you that smells etc. etc. etc. It's been a blast and we've had plenty of laughs, I even bought her a Costa (do you know how much they are?!) Thank you Mrs Rave, you're one in a million

**Neil Raven : Ikley & DMC**





# Roger Albert Clark Rally

23<sup>rd</sup> – 27<sup>th</sup> November 2023

**Martin Oglesby : Clitheroe & DMC**

When the Rally was announced I decided this was a “Bucket List” event I could not put off for another two years at my age. Billed as the biggest UK stage rally since 1993, with 350 stage miles on offer the challenge was set. Coincidentally I had navigated on the 1993 R.A.C. rally in an ex-Tony Pond Maestro! (a very snowy edition).

I originally rebuilt my “*oldskoolrallyteam*” [see Facebook] OPEL Kadett GT/E as a ‘replica’ of Brian Culceth’s 1978 Group 1 Championship winning car, but with a bog-standard 110 BHP engine. I had mainly been using it on Historic Regularity rallies, plus the odd Targa, Autotest, and Road Rally (including the classic “Preston” and “Bagger” rallies). With 45 events under its belt and only 2 DNF’s I believed the standard engine was the correct approach.

Regular Historics Navigator and old friend; John Parker agreed to sit in the hot seat reading the excellent stage notes by “onthepace” note”, and undertake the logistics planning. Preparation was mainly refreshing oils, extra exhaust mountings, fitting the heavy duty sump-guard, and updating the extinguishers. 3 sets of wheels were fitted with s/hand Pirelli M&S by D Barritt Snr. Rally prep is a never-ending task: there is always something to fix / replace / improve; but the critical final week’s prep was spiked when I tested positive for Covid just 8 days before the start!! The main support team involved David Barritt and Rod Carter, but they couldn’t visit until the day before the start, so loading the chase car and trailer was a “lastminute.com” affair.

Our gameplan was a low-key [*oldskoolrallyteam*] approach with just a 2 man “chase car” for service and refuelling, so limited spares were carried. Dave Calvert offered us space in his LWB service van which we took up with a hi-lift jack, sill stands and half shafts.

Scrutineering and fitting GPS Trackers to both Rally and Chase cars was an event in itself, prior to an amazingly well attended and glossy Ceremonial Start in Carmarthen. I originally booked digs for 2 nights, 8 miles south of Carmarthen, but when the route was published, we realised the logistics of restarting day 2 from Walter’s Arena did not work so the 2<sup>nd</sup> night was spent in Brecon Youth Hostel! Similarly, we only had the Outlander for both chase car and trailer towing, so a request on FB Rally Login group provided a generous offer by another competitor, *Alun Horn* to park our trailer near Newtown; not far from day 2 finish.

So, we finally started on the Thursday am, seeded just 3 cars from last due to our lack of recent stage results. Apart from the “Sunday Run” rally offered by the Roger Albert in 2019 I had not driven in the forests since I did the 1979 Escort Sport Championship!

After a trouble-free run out to Stage 1, Crychen, we met a 30min delay due to a stoppage. Eventually 5-4-3-2-1-GO and we were away.



***Continued on Page 27***



## **RAC Rally**

### **Continued from Page 26**

Leaving the start-line I thought the car felt slow – maybe it was the effect of helmets and a long uphill climb? Half-way through the stage a misfire developed which became worse until the car stalled. It re-started then stalled again on an uphill hairpin about a mile from the finish. After trying a few things, we realised it was fairly terminal and a blown head gasket was diagnosed. Unfortunately, there was no phone signal until we were towed out to the end of stage. We managed to contact DB and Rod who were waiting at the next road section and had realised there was a problem by following us on the Live Tracker App.



We did have a spare head gasket and set about replacing it but were snookered by not bringing the 12-point key to undo the cam sprocket. DB and Rod dashed off to Llandovery and coaxed a garage owner to lend us the tool. The lack of an adaptor for the torque wrench meant David guessed the correct torque by feel, using a jack handle as a ratchet extension. We added a bottle of K-seal as insurance. The car restarted and ran with no apparent problem, but we had missed the remainder of that day's stages.

There was another Kadett (Stuart McLaren) running just in front of us who also had Stage 1 problems. We re-appeared for the Day 2 start and Stuart's service crew managed to check the head bolt torques, which were not far off. Good to go again we completed all of Friday's excellent stages: Myherin, Hafren, Sweet Lamb etc without problems, even catching and passing cars, and then loaded the Kadett on the trailer for the long transfer to Carlisle. DB met his wife in their camper van at Preston and Rod was dropped off in Carnforth as he had a prior booking to play drums at a gig on Saturday! We eventually arrived at our accommodation at 03h00!

So, our chase crew became Phil Morgan and Andrew Tolson for the Saturday in SW Scotland. Running at the back meant that after 150 cars had passed through, the Scottish stages; incl. Dalbeattie, Glengap and Glencaird Hill were seriously cut up, with deep ruts. The car was riding on its belly and the exhaust took a battering and needed some fettling before the end of the day. Finishing not far from Stranraer left a long drive back to Carlisle, and the lack of sleep meant a catnap in a layby was necessary.

Sunday's stages restarted from Carlisle service area where we carried out exhaust fettling and DB spanner checked and found some loose suspension bolts (phew!). Heading out along the Borders with stages at Kershope, used twice, the tracks were getting really cut up and the car was dragging on its floor and exhaust. Harwood was so rough I backed off on the worst bits to preserve the car. The rough gravel was so noisy I couldn't hear John even with max intercom in the helmets! Then, surprisingly after some 200 trouble free stage miles since the head gasket blew the engine lost power again and would not restart. After checking everything we suspected another blown gasket. With only one spare, already fitted, that was the end of our rally. A long tow back to Carlisle in the dark and rain without engine power was pretty hairy. A stop in Brampton for an Indian raised our dampened spirits, but missing the last day was a bit of a downer.

Many thanks, and much appreciation for their efforts to: David Barritt, particularly for help in pre-event prep, Rod Carter, Phil Morgan and Andrew Tolson. Also, Stu McLaren & crew and Dave Calvert crew for looking out for us.

Not forgetting John Parker for his patience, planning and contributions and pace note reading & route finding, making it a great experience.

Would I do it again? Love to! Two years to save up now.

**Martin Oglesby : Clitheroe & DMC**



# MINI RALLY CHALLENGE 2023

## Mini Rally Challenge

**GREEN AND GILFORD TAKE TARMAC  
TITLES WHILE BARCLAY BANKS A WIN  
AT CADWELL'S LARK IN THE PARK**

*Ian Harden*

Tim Green / Bonnie Papper and Cameron Barclay / Richard Farrell won their respective classes as the Mini Rally Challenge reached an enthralling winner-takes-all Tarmac Cup finale at a treacherously slippery Cadwell Park. Tim, already crowned as the overall R53 category champion, linked up with promising young co-driver Bonnie to win by 28 seconds from George Clarke/ Stephen Moyses and in the process, claim the Tarmac Cup. Meanwhile, an incredibly close battle for R50 honours saw Wesley Gilford and co-driver Adam Burkill finish second to Cameron by a single second, their points on the day taking the Tarmac Cup title from season-long rivals Jacob Neal / Russell Thompson.

In the R50s, Challenge newcomers Cameron and Richard continued their good form from the previous round at Harlech. However, for most of the day they sat third behind a scrap for the lead between Wesley / Adam and the ever-resilient John Day, co-driven by David Thompson. The lead eventually changed on SS7, the first of the stages in the dark. Cameron stopped the clocks 10 seconds faster than Wesley, with John a further three seconds back. He then set third fastest of the R50s on the final stage to consolidate victory.

Second-placed Wesley came to Cadwell with two self-confessed aims; finish ahead of Jacob / Russell and not throw the car off the track. A good run on SS1 gave him a 20 second buffer which he exploited over the following stages, also benefitting when Jacob's bonnet flew up and he lost significant time. Once into the dark, Wesley had to contend with being blinded by other competitors' spotlights dazzling into his mirrors. His solution was to fold the mirrors in, allowing him to set fastest R50s time on the final run.



*Continued on Page 29*



### ***Mini Rally Challenge : Continued from Page 28***

In third, the normally reliable and consistent Jacob / Russell had a more troublesome day than usual. An opening stage spin into the tyre wall was compounded on SS3 when their bonnet unaccountably flew up and blocked their view. The resultant time loss – around 25 seconds – dropped them to fourth in class. Frantic work by their service crew between stages secured the wayward bonnet and from then on, their fortunes improved. They closed on the leading trio on SS5 and SS6 and in the last pair of dark stages set one fastest R50 time to leapfrog John / David by one second.

Fourth-placed John missed the previous round at Harlech but returned to action with his usual press-on style. He overhauled Welsey for the class lead on SS2 and held on determinedly to first throughout most of the day. As the light faded, he backed off slightly on each test, conceding the lead to Cameron and Wesley on SS7. Despite spinning on the last test and losing a few more seconds, John secured third in the R50 class for the season.

A little further back, Nikhil Evans / Jordan Carabine took things steadily on their way to fifth. The pair have been ever-present on the Tarmac rounds but a DNF and an exclusion earlier in the year ruined their championship chances.

Matthew and Gary Jones have also been ever-present this season and had high hopes of taking some of the season's silverware away from Cadwell. Unfortunately it was not to be. The Highgate Garage-backed pair picked up a penalty for early arrival at a time control and retired on SS6 with electrical woes.

Owen Cule made his first appearance since the Trawfynydd Stages in August. Although ineligible to score points as he has a 2024-spec six-speed gearbox fitted, Owen and co-driver Matthew Walk finished 47th overall, equal to fifth in the R50 class.

Kevin Abblitt was also not eligible for points but, planning ahead for 2024, made his debut as a driver after many years co-driving. He and one of his former drivers, Graham Child, swapped seats to contest Cadwell in the Cs Developments-prepared hire car, used by Keeva and Graham Stott earlier this year. Kevin and Graham took a cautious approach to the stages to come home 61st overall, the equivalent of sixth R50.

The R53 field was slightly more stretched out in time terms. However, it was as competitive as ever. Tim and co-driver Bonnie, who came straight from contesting the previous day's Wyedean Rally, gelled well straight away, setting fastest time on S1, despite getting baulked by another competitor. This set the tone for the day; another baulking incident dropped time to George on SS2 prompting Tim to put pedal to metal with purpose. Stretching the car's legs as a dry line appeared on the circuit, the gap to the chasing pack grew from six to 13 seconds. In the dark, the lead stretched further as Tim went fastest on SS7 and SS8 to take both the day's and the season's spoils.

Second-placed George and Stephen came looking for a battle and soon found it; unfortunately for their championship aspirations, it was with other competitors. Having lost and then regained time on the opening pair of stages, George was badly baulked on both laps of SS3, dropping eight seconds. He matched Tim's time exactly on SS5 and with darkness falling, decided to back off to preserve the car and score points.

Nearly one minute down in third, Guy/ Florence Butler suffered a first-stage spin, putting them on their guard to reduce pace slightly. They then ran trouble-free until the penultimate stage when they spun again after the stage split and collided with a trackside tyre which ripped off the exhaust.

Mark Norwood made it a 100 percent finishing record this season with fourth place in his fifth appearance, all on Tarmac. Co-driver Carl Norwood also has a 100 percent finishing record, as he made his debut alongside Mark at Cadwell.

Wes Jacklin and co-driver Gareth Edwards went OTL after SS1. However, in true Mini Challenge spirit they simply kept going and completed most of the stages without being stopped by the organisers. Although not registered for points, Gareth Humphreys and Dave Boyes hired the ex-Mick Smith car from George Clarke. Looked after by Spark Developments, the pair set times roughly ten seconds per stage faster than anyone else. They finished 33rd overall which would have given them overall Mini Challenge victory.

With the season now completed, the Mini Challenge Awards night will take place at Whitchurch Rugby Club on Saturday 2nd December.

***More on Pages 30 & 31***

***Ian Harden***



# STALWARTS AND NEWCOMERS SHARE THE SILVERWARE AT MINI RALLY CHALLENGE AWARDS NIGHT

*Ian Harden*

A wide collection of series stalwarts and newcomers collected the season's silverware at the recent annual awards night as the Mini Rally Challenge celebrated its third and most successful season to date.

In the R50s, Jacob Neal and Russell Thompson have been the undoubted stars of the season. The youngsters scored four maximum points tallies in the forest rallies to win both the overall R50 Challenge and the Gravel Cup. Their consistency was such that they had the title sewn up at the Trackrod Rally in October. They also came within an ace of taking the Tarmac Cup, missing out after their bonnet flew up and they lost time at the season's finale at Cadwell Park.

Wesley Gilford has been Jacob's season-long rival and was rewarded with victory in the Tarmac Cup together with second in the Gravel Cup. Having struggled for the past two seasons with handling problems, the chance discovery of wrongly adjusted suspension transformed Wesley's season and he upped his speed significantly. Wesley drew on the experience of two co-drivers in his campaign, his asphalt partner being Adam Burkill who took the Tarmac co-driver's title. Encouragingly, Adam is one of several youngsters who joined the championship this year. Julia Perry co-drove on the forest rounds and her solid, calm in-car support gave her second place in the R50s Gravel Cup.

Andrew Watson finished third in the R50 Gravel Cup, scoring consistently in his first ever season as a driver. Andrew was partnered through all but one of the gravel rounds by the ever-reliable Emma Cooper, while Adam Burkill ably filled in at the Trackrod Rally. Father and son, Gary and Matthew Jones, finished third respectively in the Tarmac and Gravel Cup co-drivers list. The two swapped seats all year, one driving and the other co-driving depending on the surface. Having contested every round, the pair were awarded the Team of the Season trophy.

The R53s saw a competitive mix of experience against youth. The overall title went to Tim Green and Jordan Joines, in their first season together. Consistency proved key to their success; one win and two second places on gravel, together with three wins out of four on asphalt saw them crowned at the Cambrian Rally in November. However, the pair had to give best to the mastery of Mick Smith / Paul Stringer in the Gravel Cup. Mick and Paul took a clean sweep of every forest round they contested, taking the title by seven points.

*Continued on Page 29*





## Mini Rally Challenge Awards Night

### Continued from Page 28

With both Tim and Jordan unable to attend the awards night, they will be presented with their trophies at the Autosport Show in January.

The Tarmac Cup title battle went down to the wire at Cadwell Park where any one of three drivers could theoretically have won. Here, Tim linked up with promising young co-driver Bonnie Papper to win the day and the series from George Clarke. George's runner-up spot came on the back of one win, at Harlech, where a last-minute move up from the rally's reserve list paid handsome dividends. His strength was in claiming three second places on the other asphalt rounds enabling him to outscore third-placed driver, Mark Norwood, by eight points.



For the co-drivers, Kevin Watkins took a well-deserved third in the R53 Gravel Cup, ten points behind Jordan. Kevin partnered Keith Bounds in the forest rounds all season, 'The 2Ks' taking things steadily and scoring consistently. The Tarmac title went to Jordan, ten points ahead of Mark Norwood's regular co-driver, Adam Fern. A last-round charge saw Florence Butler take essential points at Cadwell, the youngster moving up the order to finish equal third with Jack Morris, who rode shotgun for Gordon Davies all year.

The Spirit of the Series trophy went, deservedly, to John Day. Two crashes, two rebuilds and using four co-drivers failed to dampen the Sussex-based driver's enthusiasm. His undoubted pace showed through at the final round at Cadwell where, partnered by David Thompson, he led the R50 class until two spins on the dark stages cost him time.

Competitors surprised championship organiser, John Goff, at the end of the awards ceremony when they presented him with a framed picture of the photographic highlights of the 2023 season.

This year's Mini Rally Challenge has seen entry levels increase significantly, with 120 entries spread over the 11 rounds. Competition has been close, exciting and above all, fought out in a good spirit. The 2024 season begins at the Rally North Wales in March.

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

**Ian Harden**





11-13 OCTOBER 2024

**BEATSON'S**  
BUILDING SUPPLIES  
**MULLRALLY**



WWW.MULLRALLY.ORG

# Island Community Consultation

Hello and welcome to the consultation of island community, residents and island stakeholders, for the 2024 Beatson's Building Supplies Mull Rally

## Background to consultation

Since 2020, under the new closed-road motorsport legislation for Scotland laid down by the Scottish Parliament, and as part of our approvals process with Argyll & Bute Council and Motorsport UK, adequate arrangements are to have been made to:

- (a) allow the views of the local community to be taken into account
- (b) involve local residents, the police and other emergency services in the planning and implementation of the event

2023 Mull Rally  
Shakedown & Leg 1 –  
Friday 11<sup>th</sup> Oct  
[Shakedown Alt: Thurs 10<sup>th</sup>]

Stage	Road	Closed	Open
SD Duart Castle (Opt A)	012 Kilpatrick Road	08:30	12:30
SD Glengorm (Opt B)	C47 Glengorm Road	08:30	12:30
SS1 Glen Aros / Hill Road	C46 from Aros Bridge to Dervaig B8035 from Dervaig to C45 Hill Road C45 from Dervaig to Torloisk	18:02	23:32
SS2 Loch Tuath	B8073 from Torloisk to Gruline	18:33	00:03
SS3 Ben More 1	B8035 from Knock Farm to 1.0mi S.E. of 076 Balmeanach Road	20:39	02:09
SS4 Scridain 1	B8035 from Gleann Seilisteir to A849	21:08	02:38
SS5/6 Ardtun	C49 Ardtun Road U018 Lee-Knockan-Ardtun Road	21:49	03:37



Continued on Page 33



## 2023 Mull Rally Leg 2 – Saturday 12<sup>th</sup> Oct

Stage	Road	Closed	Open
SS7 Ben More 2 + SS8 Gribun	B8035 from Knock Farm to 1.0mi S.E. of 076 Balmeanach Road	09:32	15:20
SS9 Scridain 2	B8035 from Gleann Seilisteir to A849	10:09	14:39
SS10 Glen Aros / Achnadriish + SS12 Achnadriish	C46 from Aros Bridge to Dervaig B8073 from C46 at Dervaig to 056 Kilmore Terrace, Dervaig B8073 from Kilmore Terrace, Dervaig to Rockfield Rd, Tobermory	11:48	16:18 18:18
SS11 Calgary Bay	B8073 from C45 Dervaig via Calgary to Torloisk	13:33	18:03



## 2023 Mull Rally Leg 3 – Saturday 12<sup>th</sup> Oct

Stage	Road	Closed	Open
SS13/17 Loch Kinloch 1/2	B8035 from A849 Kinloch Junction to Gleann Seilisteir	17:42	02:42
SS14/18 Inch Kenneth 1/2 + SS15/19 Knock 1/2	B8035 from 1.0mi S.E. of 076 Balmeanach Road to Knock Farm	18:02	03:17
SS16 Loch Tuath / Hill Road / Glen Aros	B8073 from Gruline to C45 at Torloisk C45 from Torloisk to Dervaig C46 from Dervaig to Aros Bridge B8073 from C45 to C46 at Dervaig	18:36	00:06
SS20 Calgary Bay / Achnadriish	B8073 from Torloisk via Calgary to C45 at B8073 from C45 at Dervaig to Rockfield Rd, Tobermory	18:43	03:36



# Get in touch

It is important to us as the event organising team, that we understand what implications our proposed event format, road closures & route have on the businesses and residents of Mull.

If you have any specific feedback about how you as an island resident and/or business may be affected by our event proposals, we would be obliged if you could please contact [consult@mullrally.org](mailto:consult@mullrally.org) by Tuesday 9th January 2024.

Thank you.



# Chelmsford MC PRESTON RALLY



Sponsored by  
**Preston's Garages of Writtle.**  
December 16<sup>th</sup> 2023

## The 45<sup>th</sup> Year

Doing the “one and only” with the  
“one and only”!

**Geoff Bateman : West Cumbria MC**

Well it just had to be tried again, didn't it! After the spectacular failure of the radiator in 2021 after about the first mile and the failure to get there after damaging the car in 2022 we once again loaded up and headed south on Friday 15<sup>th</sup> December for the long haul down to Ipswich where we would be based for the next couple of days. The trip down was uneventful other than for a short delay on the A1 and we arrived at our Travelodge in good time to get to the chippy in Needham Market (surprisingly good – but southern prices) to get our tea. After a reasonably early night and a good night's sleep it was off to Morrisons for breakfast (not to be recommended, such a shame used to be really good) before going to visit some friends with whom we go back over 50 years, before returning to our “hotel” to get changed and set off for the High Lodge Forest Centre between Thetford and Brandon for our scrutineering slot which was allegedly going to be 18-58.

I hadn't been to High Lodge for about 12 years but the layout is pretty much the same as it always was and we found the trailer parking area easily and got unloaded. Just needed to wait for the “one and only” Bazza to arrive and were good to go. Maggy had some difficulty finding the signing on building which was a fair step but the organisers had rigged up some lighting columns which really helped.

Bazza arrived and shortly afterwards we joined the queue for scrutineering which was a bit on the drag but there was nowhere else to be so we had some crack with some of the other crews to pass the time. When we got to our turn everything was fine until I was asked to try the screenwasher which didn't work!! Never had a problem with it before and I knew it was working before we left home. We pulled out of scrutineering to check it out, fearing another 700 mile round trip for nothing but then when I removed the litre pack of oil which I had wedged in the washer worked. The bottle had been jammed on to the washer pipe!! Huge sigh of relief and with the process card firmly held in Barry's hand we headed off to competitor parking and then to document collection before heading off to the cafe for a coffee.



**Continued on Page 35**



## ***The Preston : Continued from page 34***

I had a brief look at the route and it was on roads which I was familiar with having done a lot of cycling and mountain biking in the area when we lived in Suffolk so left Barry to get it sorted in his head and get all his navigator stuff all sorted.

Driver's briefing came at 20-45 and with the cafe closing at 21-00 we headed back to the car to get the final bits and bobs sorted before our start time of 10-58.

We set off from under the start gazebo and headed off down the forest drive before getting on the B1107 to Brandon and then the A1065 up to Mundford then up past the Desert Rats memorial at High Ash before passing the Bodney Crossroads to take the next right on to a yellow which led us to the start of S1 "Bodney Airfield 1". Watching the cars in front start it looked as if the first bit of track was pretty smooth, perhaps things were going to be a bit less bumpy this time? We soon started, got round the corner, over a couple of metal bridges then the old familiar Preston type tracks started to take over. Lots of holes and bumps but at least some could be driven round and I took a fairly cautious approach in order to at least get to the end of S1, which we eventually did with no faults but with 9 min 19sec which wasn't the slowest but at least we weren't one of the 3 retirements.

A short run down a yellow and on to the B1108 where we passed Bodney Army Camp, lit up like a Christmas tree, before slotting left and in through a gate for the start of S2 "Harrier Airstrip 1" which took us down through the Stanta battle area where we would remain until the end of S4. Apart from the short time spent on the airstrip itself this was another typical Preston section giving the suspension a good work out and the crew a fair battering but we got through it with no faults and a time of 4-52 and also saw another couple of retirements. It was going to be an interesting and potentially painful night.

S2 finish led shortly in to S3 start and the section that Maggy was marshalling on with friends from our old club the Sporting Car Club of Norfolk. Someone somewhere must have made a mistake because there were actually some sections of tarmac in 3 which were a great relief on the back and neck but were unfortunately over too quickly before the call "90 right back on the sh\*te" would be called and we'd go in for a bit more shake, rattle and roll. Pretty much every section had at least one loop with a split and merge and some had two so you knew how hard it was going to be the second time round a loop and what you had to look forward to!

S3 finish led in to a short run over a couple of metal bridges before S4 start was in front of us. This was one of the longer sections and was quite punishing on both me and the car. I was getting a fair amount of chest pain as I had been suffering with it for the previous week and the constant pounding against the shoulder straps wasn't helping matters but we were still in it and gaining places by virtue of the increasing number of retirements. It was a long section with 10 PC's on it and we managed it with no faults and 12-05 which, although it wasn't going to set any records was quicker than some of the expert crews.



***Continued on Page 36***



## ***The Preston : Continued from page 35***

Departure from the finish of 4 saw a nice road transfer, leaving the battle area for a while before once again entering it for another long section S5 "Wretham Belts 1" which would take us generally north using another couple of loops of bouncy tracks. Fortunately because of the sandy nature of this area there wasn't a great deal of standing water around despite the relatively high rainfall the area had been receiving over the previous weeks. We got to the finish of 5 with no faults and 11-13 which was 37<sup>th</sup> fastest out of the 46 remaining cars after 15 retirements. Barry said he thought the exhaust might be dragging so we pulled off the mud on to the muddy road so I could have a



look. Sure enough the clamp band around the silencer box had snapped and the silencer was touching the ground. I managed to bodge it back up with some big cable ties I had and some I was given by a super chap in one of the recovery land rovers before we headed off to S6 down the Peddars Way towards Wretham. The Peddars was no worse than normal and the exhaust held together and once more we got all the codes and PC's keeping our card clear of faults.

Unfortunately on the road transfer to S7 we had a little confusion and before we realised it we were down at the railway crossing near the A11. Having a quick joint look at the map we realised we should have gone down past Wretham camp so turned round and after an initial wrong slot where we saw lights only to find out it was a PC we were told to go further down the road where we would find the start. Sure enough we found it and went straight in. There was a short straightish run down to a merge where unfortunately the stop line was in a hole where we got stuck. Luckily we were not the first to do that and there was a Land Rover and driver there to give us a pull so we only lost a few minutes. That hole was to come back and bite me firmly in the bum later on though. Getting through S7 with no faults and not slowest (just) we found ourselves OTL and had to decide whether or not to attempt S8 or whether to cut. The decision was made to do it which would have been the correct decision had we not lost our way somewhere resulting in us driving round a large field before eventually giving up and finding a way out on to the A1075 and A11 to get in to Petrol 1 at Snetterton with no penalty for lateness which had been extended to 45 minutes.

A very short break at petrol gave me a chance to get the car jacked up and add some more cable ties to the exhaust which, to my surprise, had survived the last two sections. No petrol was required which was a relief as I've been having fuel consumption issues recently and was concerned about how the car would cope with a 93 mile leg with over 50 miles competitive. A quick energy drink and a trip to the gents and we were back out on the A11 heading out on leg 2. A short blast down to the bottom of Larling Hill and we turned off for East Harling, over the railway and past the distillery and cat's home before leaving the village and heading to Knettishall Heath, where section 10 had been cancelled, so leaving us a short road section to the start of S11 "Sparrow Hall" where Maggy and the SCCoN marshalling team had moved to. Not our best run of the night and we were 35<sup>th</sup> out of 37 but we were still in it and headed off down Rushford Belts to Euston before arriving at the start of S12 "Foxpin". The start of this section is a notorious track which some refer to as a giant washboard but it is continuous deep troughs and ridges for quite some distance and has been the cause of many broken cars in the past. I told Barry there would be no heroics here and that I would be driving just to get the car through in one piece – yes it is really that bad. Once again we were slow 33<sup>rd</sup> out of 35 despite being only two and a half minutes behind the fastest.

Section 13 had been cancelled so at last we had a decent road transfer as we headed down to the start of S14 at the Kings Monument before heading down through the Kings Forest. I had ridden this track many times years ago and always remember it as being hard packed sand and gravel with a smooth fast surface. I'd told Barry how much I was looking forward to this section, oh boy, how wrong can you be? I thought it was in a terrible state, deeply rutted and very difficult to try and get any sort of rhythm going with the result that we were slowest through this section but still managed zero faults.

***Continued on Page 37***



## ***The Preston : Continued from page 36***

The best part of the track was the last bit after the control as we drove down towards the Icen Village at West Stowe where we turned right towards Icklingham before S15 and the "return run" north up through the "Berners Heath" section which was not quite as badly rutted as the previous section but did have some interesting "ponds" to drive through, one of which we thought we might need the RNLI to get us out of but fortunately the Pug pulled us through it. A slight improvement in position and another clean run and we were on the road to petrol 2 at the northbound petrol station on the A11 Thetford bypass where we actually managed to arrive with time to spare before our due out time. A short but very welcome break allowed time for some petrol, an energy drink and a couple of chocolate bars as well as time for a brief check over the car and a clean of the windows. The car was wandering about the road in response to throttle and I was pretty sure we'd knocked out one or more of the wishbone bushes on the front suspension but I was aware of the situation and having got this far decided to keep going.

We left petrol 2 on due time and headed back up towards the battle area to S16 a reverse run through S7 "Wretham Airfield 2" where this time we managed to get to the start without incident. We managed both loops of the section and had just exited at the second split when I dropped us in to the hole where the stop line had been on S7 and I just didn't have enough momentum to push through it as the sump guard ploughed in to the mud between the wheelings. I nearly managed to reverse out but failed and a final try forwards was futile. We were stuck fast and even getting Barry out of the car and pushing it was a waste of time. I got the tow rope out and although we were passed by several cars only one stopped to ask if we were OK but there were no offers of help. Barry managed to phone the recovery number and after some time a very nice man with a pick up came along and pulled us out in less than a minute and after saying our thanks and packing the rope we were on our way out and surprisingly only 2<sup>nd</sup> from last and not last on this section.

The delay on 16 had put us dangerously close to OTL and so we had to decide what to do. I thought that if we entered S17 we would be in the battle area and would have to follow through 18, 19 and 20 as well picking up 30 minute faults at each. But, some quick thinking by Barry and a sudden return of memory for me and we realised we could cut 17 and just run down the brown along the southern edge of the battle area which would get us to the start of S18 pretty much on our due time. Decision made we drove off and apart from some confusion by me about half way down, where there was an illuminated barrier which I thought was at the camp but it wasn't, which then involved a turn round and drive back and then another turn round back in the original direction before the camp came in to view and we knew we were where we needed to be.

All time recovered we started S18 on time which was S4 in reverse. We passed through the section with no faults and the 28<sup>th</sup> fastest time and only 20 seconds or so slower than our first pass despite the passage of over 150 cars on the loop sections which were now quite cut up.

The short run to S19 start and the familiar faces of the SCCoN marshalling team was a welcome sight and we knew we only had the last 3 sections to go so a finish was looking imminent. The section was as rough as we remembered it from earlier on with deeper ruts in places but at least the short tarmac sections to provide a bit of relief for my aching chest and neck. A small 2 second improvement over S3 saw us move up to 25<sup>th</sup> fastest on the section as well.

Back over the 2 metal bridges and on to the start of S20 a reverse run of "Harrier Airstrip" saw us once more achieve a zero fault run a 3 second improvement and, for the first time in the event, we caught and passed someone who was still moving!!!! A momentous occasion indeed! 25<sup>th</sup> on the section meant we kept our overall position of 26<sup>th</sup> up to that point with only one section left to go.

To get to the final section required a short road transfer back past Bodney Camp before turning left up the yellow to the section start. We'd both thought S20 seemed less rough than it had earlier but came to the conclusion that was probably not the case, it just seemed that way because of how bad the rest of it had been. We entered S21 with a little trepidation, it would have been a right bugger to have failed on the last section, but I still tried to get through it at a speed I was happy with in order to get to the finish. We managed to get through 23<sup>rd</sup> fastest and a minute quicker than before with no faults and kept our 26<sup>th</sup> overall slot. There was a palpable relief when that final time control came in to sight and we realised that we were going to get a finish and that the car was still going to get us back to High Lodge.

***Continued on Page 38***



## ***The Preston : Continued from page 37***

The run back down through Mundford and down to Brandon was the best bit of the night enjoying the splendid Christmas lights through Brandon before the short run back to HQ where I dropped Barry off to sort out the documentation whilst I put the car back on the trailer before heading over to the cafe for breakfast. It was great to sit down in a seat that wasn't like a bucking bronco although my legs were both buzzing from the exertions of the night. Breakfast done and a sharing of tales and a short while later, provisional results. Amazingly efficient system but they have been doing this for years. A quick check showed us 26<sup>th</sup> overall out of 34 finishers and 61 starters. There had been 15 retirements in the first leg alone and 5 of the highest 10 seeded crews had failed to finish so we were pretty happy with ourselves as any finish on "The Preston" is a result for both the car and the crew.

We got the car strapped down and said our farewells to head back to our Travelodge where we had a 2pm checkout arranged so we could get a few hours kip before the 320 mile trip home which we eventually reached at 8-30 Sunday night where unfortunately we were both so knackered we couldn't even make it up the pub.

This event takes a huge amount of organisation and effort by the organising team to put on and it all appeared to work pretty seamlessly from our perspective as competitors. I know from when we used to marshal, before we moved up to Cumbria, several of the folks involved and the efforts that they all put in to putting on what is considered by many to be "the one and only Preston Rally". A great big thank you is due to all the organising team, the army of marshals and the splendid recovery crews who all contribute to making this happen. It's a unique event, it's bloody tough and not to everyone's taste but it is something that is worth at least one attempt at and for many it appears to have become addictive. Thank you Preston, thank you Chelmsford MC.

It looks as if Barry Allman the "one and only crocs man" was the best Clitheroe finisher from what I can see so, no doubt, he will be dining off that for a while! Thanks Baz for doing a super job in the left seat, couldn't have done it without you.

***Geoff Bateman – West Cumbria MC,  
Barry Allman – Clitheroe & DMC  
car 58 Peugeot 205 GTi***

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# John Bloxham Memorial Rally

November 18<sup>th</sup>

*Ken Binstead : HRCR*

The final round of the HRCR Clubmans Championship was the eagerly anticipated JBMR. Not much was known about what was to come as the crews gathered at the Apley Farm Shop on a dank Saturday morning but the condition of the parking area gave some indication as to the state of the roads and tracks that were to come. The crews were not going to be disappointed! With a field full of Escorts and minis it was going to be interesting seeing which would be the best weapon in the conditions.

First of the 50 cars away were Duncan Williams and Niall Frost onto the Apley farm estate for two tests on the slippery tracks that surround the estate. Beavan Blacker with Sam Spencer nailed those two tests in their Ford Escort and it looked like it was going to be a Ford sort of day.

Out onto the roads then and a huge queue to get into the lunch venue on the way to reg start 1 didn't bode well but it was time to focus on the Jogularity. If anyone was asleep before this hour long epic certainly woke them up. Just the seven controls and 5 passage checks that would keep everyone honest and John King with Mike Cochrane alongside (Toyota MR2) dropped a control board on this reg picking up a 1-minute penalty. However in the mini of Graham Cornthwaite and Lynsey Procter they picked up a maximum 3 minute penalty to spoil the start of their day. Roger Fildes with Championship leader Iain Tullie (Ford Escort) won this reg with just 11 seconds.

This took us out to the RenNew Brickworks where a short sharp test around the blocks saw a mini take honours in the form of Cornthwaite and Procter 2 seconds ahead of Joh Haygarth and Martin Taylor back in the familiar orange Opel Kadett Rallye.

A short transit took the crews to a series of 3 tests on the tracks of the Solari farm complex which saw Blacker/Spencer take the first and Mike and Matthew Vokes (Ginetta G15) take the next one then drawing the third with Dan and Nick Darkin (MX5) and Cornthwaite/Procter.

Reg 2 was issued the night before and has caused some plotting headaches with some crews as they tried to find the correct map symbols. The route took the crews from the East of Telford back down towards Bridgenorth and saw Cornthwaite/Procter come back from their earlier travails to win the reg.



***Photos Courtesy of Phil Bramhill  
madrallylad@yahoo.co.uk***

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It was then supposed to be the lunch stop but with the car park at the farm shop a quagmire and a Christmas fayre and baby shower being booked over the top of the rally the decision to cancel was made and the crews moved on to reg 3. However the results at this point showed Blacker/Spencer in the lead by 34 seconds ahead of Leigh Powley with Elsie Whyte alongside for a change (Toyota Corolla) and in third, Fildes/Tullie just 5 second behind.

Reg 3 was a short 4 mile delirium style starting off road then back out to the public highway. Everyone seemed to cope ok with the reg although there everyone was late at the final control for some reason. The Vokes's did the job here with 21 seconds.



Reg 4 was another preplot epic taking the crews to on the whites and yellows through Astley Abbots Nordley and the Smithies and then to the west of Bridgenorth. Four cars picked up 3 minutes on the first control due to a local who was being "difficult". However, this didn't stop Fildes/Tullie who took just the 13 seconds out of the reg.

The tiny lanes of Sidbury and Stottesden were the scene for reg 5 where due to the recent rains a reroute was required due to a ford that would have been a struggle for the smaller cars and as a result the final control was cancelled. There were also three farmyards to negotiate to find the controls throwing up timing challenges for all, but Fildes/Tullie were still showing their class and won this reg ahead of Blacker/Spencer.

Finally it was a chance for a short break at Cleobury Mortimer village hall for a cup of tea and piece of cake as darkness began to fall. The back in to the seat for two tests around the old MOD site at Ditton Priors. The broken concrete and tarmac along with some odd vehicles scattered on the junctions made the tests entertaining for most but not for King/Cochrane who lost a suspension bolt of the front and would result in the end of their rally. Blacker/Spencer blitzed the opposition on the first and Dave Morris and Jac Wales (MGB) managed to beat the bogey on the second! There was a rumour they may not have done all the laps but who knows. Blacker/Spencer were "2<sup>nd</sup>".

From Ditton Priors it was out to the start for reg 6 which was a series of map extracts that would see the crews negotiate the coloured roads through Abdon and Diddlebury towards Ticklerton and on towards Church Stretton. Three passage checks and 5 controls would test the crews now in the dank and dark lanes. To those bought up on 12 cars this was where they would shine. Dan and Nick Darkin in their own backyard drew the reg with Blacker/Spencer on 29 seconds but the Darkins would have to withdraw later with no oil in the engine!

Finally came the TC section that everyone was anticipating, some with glee, some with trepidation. Timed to the minute and with an average speed of 30 mph this would be a challenge. To add to the workload the finish time for the section would be the start time for reg 7 so the crews had to think ahead. A rather muddy field contained a passage check that would cause major problems especially for those running outside the first 10 with it becoming more impassable as each car went through. James'es Griffiths and Howell in the newly rebuilt green mini sacrificed their time and stopped to push 8 cars out. Well James Howell did, I never got to the bottom of what James Griffiths was up to. As a result the two PC's were scrubbed. Best TC performance was Fildes/Tullie once again with no minutes dropped. Great effort. Blacker/Spencer were lurking however dropping just 1 minute along with Powley/Whyte.

Straight into a herring bone that was reg 7 with the majority of the speed at 30mph that took the crews back towards Bridgenorth. Just 2 controls that saw Hugh Garnish and David Bell (Fiesta XR2) win this on just two seconds. At last it was time for a break after a full on day but it wasn't over yet. Some food at the Punchbowl Inn would give some respite before the final push. At this point Fildes/Tullie were holding sway by just 15 seconds ahead of Blacker/Spencer and Powley Whyte lurking in third.

Reg 8 was not going to be a straight drive home though. A 34 mile regularity plotted from tulips that contained 5 passage checks and 7 controls with the average speed to be 30 mph for the whole reg.



## **John Bloxham Memorial Rally**

### **Continued from page 40**

There was also a hidden sting that nobody knew about but would cause consternation amongst some. From just outside Bridgenorth the route wound its way to the south East but with 5 LWRs it meant the crews were always on the back foot but there were some strange times recorded with everyone early at the third control.

However nobody saw the flooded road coming that nearly took out so many. It was as deep if not deeper than the 2018 Devils Own ford that caused much angst. We entered, the lights went out, the engine coughed and then Mollie floated up and everything came back on.

We then managed to make headway purely by the tread on the spinning tyres. Some weren't quite as lucky. Mick Valentine made it but had to move the car by means of the starter motor. It was sadly not to be for Cornthwaite/Procter in the mini as they drowned out and were unable to continue. Clive King with his son Craig also in a mini were swamped but made it through although they had to drive around corners with the doors open to try and get the water out.

In the end Blacker/Spencer won the reg but Fildes Tullie had picked up a 1:32 in the middle to spoil their reg.

Finally it was all over and the crews retired to the cricket club at Worfield and you have never heard so many tales of woe and daring do after an epic day.

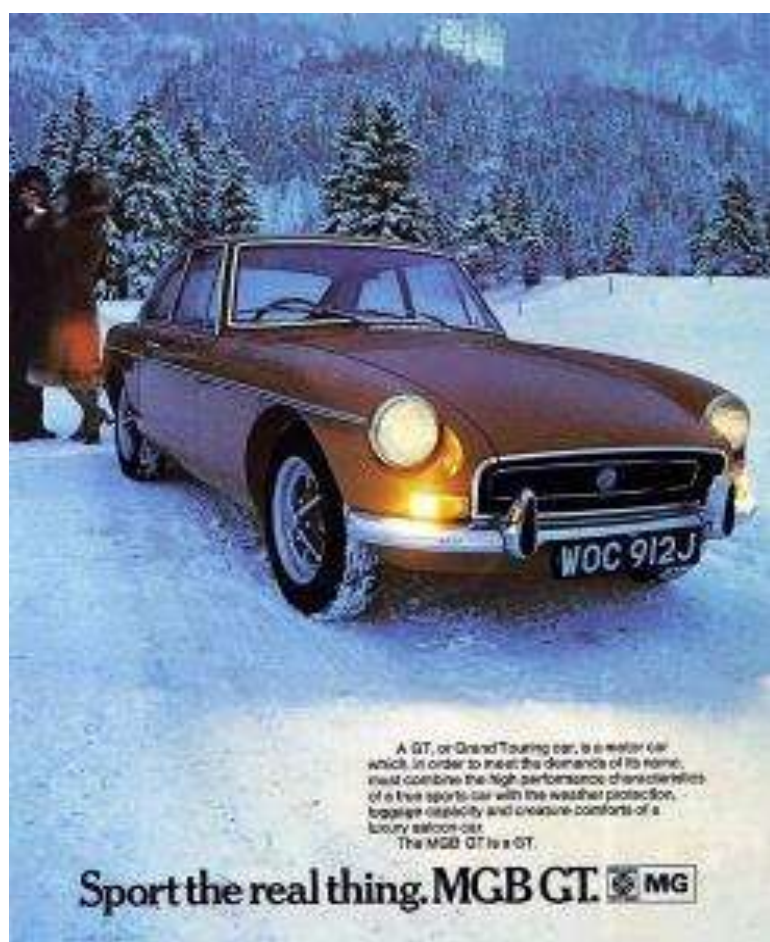
After such a tight day at the top of the leaderboard it was not to be for Fildes/Tullie. Blacker/Spencer had done enough to get back in the lead and win the rally by 1min 12 ahead of Powley/Whyte and Fildes/Tullie coming in third, ensuring that Ian had won the HRCR Motorsport News Clubmans Championship Navigators trophy.

No rally is perfect, especially on its first time out and this was certainly true of the JBMR. But there was something special about it that people will remember for a long time. The chatter on social media still goes on as I write this. After a baptism of fire, CoC Nick Bloxham along with Wolverhampton SSCC should be proud of what they have achieved and I am sure it would have been a rally that John Bloxham would have loved to take part in.


As a final mention, a big round of applause to the 200 marshals that came out and made it all possible.

Let's hope we can come back next year.

**Ken Binstead : HRCR**



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# Fourth For Frank in Gulf 12 Hours

24-year-old Cumbrian racing driver Frank Bird made the most of this opportunity from winning the recent AMG Young Driver Test to take a superb fourth place overall in the Lenovo Gulf 12 Hours race which took place at the YAS Marina Circuit in Abu Dhabi at the weekend. Penrith-born Frank was part of a three-driver team entered by the GruppeM Mercedes-AMG Customer Racing team where he competed alongside 21-year-old Italian Lorenzo Ferrari and the experienced Austrian Lucas Auer in the Mercedes-AMG GT3.

The event, which formed the final round of the Intercontinental GT Challenge powered by Pirelli saw 28 teams in action in the Middle East's premier GT endurance race, whereby the team endured some technical issues during Friday's open practice before qualifying in fifth on Saturday to start Sunday's race from the third row, just half a second off the pole position time.

Thereafter, an exciting and hard-fought race saw an action-packed encounter which featured battles for the top positions right until the chequered flag and ended with victory for Mercedes-AMG GruppeM Racing's Maro Engel, Luca Stolz and Mikael Grenier.

Team WRT's BMW M4 GT3, driven by MotoGP legend Valentino Rossi, Dries Vanthoor and Nick Yelloly, pushed their rivals all the way to the flag, finishing just under 13 seconds behind after 348 laps of racing. Mercedes-AMG Team 2 Seas completed the overall podium in third place with Jules Gounon, Maximilian Goetz and Fabian Schiller just a lap ahead of Bird and his teammates.

Frank Bird: "P4 in the race this weekend was pretty good considering we had a few minor issues in our first few days of practice. It was a long, hard race but I think we maximised everything so it was satisfying to leave the weekend with a positive result. We had a few little setbacks along the way but nevertheless, a top-four placing is a very strong result on my Pro car debut. Thanks to AMG for this opportunity after winning the Young Driver Shootout in Valencia, it was a huge privilege to represent the brand and hope it's not the last time. Thanks to my teammates Lucas and Lorenzo and to Team GruppeM for their hard work which didn't go unnoticed. Also congratulations to our teammates for winning the race overall."





# A Varied Season of Motorsport

**Ben Briggs : U17MC (NW)**

My September report for Spotlight saw us looking forward to my first hillclimb, at Scammonden Dam, then the VSCC Prescott Hill Climb.

Scammonden was my first attempt at hill climbing, and I entered in the Micra. It was raining all day, so it was a bit slippery, but the car went well and I improved my times on each run, and won the class. My challenge was to try to beat my friend Harry, but his MX5 had a bit of an advantage over the Micra, and he was a second quicker in the end.

The VSCC Hill Climb at Prescott is the highlight of the VSCC season and draws big crowds from all over. It is held on the "short course" as originally used by the VSCC since 1938. Over 2 days approximately 250 pre-war sports and racing cars tackle the hill four times - two practice runs on Saturday and two competitive runs on Sunday. The downside of such a large entry is there is a lot of waiting and not much racing, but it is also a very social event, and we meet lots of friends and talk about cars. For spectators at this event, it's not just the racing, the pre-war and classic car parking areas are better than most car shows! This was my first hill climb in the Riley so I had a lot of learning to do. Getting used to the preselector gear change took some time and thought, though having walked the hill many times, I was quite familiar with the course and what line to take. Both practice runs were very wet and slippery, so the object of the day was just to finish with the car in one piece and qualify for Sunday. On Sunday we had a dry run, and I managed to shave almost 10 seconds of my practice time, and was only 3 seconds outside of my handicap time, which we though was pretty good for the first time. My dad won 1st Handicap.

As I wrote in my previous reports, I have done a lot of PCAs and Auto tests in the Micra this season, and managed to win the ANWCC PCA championship and a joint win in the Allrounders. But there have been some clashes with events, so I couldn't do them all. The Blackburn 2 day event, I missed because I entered the VSCC Hill Climb at Loton Park, shared driving the Riley with my Dad. This is run as two separate events on Saturday and Sunday, so you have four runs each day. On Saturday I was familiarising myself with the quite tricky course, it was dry and very hot, so conditions were ideal and I chipped away at my times on each run, bringing it down by 8 seconds. My Dad won 1st handicap.



**Continued on Page 44**



## ***A Varied Season : Continued from Page 43***

On Sunday practice I kept trying to bring the times down, but then in the afternoon it rained heavily for the timed runs. Most people's times were much slower in the wet, but I had a good run and managed to go quicker in the wet than I'd done in the dry the day before. This won me the 1st Handicap award, and now only a second slower than my Dad, so I was very happy with this.

In September we returned to Prescott with the Riley for the VSCC Long Course event. (Named so because the VSCC always use the original 1938 'short' course for their Summer event, but all other events at Prescott use the extended course with Ettore's loop). We had the good weather that we have been missing this season so conditions were good. Both Dad and I finished up quite close to our handicaps but not enough to trouble the trophy engravers. I had some other adventures in the red Micra in October, firstly the Autotest at Demon Tweeks where it was clear that a standard Micra is quite difficult to throw around their incredibly tricky tests with a shabby original handbrake. I also did a night-time Halloween Autotest organised by Huddersfield MC. A couple of my mates came over with us, and as I'd just turned 17, they were able to passenger with me and they had a great night.

I have missed a few events at Wern Ddu this year due to exams and other commitments, so it was good to get the trusty green Micra out again for the December finale. It's only a 1 litre standard car, so you wouldn't think it could be competitive, but somehow it is! I'd not done enough events to challenge for the overall championship, but I won the under 18s championship. The Wern Ddu series is going to be bigger and better next season and I would recommend everyone to enter, it is great fun. This was the last event of the season, and it turned out to be the decider for the SD34 Individuals Championship, which I won but it was very close. I also won the under-18 championship so it has been a very good season all round.

Next season plans I hope to be even more competitive in the VSCC now I have got to grips with the Riley. Also, now I'm 17 I look forward to getting my road license so I can then do track days and hopefully other exciting things. I'm excited to be racing at some of my favourite events up and down the country such as Prescott, Wern Ddu and Lymm.

I am also interested in getting into rallying which my interest had sparked after marshalling on the Adgespeed 3 sisters event recently. I'd like to get into road rallies, hopefully next season. Then stage rallies...

I'd like to thank everyone who has helped me with advice this season. And the Under 17 Motorsport Club, the Wern Ddu team, and the VSCC. Looking forward to next season.

***Ben Briggs : U17MC (NW)***





# Hexham & DMC

## The Clive Elliott Memorial Rally

### December 13<sup>th</sup>

*Ed Graham : Hexham & DMC*

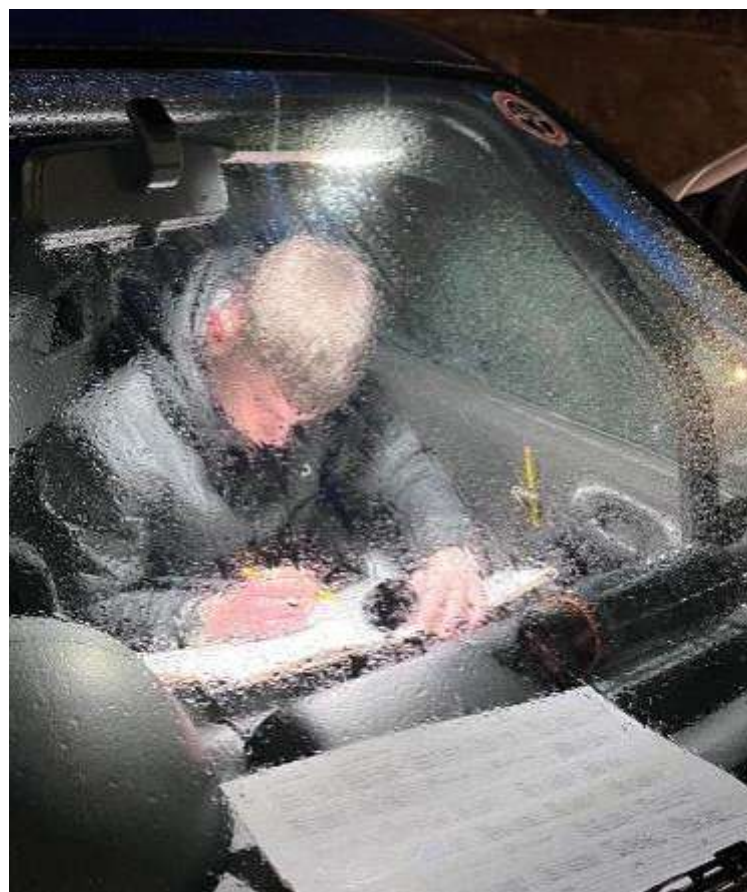
The Hexham & District Motor Club's extremely hectic competition programme closed for 2023 with a very slithery Clive Elliott Memorial rally, the icy conditions causing some heart stooping moments, for competitors and marshals alike as sub zero temperatures turned the rural roads into skating rinks more suited to Torvill and Dean rather than a rally crew trying desperately to keep a car pointing in the correct direction while maintaining a tight schedule. Despite the weather and a demanding route, almost all starters finished which shows great credit to the crews enthusiasm.

As ever with Hexham 12 cars, the event was oversubscribed very quickly however, circumstances led to a couple of non starters, the Stewarts, Simon & Luke, withdrew when they realised the navigator had a GSCE exam the following morning and Alan Bland/ Alistair Murray pulled out with the driver suffering from something resembling rheumatism. There was a bizarre sequence of events that led to Chris Dodds non starting, he pulled out but turned up anyway and then found a last minute replacement navigator in Luke Tait, a set of maps were procured for them but it all came to naught when his Proton's lights fused with only a few minutes to go to their due departure time, so near and yet so far!!.

The rally was based very much in the North Tyne area and started from Chollerford, in years gone by the scene of frantic activity and large crowds whenever the Lombard RAC Rally used to pass through en route to the Kielder stages. Signing on and documentation were quickly taken care of and the vast number of volunteer marshals signed on by George Charlton, our man with the clocks. The usual 30 minutes plotting time was allotted to all crews except the Masters who would be plotting and bashing and at 8:01 it was time to get the show on the road.

The Clive Elliott started with a regularity which featured a "Not As Map" triangle less than half a mile from the start, followed by a lay by not shown on the map a further half mile later, just the stuff to get the crews warmed up. The Proton mounted Henderson's posted the lowest penalty on 16 seconds followed by Nicholson/ Magee ( Fiesta ) on 33 and Pinkerton/ Fletcher ( BMW ) on 40. The temperatures were already plummeting and the roads were becoming quite icy as the crews headed up the B6310 towards wark and then took to the tricky yellow round by Latterford where a steep hill caused some problems as it was almost entirely sheet ice, the canning/ Lithgo losing a load of time looking for traction..

After looping round by Stonehaugh and over Dunterley Fell the crews came to TC.4 just before Dunterley Farm where a local made a nuisance of himself, thankfully he was calmed down by our "Man On The Spot", Andy Miller. Heading back down the B6310 once more the route turned on to the little used yellow past Lee Hall where the many puddles that had existed a few hours previously had all frozen over making progress interesting. This section saw Faizan Akram / Ed Wilding lose a couple of minutes but most crews scraped in on time.



*Continued on Page 46*



A neutral section through wark saw fog appear as the action recommenced with a long section that went up the hill towards Birtley before looping back down to Chipchase and then heading up and over Gunnerton Fell to a control almost on the A68 near Barrasford Park. Pinkerton/ Fletcher dropped a minute on this one while Akram/ Wilding had a nightmare and lost 7. The Fusion of Canning/ Litgo had by now given up and headed for the warmth of the finish venue.

The final section was another marathon and headed up the A68 before bearing off to use the incredible yellow running over the moors via Plashetts to join the A696 at Ki9rkwelpington, a short section of this road led to a trip over the yellow past Sweethope and back to the A68 before a dash to the finish at the Gun Inn in Ridsdale. This section was comfortably on for most crews although the big Subaru STZ of Cummings/ Webb lost 4 minutes, the car obviously a hand full on the yumps and bumps of the undulating moorland roads.

As ever, the rally finishe with the traditional Hexham rally supper, an excellent affair which was well received by the crews and marshals who really appreciated the warm cosy surroundings of the Gun Inn. Results were quickly available and showed a narrow win for the Hendersons, Tom & Bob, on what would be their last outing in the Novice category, they ended up 15 seconds ahead of Nicholson/ Magee with ian Guthrie/ Roy Hewitt finishing third after managing to stay clean from TC.1 onwards. The general consensus was that this was a great way to end the competition calendar and on tis showing the future looks bright for the Hexham club in 2024.

**Ed Graham : Hexham & DMC**

## RESULTS :-

1.	Bob & Tom Henderson	Proton	0:27
2.	John Nicholson / Andy Magee	Ford Fiesta	0:33
3.	Ian Guthrie / Roy Hewitt	Ford	1:17
4.	Ali Proctor / Lynsey Proctor	Toyota MR2	1:43
5.	Mike Cook / Ross Blyth	Ford Fiesta	2:15
6.	Barry Pinkerton / Geoff Fletcher	BMW	6:40
7.	Faizan Akram / Ed Wilding	Citroen AX	11:18
8.	Dave Cummings / Jonathon Webb	Subaru STZ	12:37
9.	Chris Purvis/ Ryan Purvis	Toyota Yaris	24:55





# Ilkley & DMC

## Economy Run

### 29<sup>th</sup> November

*Neil Raven : Ilkley & DMC*

This years Economy Run let us have the opportunity to give the Mini its longest run out yet. Albeit in sub zero temperatures, something a heaterless car isn't good for

We were aware of the asthmatic properties of the Mini so wrapped up warm but not quite warm enough By the end of the 58 mile route I couldn't feel my feet or fingers, even though I'd been driving with gloves on

The route started at the Esso garage in Burley in Wharfedale then headed to Otley, the Sun Inn, on towards Harrogate then turned back to go over the tops, across Thruscross, down to Storiths, over to Addingham and back to Burley via Silsden, East Morton and Burley village. Plenty of opportunity to use too much fuel in the long climbs and the big one out of East Morton just had to be driven at a nominal speed as there seemed to be no ideal gearing for it

The route was 58 miles and we had 2 1/4 hours to do it in. And we needed it! We started off well just getting over the crest of a hill above the Sun Inn then using the downhill to help the Mini along at very low revs. As we started to go over the crest we raised our hands in the air as if we were on a roller coaster and screamed all the way down We did this on most hills, it was keeping us warm

As we went along Storiths the road became noticeably icier and as we exited the ford the Mini had a little moment and a sideways drift, all at about 10mph We had brand new snow tyres on but they weren't bothering with any gripping work, they were just along for the ride. As the temperature dropped ice started to form on the inside of the windscreen and we took it in turns to demist our bits with the wiping tool.

We had been bounced around for 40 miles and as we climbed out of Silsden up a really steep hill we knew the last 5 would be dreadful as it was along two long roads with viscous speed bumps. And sure enough it was We'd navigated about 10 of these monstrosities but then I hit one a bit quicker and it actually forced a fart out! I was sure it was all wind and no substance but it took me by surprise

Speed bumps navigated we headed off to the garage to top up and see how we'd done. We'd used just over a gallon so had achieved 57mpg. But, that's not how the results are calculated and they will be available in the next couple of days. Until then I'm going to check my undies and syphon the full tank of fuel out of the Mini and in to the MX5 for Fridays 12 car

A very enjoyable evening being jolted around in the little Mini, which didn't miss a beat but was flippin freezing! Claire Nevar is slowly thawing out and has had her disapproval of the 1960's cabin heating system re affirmed

Thank you to Leon and Karen for sorting the route and making the event run. The entry of 10 was very impressive for this event and good to see a very different style of motorsport being supported

*Neil Raven : Ilkley & DMC*



**1924 Ford TT Motorhome**



# ICICLE

## Navigation Run

November 30<sup>th</sup>

*Sion Matthews C&A MC*

With the "Icicle" having its own trophy I felt like it had to be earned and didn't want any tie-breaks at the end. So, I put together a compact tricky route, version one had to be changed due to a finish venue not being available. After many route options I decided on the final version. Brother Elis and I went in the Micra at 6:30 to start putting symbols out. It took me half an hour to plot the route and 2 and half hours to drive it putting symbols up.

The route started from David Hughes Leisure Centre, Menai Bridge, who I'd like to thank for use of the venue. Section one started in Upper Bangor using many 'white' back streets and NAMs (Not As Map). With one-ways, traffic lights and parked cars, this made for a difficult time-consuming area. Heading out onto the back lanes behind Tesco towards Felinheli. Section 2 started in the hard-to-find slot in Felinheli, taking the crews towards Llanddeiniolen cross-roads, through Penisarwaun, Llanrug, with two tricky NAM's and a hard-to-find street 'white'. Looping back through Penisarwaun and ending up in Brynrefail.

Section 3 started on a hard-to-find 'white' in Brynrefail then along the yellow through fachwen where I found some patches of ice. At this point a thought "O nooo... not again!" having organised a Navigation Run in the same area last January, due to snow/ice, I had to reroute and I could see the same happening again. Climbing up into Deiniolen it wasn't bad at all to be fair, using pretty much every road there, with a couple of sneaky roads to find, I realised I was running short on available symbols to put out. So going over the wide yellow in Mynydd Llandygyai I only put one symbol up, then another maze of loops around Tregarth including some NAM's and narrow lanes. Then a short drive down the A55 back to the Anglesey Arms, Menai Bridge, for the Finish. Who I'd also like to thank for the use of their venue.

The general feel I got at the finish was it was a tough event, tricky to plot in places, time seemed always to be against the crews too. I knew that Bangor would take ages to get through, this is where some crews either cut route to the finish, so they didn't get penalised for being late (0.5 points per minute late) or carried on and were penalised for being late. It was a case of trying to work out whether it was worth picking up the extra symbols and getting a penalty or not.

Impressed by Dion and Cory for getting round being only one minute late and missing only one semi sneaky symbol, well earnt win that. Well done lads! Will and Rhian were doing well but opted to cut route towards the end and got a 3-minute penalty for lateness, second year in a row for Will to be runner up, maybe next year? Ceri and Tom were doing well but also opted to cut route towards the end to make the finish early.

Ben and Meirion recorder most of the symbols available but were 13 minutes late at the finish. Catrin, Mali and Adam recorder most of the symbols available but were 16 minutes late at the finish. Yvonne and John missed a few around Bangor, then decided to cut half of section 3 to get to the finish on time. Aron and Tom were doing well but opted to cut route towards the start of section 3 to make the finish on time. Jacob and Kyle missed a few around Bangor and Llanrug. Generally getting around 70% of the symbols but were 10 minutes late at the finish.

Lee and Sion were doing well but opted to cut route early into section 3 to make the finish on time. Geraint and Cameron generally getting around 60% of the symbols but cut most of section 3 and were 3 minutes late at the finish. David and Bethan made it to the finish on time getting roughly 50% of the symbols in section 1 and 2 but cut section 3 out. Gabi and Iwan got 90% of symbols but were 52 minutes late so unfortunately went OTL and non-finishers.

*Continued on Page 49*





## ***Icicle Navigational Run***

### ***Continued from Page 48***

I hope everyone enjoyed the event in some form, I know it was tough but it did make for some interesting results. I'm always learning as an organiser but its nice to see people getting better and generally having fun. Thank you to the competitors for making the effort to turn up.

A big thank you to Elis, Lee, Endaf and Dafydd for their roles, it wouldn't be possible to run these without them.

The next Navigation Run is the Crimbo Limbo on the 28<sup>th</sup> of December, map 114 needed, more details will be online closer to the event, this one will be much easier and aimed more at beginners.

***Sion Matthews C&A MC***

## **Icicle Navigation run 30/11/2023 C&AMC Results**

***Organised by Sion Matthews and Lee Matthews***

<b>Driver</b>	<b>Navigator</b>	<b>Passenger</b>	<b>Car</b>	<b>Position</b>	<b>Points</b>
Dion Rowlands	Cory Thomas		Transit	1	94.5
Will Hughes	Rhian Hughes		Astra	2	85.5
Ceri Lindley	Tom Parks		Volvo	3	78
Ben Jones	Meirion Gadd		Fiesta	4	75.5
Catrin	Mali	Adam	Polo	5	67
Yvonne Matthews	John Evans		Micra	6	59.1
Aron Evans	Tom Lindstrom		Escort	7	59
Jacob Bolton	Kyle Jones		Yaris	8	56
Lee Threadgold	Sion Jones		RCZ	9	53
Geraint Jones	Cameron		Swift	10	41.5
David Hanks	Bethan Jones		Skoda	11	26
Gabi Tsantanis	Iwan Evans		Ignis	DNF	OTL

(Max score possible 96)

Thank you to Anglesey Arms Hotel for the use of their facilities

  
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# York MC Clubday Autotest Acaster Malbis 10<sup>th</sup> December

*Ray Jude : York MC*

What a great season finale, good entry, lots of marshals, great tests, mince pies and some very close competition.



Alastair Brown topped the results just 8 tenths of a second ahead of Andrew in the team Brown MX5. Alastair clipped a marker penalty on test four, but four fastest test times, including an unbeaten run of three on site 3 and distributing mince pies kept things very close.

Making it an MX5 armada top three Neil Raven was third overall, less than a second behind, he took four fastest test times. Neil had originally entered in his recently acquired 998cc mini, setting up a one shot class one shootout with Adrian Wilford in his 998cc mini. Neil's Mini had got all hot and bothered on the way to the start but undeterred he returned home to get his trusty MX and got to the venue just in time to whip through the tests.

Craig Dykes was fourth overall in his 2000 horsepower Haynes Roadster special, not able to find much traction on the wet and muddy surfaces. I hope he is going to take all the mud back when he has cleaned his car or the farmer will have nothing to plant his crops in. Get some front mud flaps fitted!!

Next up it was the return of the AXe, with yours truly at the controls. It was going to the menders on Monday so seeing it needed to be loaded up on a borrowed trailer it seemed like a good idea to bring it to the season finale. I'd like to say it was an easy class win but it wasn't, there was a big class two entry and some very close competition. Great to be wielding the AXe again!

Stephen Draper was next up, 6th overall in his Mini Cooper, 2nd in class 2, enjoying the straightforward no nonsense tests.

Just one thousandth of a second behind in his class 2 Yaris was Oliver Mathison. He was just about 3 seconds ahead of Clubday returner Sam Jaggard. Sam's 106 had a few new car problems but a fastest time on test 3 shows the combo has potential.

Best Decorated car was the MX5 armada of Admiral Wrigglesworth/lieutenant Leanne as crew took the class 6 win, a couple of wrong tests kept them down the overall order but a very quick time on the B a N took the win, overcoming a 2 second previous success handicap.

Gary Ross/Mandy, clubday regulars, were second in class 6 in the Saxo, as regular car trialers, the muddy conditions maybe suited them well. Rob Short was just outside the top 10 in 11th overall in his Nova 1.2

Robert Jameson/Yaseen Khan maybe got the best traction on the tricky surface in the all wheel drive Subaru. Going well on the more open tests to finish 12th overall, 3rd in class 6.

Winner of Class 1 in his 998cc Mini was Adrian Welford. A York Motor club autotest first timer, perhaps more used to having a navigator, David Blaney, to guide him round the tests on classic road rallies.

Peter Ferguson/Alfie Kemp were also clubday first timers, making use of David Blaney's rare 1.4 Nissan Micra getting the hang of skidding about on an autotest.

John Barker in his stage rally Peugeot 205 GTi another first time clubday autotester, seemed to enjoy his handbrake turn practice.

Colin Castles long suffering MX5 decided it was time to for a rest after one test.

Thanks David Blaney for the tests, thanks for the great turnout of marshals who stood out in the rain showers and thanks to the landowner.

Championship and league tables produced by Andrew to follow shortly

On Friday 2nd February it's the 2023 YMC awards evening, not just for the autotest season but other club awards for all the other events YMC members competed in during 2023, stage rallies, sprints, targa rallies, historic road rallies etc. Details of the evening have already been e-mailed out to club members.

It's been a great season of autotesting. We start with blank timing sheets in 2024 on the 21st January.





*Photos Courtesy of Tony North*





# Radio Mutterings

The Coppermines Lakes Cottages

## Grizedale Stages Rally

Friday 1<sup>st</sup> & Saturday 2<sup>nd</sup> December

*Ian Davies*

It's a lazy Friday afternoon drive north on the M6 towards Grizedale and this classic of forest stage rallies. I arrive at the start of SS1 Grizedale East about 15:20 and sign on, receiving in return my radio pack, including an excellently put together Operational Safety Plan. On this night run there is also a welcome gift of a 12v USB plug for marshals, a gift from the organisers Furness District Motor Club and their sponsors, cheers. With stage plans etc all aboard I head into the forest for the short drive up to Junction 3b, described as a "softroader layby" !.

I settle down to wait for the radio check expected from Furness Control about five o'clock and watch the temperature gauge plummet as night falls.

Before the radio check, poor Gem 70 calls into Control as they cannot find their allocated post at Junction 2b, despite driving up and back from the next junction. Control and several other 'helpful' radios all insist that the correct junction has a mountain bike on one side of the track and a very wide forest road on the other, they even summon up a satellite picture to describe the location. This conversation goes on for some time, with the organisers becoming more and more puzzled as to why Gem 70 can't find the post, "it's obvious". In the end the credit goes to Gem 70, as eventually the solution is found that the correct Junction and location is actually at a marked 2a and not 2b !!. Anyway, it put a smile on my face, but maybe not Gem 70.

With radio checks complete and a couple of radios reallocated to uncovered posts, we await the inevitable but necessary safety convoy, with the Chief Marshal commencing his run through at 17:17. By 17:53 the 0 car is into the stage and the various permissions are given to start SS1 with Car 1 at 17:59. With nighttime in a dark forest visibility is challenging and not wanting to blind or distract cars with a bright light, I settle down to record the numbers of cars past my location, monitoring their passage and the radio.

With tracking, last car numbers and the radio network, Control is able to pull together a moving picture of cars through this classic of forest stages. Car 7 is then reported 'missing' and a search via radio posts prior to Junction 3 commences.

G E M

R A L L Y R A D I O



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## Grizedale Stages

### Continued from page 52

In the end a phone call from the crew to friends is relayed via Del 5 and the car is reported off the stage and the crew safe and OK. Car 17 is next to hit trouble around Junction 2+, but after a short stop manages to rejoin the action, although not at full speed. Gem 59 on the Stop Line next reports that Car 16 has spotted the OK Board for Car 7, but then fails at the Stop Line themselves and is pushed clear of the stage. Inevitably there are several shouts for spectators walking up the stage at various locations and radio crews and marshals intervene as required. Just before seven o'clock that last of 58 starters is into the stage, followed by the Sweeper Car, Rescue and Recovery. The latter on the look out for Car 57, stopped and in need of a tow out at Junction 4. In the end that make for 56 cars out and for me the drive out to my overnight base in Barrow.

For me it's a 6am call in Barrow Saturday morning and I wake up to about an inch of snow and freezing temperatures, although the snow clears once past Ulverston and on towards the road access at High Cross and SS2 Grizedale North. I arrive at the stage access about 07:20 and soon check in and receive another radio pack for Junction 7 and a rather fine bright orange seat belt cutter / window safety hammer as another much appreciated marshals' gift from the organisers. The latter makes for a welcome change to a mug, that dominate the shelves in my garage !. The stage at this time is relatively quiet and I enjoy a frosty drive out to my Junction and then meet up with the four allocated marshals for the immediate area, that includes monitoring one of the many bike/walking trails through the forest that are by necessity closed for the duration of the event. With the expectation of another classic Grizedale stage ahead the atmosphere is alive to talk of previous events and the long lamented RAC Rallies of old. It's funny, talk of the 'Lombard' really begins to bring memories back, but also a reminder of how many years you've been out marshalling in various roles and guises.

By about 08:30 however we begin to experience at first some light snow, which half an hour or so later is a full blown snowstorm, not what the weather app predicted !. Bad as the conditions were in Grizedale crews attempting to get to SS4 & 5 Broughton Moor report more serious icy conditions, with access into and out of the stage extremely challenging. With Lake 3 Recovery reporting great difficulty in getting to the Stage Start even in their mighty 4WD, the decision is unfortunately made to cancel the stage on the grounds of 'safety', an early and correct call. The organisers then begin the process of safely extracting the marshals and radio crews from the stage, convoying vehicles out and checking the stage thoroughly.



**Continued on Page 54**

### **Grizedale Stages : Continued from page 53**

Back in Grizedale North SS2, the snow keeps on falling as the safety cars begin their progress through SS2 and the following Grizedale South SS3. With clearance from the Safety Delegate, chauffeured by Safari 1 Dave Mitchell, 00 and 0 are soon clear of the stage and at 09:59 the first competitor Car 2 begins the days action. By now the stage conditions are challenging to say the least and the cars slip and slide past my location at Junction 7. I don't know about stage times, perhaps 'ice dancing' scores might have been more apt in these wintry conditions !. As the snow builds up on my stationary car, the wipers at time struggle to give me some vision of the cars in front of me. I would add that the large orange rear side numbers on the cars made a huge difference in these challenging conditions and I was able to keep an accurate log of the cars passing my Junction.

Even the four-wheel drive boys and girls were struggling in the increasingly snowy conditions and some first class car control and a very light right foot was needed to more or less keep the cars on the forest road, not that you could see much in the conditions. Car 17 made a great slide through my junction and put a smile on my face as I noticed the 'Abu Dhabi' sponsors on the side of the car !

The next radio shout is for Car 18, stopped somewhere between Junction 3 and my location. A sudden 'thud' alerts me to the fate of the car as they slide off the stage just out of sight around the previous bend. I leave the car with my handheld just as the marshals and the car mangle to spin it around and then head wd a few metres before they can spin the car back around and head back correct stage direction. Furness Control is then reassured by my update.

Silk 8 at the Stop Line than asks for a verbal warning to be given at the start line to all cars to 'back off' from the FF as the cars are struggling to stop before the Stop Line Control and this is putting everyone in danger. A verbal waring is hastily given at the Start Line, just as Derek at the Stop reports that several crews are retiring at the end of the stage due to the extreme conditions, as the snow keeps falling. By now we have between four and six inches of snow, with the occasional brief break, before the heavy snow returns.

Nork 3 out at Junction 7f then reports in that Car 46 is stopped around their post, although somehow the car eventually manages to restart. As the midfield literally 'ploughs' on, speeds fall further as the cars struggle to keep more or less on the stage. Back at Junction 7 the marshals really have my thanks as they stay out in the snow, guiding the various spectators who emerge out of the snow, many of whom are clearly not dressed for the wintry conditions. Another safety shout from Nork 3 comes over the airwaves at they report Car 58 as struggling past their post and then having to be pushed by marshals up the hill.

Moments later there is another call from Nork 3 who reports that one of the marshals has slipped over and "banged their head and feeling woozy". With the last of the 56 starters already into the stage, Extractor Rescue and their Paramedic are asked to follow the Sweeper Car into the stage about 11:15 and assess the marshal, a request easily made rather than done. By now the conditions are really poor as the Deputy Stage Commander and rally emergency services pass my location.

Car 43 is then reported as 'missing' in stage and after various searches over the radio, they are finally located around Junctions 11-12, clear of the stage and thankfully OK, to be assisted later by Crossrigg 1 Recovery. In the end this makes for a total of 55 cars out of the stage.



***Continued on Page 55***



### ***Grizedale Stages : Continued from page 54***

After making extremely slow progress through the stage, understandable with the conditions, the Rescue Unit and Paramedic eventually get to the marshal at Junction 7f by about 11:26. Thankfully Graham reports that the marshal is OK, but the stage conditions are to put it mildly “marginal” for any emergency response and this is passed to the Clerk from Furness Control. The conditions are no better in SS3 and the radio traffic report numerous cars off in the stage and further deteriorating conditions. Furness Control announces about 11:35 that an ‘announcement’ from the organisers is expected shortly, one that on the ground is obvious and can’t come soon enough.

About 15 minutes or so later the inevitable radio message is made that the event is to be abandoned due to the extreme weather conditions. To the organisers credit we are all told on both SS2 and SS3 to hold our positions as an orderly stage evacuation is planned. The latter is essential as there are many, many marshals and radio cars in stage that will struggle in the deep snow and patches of ice to exit the stage. In the end a carefully worked out schedule of action is announced as posts are directed to leave the stage in various locations and the organisers begin to think of how they extract those stranded in the snow. I brief the marshals of the plans with me and we slowly head back towards Junction 5 where we are instructed to leave the stage back on to the public road.

Even in my Discovery Sport the deep snow is a real challenge, even with all of its electronic traction trickery and a set of new tyres !. Just before Junction 5 I notice that one of the two sets of forestry high warning poles is leaning at an alarming angle across the track and the previous vehicle tracks in the snow drag me into a ditch on the right side of the track. With the tyres slipping, I somehow manage to maintain just about enough traction to drag myself out of the ditch and back onto the stage. Slowly but surely, we then manage to exit at Junction 5, past numerous stranded cars in the deep snow.

The public highway is no better and I very slowly crawl behind a long line of other vehicles towards Hawkhead by about 12:15’ish. I’m soon stuck in a long line of stationary cars of every type, with spectators, marshals and Christmas visitors all going nowhere as the snow continues to fall. After a long wait I decide to take my chances and try and get around the gridlocked village, only to meet a line of cars with very similar ideas just off the main B-road. Ahead a slight hill poses an almost impossible step too far for many, as cars are very slowly pushed and shoved up the ice strewn hill. Progress of any sort is pretty much impossible and to make things worse a Range Rover pushes past my stationary car and despite me advising them of the obvious reason why we are all stopped, he pushes past the line of cars up the narrow lane. To cheers, the obvious happens and the all too heavy Range Rover slides off the road and into a deep ditch, a difficult and most likely long recovery for someone !.

A local tractor then appears and cuts off into a side road to my left and then reappears out at the top of the hill where all of the cars are getting stuck ?. After a discussion with similarly stranded marshals, I decide to follow the tractor route to see if it is passable for others and to my surprise, despite the deep snow I emerge clear of the icy slope at the top of the hill and resume progress. I decide looking at the maps to head due south towards Newby Bridge along some of the less used lanes alongside Windermere. Reasoning that deep snow is better than polished icy other roads and queues of stranded cars, I trust to my Disco and make surprisingly good if slow progress. At low speeds I make reasonable progress following one or two vehicle tracks along the narrow lanes. After a short while I pick up and follow three or four other cars with a similar idea, maybe 10mph, with numerous halts as we descend various hills or stop to allow other cars to pass in the opposite direction. Our progress is halted a short distance before Newby Bridge as a farmer advises that they are “having to push cars over the humpback bridge”. Slowly inch by inch we move forwards until I can see some brilliant locals shovelling grit onto the bridge and to the cheers from the pub regulars pushing cars over the bridge. The grit helps everyone, but I don’t need a push as ‘hill descent’ gets me safely up and down the other side of the icy bridge.

To my extreme relief I’m soon clear and back on the A590, which although down to one clear lane allows me to make a reasonable but safe speed towards the M6 at Junction 36. Almost at once the conditions for me at least improve and I’m soon heading back to Liverpool on the M6 and then M62, reaching home after about 4 ½ hours, rather than the normal two-hour journey home.

***Continued on Page 56***



**Grizedale Stages : Continued from page 55**

All along the journey home until the radio signals finally faded, I heard the communications between Rally Control, the organisers out on the stages and the bloody marvellous actions of rescue and particularly recovery units. Time after time they were deployed and assigned to stranded competitors, many marshals and others stuck in the stages. I lost mental count of the number of recoveries in the atrocious conditions, including units themselves needing help. My heartfelt thanks go out to the small gang of Crossrigg, Tunnel and Lake Recovery Units who worked miracles well into the night, before having to think about there own safety and journey home, or not as maybe. Stages had to be swept by units and organisers such as Dave Brodie the Chief Marshal to make sure everyone was accounted for. The spectator car parks were another nightmare, with many more cars stranded, some locals deciding to abandon their cars and walk out of the forest. Listening to the radio network I also heard that the Forestry team had opened the Visitor Centre as an emergency rest centre if needed and later the media report that Cumbria Police have declared a major incident.

As for me I was extremely lucky with the choices I made and the dice that rolled that allowed me to make slow but in the end safe progress home. I subsequently found out that not all of the radio crews, including Gem colleagues were so lucky, with six, seven or more hours stuck in stop go traffic ending up for many with a night in a very cold car or lodged with sympathetic local residents as further progress became impossible. For many they only got home on Sunday !. These were extreme conditions, with a large amount of heavy snow falling on cold road surfaces, with unprepared local services and many motorists not ready for the conditions. I don't envy the decision of the organising team to abandon the rally when they did, the extreme conditions took everyone by surprise and I'm sure lessons have been learnt. Rallying is not some 'summer' only sport but at this time of year the weather can catch anyone out, but good plans, effective execution and above all the support of the many rally volunteers whether out in a Recovery Unit, stood at the side of a stage helping people exit or in Rally Control trying to co-ordinate, all contributed to make the impossible, almost possible for many.



***Ian Davies***  
***Gem 23 and MSUK Radio Controller.***

**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, romer etc).

Please contact Sarah Binstead to book a place:

[sarahbinstead1@hotmail.co.uk](mailto:sarahbinstead1@hotmail.co.uk)



With thanks to Tony North

# GEM Rally Radio : 2024 Events Calendar

## RALLYING



## Provisional 2024 Calendar

Events & Dates may be changed (awaiting Confirmation)

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

## Golden Microphone Trophy

O/A	Call Sign	Operator	Score
=1	G 59	Maurice Ellison	80 points
..	G 23	Ian Davies	80 points
3	G 4	Ian Winterburn	70 points
4	G 33	John Ellis	64 points
=5	G 21	Derek Bedson	60 points
..	G 11	Mark Wilkinson	60 points
=7	G 70	Davis Mainprize	50 points
..	G 50	David Peaker	50 points
=9	G 13	Stuart Dickenson	40 points
..	G 56	Tony Jones	40 points
..	G 55	Steve Broadbent	40 points
..	G 62	Colin Evans	40 points
=13	G 25	Chris Woodcock	35 points
..	G 25A	Heidi Woodcock	35 points
=15	G 71	Phil Smith	30 points
..	G 38	Sean Robertson	30 points
..	G 16	W & R O'Brien	30 points
=18	G 41	Jerry Lucas	20 points
..	G 32	Bryan Flint	20 points
20	G 12	Richard Jones	15 points
=21	G 26	Mark Dickenson	10 points
..	G 69	David Brough	10 points
=23	G 51	Gerry Morris	8 points
..	G 24	Paul Henry	8 points
25	G 58	Geoff Ingram	5 points

Everyone Else still to Score

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

**G E M**  
RALLY RADIO





## ***Grumpy Old Git***

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



## **Grizedale Stages Rally**

### **Friday 1st December**

On Friday the 1st of December I made my way, along with Rob Eltringham and Peter Smith, to Grizedale East (SS1).

We were doing Stop Radio so we had to traverse the whole stage to get to our post (quiet like that whilst the stage surface is still good) however, Stop Radio is not a job that I am particularly keen on - it is far too easy to get the number of cars out of stage wrong. All it takes is for you to be distracted by a question or a message for a car to sneak past you and then all your totals are wrong. When I now do 'Stop Radio' I am a constant pain in the derriere as I check numbers with the Stop Line crew. Sorry guys.

The other thing I don't like is that you never get to see a Rally Car being driven at full chat - All you see is cars either stopped at the line or driving slowly as they exit the stage. One good thing is that as soon as the closing car gets to the end you can usually go and are first car out of stage (and we were).

### **Saturday 2nd December**

An early (ish) start and whilst 'Broughton Moor' is only 90 mins from home I also have a 30mins detour to collect Rob & Pete from Morecambe and the weather forecast says Snow but it will all be over by 11am!!!!!!

The other reason for getting to the stage early is that Steve Frost (Frosty - very appropriate nickname in the circumstances) would be on breakfast duties on the Start Line and I don't wish to miss out on that.

Most of the team had stayed overnight in a lodge close to Dunnerdale.

As we leave the A590 at Greenodd and make our way up to Torver there is very light snow on the fields but the road is clear. Once we leave Torver the snow is heavier. When we get to the turning on the right off the A593 things get worse. Still driveable in my Honda CRV but not looking good, thank goodness the snow will be gone by 11am (or so the forecast said)

We are first to arrive at the entrance to the forest so we wait for about 5mins for the Start Team & Stage Commander Martyn Young to arrive and open the Gate.



***Continued on Page 59***



## Grumpy

### Continued from Page 58

Breakfast (Bacon & Sausage Barm - you can understand that one of the reasons that Frostie is in big demand to help run the start of stages) over and we make our way to Post 4 and gradually the snow gets worse. We decide to wait for our other marshals to arrive before backing up the track to our left. At 10:30am we were still on our own - no sign of expected marshals (they got stuck on Jackson Ground).

At 11am we get a message that SS 4 & 5 Broughton Moor are Cancelled and to await to be escorted off the stage in Convoy. Approximately 20 mins later Andrew Bateson in another Honda CRv came past us - so we join what we think is the convoy. It isn't, Arrivals and Start line are stuck and have to be recovered by Lake 3 one by one.

At the stage exit Andrew turns right and heads SW towards the A593 and Broughton-in-Furness. We turn left and head NE towards Torver. I wondered why Andrew went the long way round - I soon found out. The road from the Exit to Broughton Moor is called Hummer lane. About a half mile from the A593 its name changes to Old Rake and the angle of descent quickly steepens. The Honda suddenly became a Sledge (ABS brakes were more of a hazard than a useful tool) and with more good luck than skill we made it to the A593 shaken but not stirred. Thanks to the car travelling along the A593 towards Broughton-in-Furness who must have spotted the wild maneuvers of my advancing Honda and he stopped to allow me to get onto the A593 without hitting him or the oncoming wall.

From Torver to Greenhodd the snow fell faster and deeper. We were slowed by the many cars that were slipping and sliding. Once on the A590 at Greenodd things sped up a little until we got to Newby Bridge and the traffic joining the A 590 from Grizedale slowed things down. By the time we got to the bottom of Lindale Hill things were back to normal. I got home at 14:30. Steve Broadbent (Start Radio) didn't make it until 21:30, Martyn Young was 01:30 the following morning and Dave Pedley managed to find a room for the night. *(Frostie was probably still serving food!)*

### Warrington & DMC : Wern Ddu PCA Sunday December 10th

I was booked to marshal on the South Yorkshire Stages with Steve Broadbent and Steve Lewis but when that got Cancelled I decide to go and marshal at Wern Ddu.

It must be more than 4 years since I was last at Wern Ddu and so much has changed and all for the better. If you fancy getting into Forest Stage Rallying Wern Ddu gives you a good grounding and if you fancy doing Targas the same applies and it is also good practice for your navigator (and at a fraction of the cost!) The dates for 2024 are all on [Page 42](#) - Contact Andy Crawley for more details [andycrawley1@aol.com](mailto:andycrawley1@aol.com)

**December's Spotlight** was 102 pages. It had a fair amount of photographs in it and was over 7mb and anything over 6mb may be rejected by Anti Virus Software as Spam. I had more than 1400 bounce backs. Should you not receive spotlight in future - you can still view it at <https://sd34msg.org.uk/newsletter/>

Please don't forget to register your **vote for the best SD34 road rally of 2023**, the winner of which will receive the Paul Coombes trophy. Email your vote to Steven Butler at :- [steven.butler9@btinternet.com](mailto:steven.butler9@btinternet.com)





# ***Inside the Industry***

## ***January 2024***

***with Paul Gilligan***

**For this last edition of the year I've tried first to discuss the four biggest issues facing the industry just now and then a few items of news.**

## **Electric Cars**

Whilst even though the ban on the sale of new ICE cars in the UK has been put back to 2035 the requirement for manufacturers to all achieve a certain proportion of their sales as electric starts in January. For 2024 the magic number is 22% of sales. To the end of November this year electric cars have represented only 15.6% of sales down from 20.6% this time last year. Around 80% of those sales have been into the fleet market where as I've explained before powerful tax incentives encourage company car drivers to choose electric.

To climb from under 16% of sales to over 22% is a massive task. However for those manufacturers who don't the penalties are massive too – a fine of £15000 PER CAR SHORT OF TARGET! Or the failing manufacturers can buy credits from those like Tesla who being 100% electric are clearly ahead of the target.

How are the manufacturers to achieve 22% (some are as slow as 3% electric just now)? Well there are no easy ways. Basic problem is outside the fleet market not enough buyers actually want to buy an electric car. They are too expensive, range and recharging fears still exist and with recent dramatic falls in the value of used electrics depreciation is seen as a frightening cost. Many manufacturers say they are reducing investment in new electric models because the market simply isn't there. So they could reduce the price of electric cars to tempt buyers, but most say they are already losing money on the sale of these cars. Or they could reduce electric prices and at the same time increase ICE prices. Unless all manufacturers do this ICE buyers will simply migrate to those who haven't increased prices. Or they could reduce the production volumes of ICE cars so the only thing you can get quickly is an electric, again this will only work if everyone does the same. The industry continues to demand Government incentives to encourage retail new car buyers to choose electric just as company car drivers have been encouraged. Requests include a reduction in VAT on new electric cars and charging, direct grants to the buyer and so on. So far there seems no chance of any of these being granted.

So frankly a horrible situation for the manufacturers other than those like Tesla & MG who are already well above the 22% target. It will be very interesting to observe from the sidelines how this all plays out, while remaining very thankful for being on the sidelines.=

## **Used Vehicle Prices**

As I've mentioned before these have increased dramatically since mid 2020 as short supply of new cars and vans meant customers were forced to keep their existing vehicles starving the used market of supply. Now the situation has changed dramatically. Whilst used supply is much more normal demand has dropped due to the cost of living crisis, increased mortgage and rent payments, and those same higher interest rates forcing car finance payments higher.

Many dealers I know are only taking used cars in part exchange now, refusing to buy additional stock in the open market. We Buy Any Car have cut back dramatically. They are owned by the same company that owns British Car Auctions and a major dealer group. WBAC's function is to feed the auctions and the dealerships with used stock. But there are few buyers in the auctions or the dealerships. So WBAC have cut their offers back in a big way. In September they offered us £19500 for a customer's van, that offer has now reduced in three months to £13600! It is now almost £3000 below trade guide price. For a Range Rover we disposed of for £75000 they offered £60000. The only cars they are making sensible offers for are those under £5000.

***Continued on Page 61***

Values normally decline at this time of year as business is slow, but in January business and values usually pick up. Opinions vary as to whether this will happen this year. My view is no, I think used prices will continue to drop perhaps for some months to come. They went up an awful long way and a correction was inevitable. With demand reducing the size of that correction can only increase. And of course in a falling market customers are tempted to wait if they can on the basis the car they want will be cheaper next month. So will the car they own of course, they don't always consider that! And in the near new sector I'd expect a large number of cars and vans will be pre registered in the next week or so to add to the pool of available stock.

## **Agency Sales**

This one I've talked about a lot this year. Explained simply the change is that dealers who now buy new vehicles from the manufacturer at a set price and the sell on at whatever price they decide become agents who sell the cars on behalf

of the manufacturer at the price the manufacturer sets, and receive a commission for doing this. So far this year Mercedes and Volvo have taken this jump with mixed results. Merc sales are down and it is said they are only achieving these lower figures with pre registration, forced fleet sales including increased sales to rental companies, and generous finance offers to retail customers. Other manufacturers are delaying the switch, nervous having seen what has happened at Mercedes. Dealers are generally unhappy as they see their slim new car margins being reduced. Some have already given up their new car franchises as a result, notably a four location Peugeot dealership locally to me and another with five Peugeot franchises in Kent & Sussex.

Sytner PLC one of the largest players reported they used to make a gross margin of £4500 pre car sold on new Mercedes, now under Agency they make £1900 per car. Whilst some of the costs of running the dealership have now been transferred to Mercedes that is still a very bitter pill to swallow.

Again something to watch from the comfort of the sidelines in 2024.

## **Chinese Manufacturers To “Invade” The UK**

It is expected that within the next two years there will be around 10 Chinese manufacturers selling cars in the UK. Most of the cars offered will be electric. They will be far cheaper than the European, Japanese, and Korean brands are currently offering. Unless tariffs are imposed many think they will destroy the European car industry. While the items mentioned above are important this is without doubt the elephant in the room.

## **Cazoo – Is The End Nigh At Last**

In 2019 Alex Chesterman launched Cazoo in the UK and later in Europe. He promised to revolutionise the used car buying process and prove to “traditional” dealerships how wrong and outdated they were. Incredibly expensive sports sponsorship deals were signed, then Cazoo moved into Europe with more of the same. Sales volumes were OK but achieved margins were awful simply because the top management weren't used car people and had no relevant experience. Losses piled on losses. Cazoo with drew from Europe, sports sponsorship deals were not renewed, physical dealerships were closed and senior management who understood the used car business were brought in. Margins improved dramatically as a result.=

But was it all too late? Cazoo recorded losses of £704m in 2022. To keep the company going \$630M of debt was converted to equity. Mr, Chesterman departed. Cazoo has last week announced that they must secure additional capital before the middle of 2024 or they will have to cease trading. Cazoo “hope” to end 2023 with about £100M of cash. At June 30 2023 they had almost £200M, so unless the cash burn can be slowed (in a very difficult used car market) the kitty will be empty by mid year.

Some revolution?



## **JLR Try To Solve Insurance Problems**

I reported last month at some JLR cars like Range Rovers were becoming almost uninsurable due to rising theft rates. JLR have now announced an insurance product available to buyers of new and approved JLR cars from their dealers. If you bought one elsewhere tough luck!

## **Very Special Load Carrying Vehicle Available December 27th**

We don't normally advertise vehicles we have for sale in this article, but this one's a bit different! We are delighted to tell you all we have been asked by one of our most famous customers to offer for sale next week his very special delivery vehicle.

Mr. S. Claus has asked us to remarket this very special sleigh. Yes high miles we admit having been right around the World in only a few hours but by the time we've given it a good valet will look like new. Capable of carrying enough toys to satisfy every child in the World with a driver's seat that will accommodate the widest frame. No tachograph required in spite of the enormous payload. And even better as Mr. Claus is a registered charity no VAT!

The powerplant is also available by separate negotiation. This consists of 9 x Pedigree Reindeer, capable of powering the sleigh over vast distances at incredible speeds. Firstly of course Rudolf with Dasher, Dancer, Prancer, Vixen, Comet, Cupid, Donner & Blitzen.

The reindeers require special fuel, electric reindeers with the required range are a few thousand years away yet. A small quantity of this fuel will be provided as part of the deal. Buyers should be aware that the reindeers don't even meet Euro 1 emission regulations and clearing the exhaust outputs can be time consuming and unpleasant.

We're now open to accept serious offers. Cash only this time, Mr. Claus won't work any other way. Buyer to collect from Lapland. Photos available next week. Price on application.

## **2023 Charity Challenge**

Well this was to be make or break month. No slips allowed. And I'm afraid it's been break. I had to do 50 miles a week, a challenge at this time of year but one I was willing to take on. Then MAN FLU arrived. On December 6<sup>th</sup> to be precise. 7<sup>th</sup> I remained in bed all day, first time for at least 25 years apart from a couple of hospital stays. I had all the strength of a week old kitten. Just over two weeks later beginning to feel a bit more normal but any walking distance was totally out of the question.

Therefore with regret I'm now claiming injury time. I had Covid in March, twisted ankle in May, unidentified horrible bug in June and now MF in December. So I'm extending the time scale to end February. However I'm extending the miles as well. I still intend to arrive in Palermo (2132 miles) but I will then catch a train to the lovely seaside town of Cefalu. Cefalu was on the main straight of the wonderful Targa Florio circuit so from there I will walk the 45 miles of that amazing course so in total 2177 miles in 393 days.

I do have a plan for the 2024 challenge as well, more on that soon.

## **In Closing**

First I'd like to thank you all for taking the time to read my witterings. In particular those who've been kind enough to say they enjoy it and find it sometimes interesting. I'm not sure of the circulation because I know many people send it on to friends which is great, but it must be a few thousand now. I enjoy writing it every month and it's my way of giving something back to the sport that has given me so much pleasure over the years. Of course with that number of readers there will be inevitably be one rotten apple so with the exception of that one who sent me the most nasty, sarcastic message when I made a typo last month may I wish you all a Very Happy Christmas and a Great 2024.

*Paul Gilligan*

# Gilligan GVC

## Vehicle Consulting Ltd

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

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

**If we can help you at all we'd love to hear from you. Call 01768 484 185**



## Gilligan Vehicle Consulting Ltd

Postal Address

Great Carrock, How Hill

Greystoke, Penrith

Cumbria. CA11 0XY

CONTACT US

[pg@gilliganvc.co.uk](mailto:pg@gilliganvc.co.uk)

01768 484 185

# Latest advice from Motorsport UK!

Please be advised that all employees planning to dash through the snow in a one-horse open sleigh, going over the fields and laughing all the way, are required to undergo a Risk Assessment addressing the safety of open sleighs.

The assessment must also consider whether it is appropriate to use only one horse for such a venture, particularly where there are multiple passengers. Please note that permission must also be obtained in writing from landowners before their fields may be entered. To avoid offending those not participating in celebrations, we request that laughter is moderate only and not loud enough to be considered a noise nuisance.

Benches, stools and orthopaedic chairs are now available for collection by any shepherds planning or required to watch their flocks at night. While provision has also been made for remote monitoring of flocks by CCTV cameras from a centrally heated shepherd observation hut, all facility users are reminded that an emergency response plan must be submitted to account for known risks to the flocks. The angel of the Lord is additionally reminded that prior to shining his/her glory all around s/he must confirm that all shepherds are wearing appropriate Personal Protective Equipment to account for the harmful effects of UVA, UVB, and the overwhelming effects of Glory.

Following last year's well publicised case, everyone is advised that legislation prohibits any comment with regard to the redness of any part of Mr. R. Reindeer. Further to this, exclusion of Mr. R Reindeer from reindeer games will be considered discriminatory and disciplinary action will be taken against those found guilty of this offence.

While it is acknowledged that gift-bearing is commonly practised in various parts of the world, particularly the Orient, everyone is reminded that the bearing of gifts is subject to Hospitality Guidelines and all gifts must be registered. This applies regardless of the individual, even royal personages. It is particularly noted that direct gifts of currency or gold are specifically precluded under provisions of the Foreign Corrupt Practices Act. Furthermore, caution is advised regarding other common gifts, such as aromatic resins that may initiate allergic reactions. Also said aromatic resins and perfumes not purchased in the EU will be subject to import duty and taxes.

Finally, for those involved in the recent case of the infant found tucked up in a manger without any crib for a bed, Social Services have been advised and will be arriving shortly.



# Dirty Finger Nails Club Christmas Do

## Super night, congratulations and L140 headlights

*Keith Thomas*

**A rather bizarre subject title but I will try to explain.**

Firstly thank you to everyone who e mailed, messaged and by word of mouth told me how much they had enjoyed the meal at the golf club, I will pass those comments on to the golf club staff.

It was certainly a great night, on top of the 30 people who had meals there another dozen or so people came slightly later and there were some great conversations going on all around the room, many people said it was one of the best nights ever.

Congratulations to David Agnew, he was presented by David Rushton on behalf of the VSCC the John McDonald trophy, this was award to David because in the opinion of the VSCC and the clerk of Course of the Lakeland trial he was the person who did the most to make that particular trial the great success that it was. David entered the trial in his Austin 7 Ulster but just prior to the trial when changing the oil found pieces of alloy in the sump so withdrew his entry, he then helped clear and prepare the sections and on the day marshalled one of the hills. When a competitor near the end of the trial had a problem with a failing battery David lent the competitor the battery from his pickup which was parked in the middle of the forest to allow the competitor to get his car to the finish, what a guy, that award was certainly well deserved as the round of applause showed as David accepted the trophy plus a lovely VSCC tankard as a memento.

The L140 headlights mentioned in the above heading are required by Howard Green our man in Lancashire who is well on with the restoration of his vintage MG J2 as you can read below, if you can help please e mail Howard whose details are below.

The topics last Wednesday were as diverse as usual, Will Irving enquired about someone to line bore an engine, Dave Wilson from Harrington has the equipment and the knowledge, Dave who has several vintage Riley's was a toolmaker at the former High Duty Alloys factory so he and Terry Richardson are top guys in this type of work, Vintage Bentley issues were being sorted and Kirk Rylands was very impressed when he saw photos of newly cast crankcases for a steam traction engine one of our guys is involved with.

Perhaps the most impressive of all was the photos I was shown of a brand new bespoke vehicle built to carry a shooting party of 6 people around two local shoots, this vehicle has just been built on a brand new Mercedes Unimog chassis similar to a Paris Dakar vehicle, 4 wheel drive running on massive wheels and tyres, it has wine coolers and wine heaters accessible from outside the vehicle as well as inside, gun lockers, 6 Recaro seats, plus fantastic sound and lighting systems as well as intercom to the driver, it was like something from another world yet just a mile or two from where I live.

If you don't wish to receive e mails from me just let me know and I will happily remove you from the mailing list. Next meeting 2nd Wed in January which is the 10th, I've already checked with Ann at the golf club and been told that's fine.

I wish you all a Happy Christmas and a healthy, prosperous New Year to yourselves and family.

*Keith Thomas*



## 2024 Wern Ddu Gravel PCA's

Date	Venue
11 <sup>th</sup> February	Wern Ddu
23 <sup>rd</sup> March	Wern Ddu
24 <sup>th</sup> March	Wern Ddu
19 <sup>th</sup> May	Wern Ddu
30 <sup>th</sup> June	New Grass Venue nr. Wexham
20 <sup>th</sup> October	Wern Ddu
24 <sup>th</sup> November	Wern Ddu
8 <sup>th</sup> December	Wern Ddu

# **Awards Night**

## **Saturday**

### **February 3<sup>rd</sup>**

Mere Court Hotel &  
Conference Centre,  
Warrington Road, Mere,  
Knutsford, Cheshire,  
WA16 0RW

map ref 109/371383  
what three words –  
“building.celebrate.  
reinforce”

The closing date for  
ticket applications will  
be 8th January 2024

Please use the online  
form to place your  
order

The link is on our web-  
site ([www.anwcc.co.uk](http://www.anwcc.co.uk))



# **SD34MSG**

## **Awards Night**

### **Saturday March 9<sup>th</sup>**

## **Brooks Club**

Infant Street, Accrington  
**BB5 1DZ**

**7:00 pm for 7:30 pm**

## **Pie & Peas Supper**

Supper served @ 7:30PM

## **Guest Speakers**

**Nearly 200 years of experience in a  
long & illustrious career in motorsport**

- **Ian Grindrod**

Co-Driver for :- Dave Metcalf, Malcolm Wilson, Colin McCrae, Jimmy McCrae, David Llewellyn, Roger Clark, Tony Pond, John Haugland, Henri Toivonen and many more

- **Mike Broad**

President of BTRDA, 1985 British Rally Champion with Russell Brookes,  
Co-Driver for : Jimmy McCrae, Dave Metcalfe, Malcolm Wilson, Per Eklund, Walter Rohrl, Tony Fall, Tony Pond & many more

- **Nick Pollitt**

BTRDA Director Ex Chairman of MSA Trails Committee, Trials since 1969, Road Rallies since 1970, AutoSOLOs and All-rounder.  
10 years senior instructor at Bill Gwynne Rally school.

*Come and join this not to be missed evening*

# **£15 pp**

**Under 12s Free**

[Register on line](#) to attend the  
evening with payment by BACS  
to SD34 - you will get a return  
email with details.



# 2300 MC John Easson Award



The 2300 Club are pleased to announce **Emily Easton-Page** as the winner of the 2023 John Easson Award. Co-driver Emily was the unanimous choice of our panel of judges, which comprised Ian Grindrod, Clive Molyneux, Richard Winstanley, Allan Durham and Neil Roskell.

All three of the finalists, Billy Grew, Meghan O'Kane and Emily travelled to Lancashire for the interview process, impressing the judges with their clear-sighted ambition and determination to succeed in rallying.

Emily has had a busy year in the navigator's seat, competing on a mixture of asphalt and gravel events in the UK, together with a first foray into Europe on the Ypres Rally.

"We had a record entry this year and getting down to the final three was very difficult. Picking a winner from three great candidates was even harder," explained JEA manager John Cope.

"However, it was felt that Emily was a worthy recipient of the John Easson Award, which is worth a total of £6000, and we hope that the award will help further their career in the sport."

"We would also like to wish the runners-up all the very best of luck with the forthcoming season, and thank everyone who took the time and trouble to enter."

## Beatsons Building Supplies

We are proud to announce we won at The Herald Scottish Family Business Awards last night

### BUSINESS INNOVATION AWARD

Big thank you to Herald Scotland for putting on this amazing event, and of course a massive thank you to our hard working staff, customers and suppliers who continue to support everything we do.

Here's to 2024



# Allan Dean-Lewis MBE recognised with FIA Lifetime Achievement Award

Allan Dean-Lewis (and past Secretary and current President of ANWCC) has been awarded the FIA Lifetime Achievement Award by the FIA Volunteers and Officials Commission for his dedicated contribution and immeasurable commitment to motorsport for over 40 years.

The announcement was made at the 2023 FIA General Assemblies Week in Baku, Azerbaijan with Dean-Lewis recognised alongside an esteemed list of global volunteers and organisations.

With a background in rally marshalling, Dean-Lewis has held a range of senior positions in motorsport from club to international level and has served on a variety of committees since 1972.

Dean-Lewis held the Volunteers Officials Training portfolio at Motorsport UK between 1998 and 2015. After leading a successful FIA training initiative in China in 2003, he became a founding Executive Committee member of the FIA Institute in 2004. This experience supported the creation of the FIA Volunteer Officials Commission, of which he is a founding member and later Vice President. He has been directly involved in promoting the training of volunteer officials worldwide for over 13 years.

He was also the first motorsport recipient of the Sport and Recreation Alliance UK's Emeritus Lifetime Achievement Award in 2015.

Secretary to the British Motorsport Trust Trustees since 2001, a post he held until being appointed General Secretary in 2015, which continues to this day.

Allan Dean-Lewis commented, "As my interests led me from my local Motor Club, via Regional Associations to National Committees and thence on to FIA International Commissions, it became clear that no one club or country is more important than another in this world of motorsport, but that we all have different skills and experiences that we can learn from each other to mutual benefit, and if what I have done has helped that process even in a very small way, then all the effort has been not only totally worthwhile but highly enjoyable too".

"It is a great honour to be recognised by the FIA in this way, and for those who follow me it also proves that a long and rewarding career pathway can exist for volunteer officials – in my case from humble beginnings manning a passage control on a road rally in 1968 to receiving this FIA Lifetime Achievement Award. Personally, a big thank you to every single person who has supported and helped me along the way, especially my wife Jackie without whose unstinting support little of this would have been possible.


Hugh Chambers, Chief Executive Officer at Motorsport UK, commented, "Allan's tireless efforts have left an indelible mark on the sport and he has enriched the lives of countless individuals who share a passion for motorsport. This recognition celebrates Allan's past accomplishments and serves as a reminder of the enduring legacy he has created.

"We are delighted to celebrate Allan's achievements and he is a true role model for all who aspire to make a meaningful impact in this field."





# Revolution

The official magazine of  motorsport uk

## ***Hugh Chambers : MotorsportUK CEO***

Back in July, at the British Grand Prix, Motorsport UK hosted the Secretary of State for Transport, Mark Harper, and discussed the long-term sustainability of motor-sport in this country and how that could be synergistic with the broader transport objectives for the UK. With a

Formula 1 race perhaps not offering the most obvious touch points to everyday road transport, we decided to look for something more down to earth, and settled on the Wydean Rally that is held in November within Mark's own parliamentary constituency in the Forest of Dean. A couple of weeks ago I headed down the M4 on another wet and windy morning, to meet the rally organisers at the HQ and welcomed Mark, who was keen to chat with the organising team and understand more about the operational challenges for an event of this scale within his patch. He has been the local MP since 2005, and is clearly well recognised by the locals, as everywhere we went people shook his hand and had warm words to say. In reciprocation Mark was full of glowing praise for the rally, and volunteered that in his time as an MP he has not had one complaint from any of his constituents, either for the Wydean or the Three Shires Rally, which also falls within his constituency. That is certainly testament to the meticulous planning and Public Relations that the organisers conduct, and the way in which the event is run with the least impact possible on local people's everyday lives.

Heading into the stages we climbed aboard the brand-new Land Rover Defender of Tim Jones, who I last saw at the Motorsport Games in France a year ago, where he was driving his Sunbeam Talbot to great effect. Although at the time he was rather frustrated that the open class that they use for the FIA Games allows much more powerful machinery into one category, led by an Audi Quattro that dominated the event. Tim was a fantastic pilot and tour guide for Mark, being able to point out all the key features on the route and in particular the safety measures that are taken to ensure that everything runs smoothly, not only for the competitor but also for all the spectators. I would thank the marshals who give up their time for such an event. There were over 200 on the day, who are kept busy making sure that spectators stand in the right areas and do not begin to wander about once the stage goes live. It was also reassuring to see how well the spectators listened to this advice and had a safe and thrilling day.

One subject we discussed was the use of sustainable fuels in motorsport. One of the entries was powered by 85 per cent sustainable biofuel, giving a good demonstration for Mark of the 'drop-in' useability of this new generation of fuels.

These new biofuels are not carbon zero at the tailpipe but are 'net carbon zero' in that they use waste products from food and agriculture, that has already captured carbon from the atmosphere through their original photosynthesis. This is then processed into a hydrocarbon fuel that releases carbon dioxide at the point of use, but no more than was originally captured by the organic material when it grew.

This is important, as we discussed with Mark, because while we embrace the advent of electric powered vehicles, they are not going to change the stock of cars on the roads across the UK any time soon. To put that into some numbers, there are some 33 million registered passenger vehicles in the UK in 2023, with roughly the same number of vehicles being scrapped each year as are replaced by new cars.



***Mark Harper, Secretary of State for Transport, visits the Wydean Rally***



## 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.

### **Speed Events Committee - November 2023**

<https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2023/12/Action-Sheet-S10.11-for-consultation.pdf>

### **Kart Committee - November 2023**

<https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2023/11/Action-Sheet-Super-KX-H8.3.3-for-consultation.pdf>

### **Kart Committee - November 2023**

<https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2023/11/Bambino-Action-Sheet-for-consultation.pdf>

### **Kart Committee - November 2023**

<https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2023/11/Kart-Technical-Action-Sheet-for-consultation.pdf>

### **Revolution**

#### ***Continued from Page 68***

As has been publicised, there is draft government legislation stating that, from 2035, 100 per cent of new vehicle sales are required to be non-internal combustion engine (ICE) powered, which for the majority, means battery electric vehicles. That 100 per cent goal ramps up from 2024, when it will be 22 per cent non-ICE vehicles. So, if you take an average of 55 per cent of sales being EVs, then over the next 12 years something in the region of 4.8million electric vehicles will be added to the existing 1 million on our roads today.

In round terms this leaves approximately 26 million internal combustion engine vehicles on our roads in 2035, and they will only be replaced at a rate of around 1.5 million per year – so it will be a further 15 years before we would have a total nation of electric vehicles in the UK, and that takes us all the way to 2050. I know there may be some generalisations and assumptions in these back-of-the-envelope calculations, but the point is the internal combustion engine is going to be around on UK roads for an extremely long time. The government needs to have a strategy for how we can substitute traditional fossil fuel hydrocarbons for net zero hydrocarbons. That will have a larger and swifter impact on our environmental sustainability than anything else that we can do for transportation. That is not just a UK opportunity but a global one.

Motorsport can play a vital role. Already we are at the forefront of the development of synthetic fuels, and sustainable fuels. Because our industry has relatively small usage volumes it can afford to pay a premium for these products based on its desire to enhance its sustainability credentials, and in so doing gives real world feedback to the scientists and chemists who are calculating the impact that these fuels have on existing ICE-powered vehicles. In addition to that, the role of motorsport is to demonstrate and publicise, in the most dramatic way possible, that a 'drop-in fuel' can not only provide a suitable alternative for everyday vehicles, but also power the most highly tuned and high performing vehicles. Discussing this with Mark Harper was, I hope, helpful in broadening the government's perspective on seeking a more eclectic solution to our passenger car energy needs, rather than a singular reliance on the adoption of electric vehicles to the exclusion of all else.

***Hugh Chambers : MotorsportUK CEO***



### Stockport 061 Motor Club

One of the oldest Motor Clubs in the country, Stockport 061 is going from strength to strength thanks to its involvement with Regional Associations

Not every Club runs an annual marshalling competition, but Stockport 061 has been doing so for longer than President Nancy Russell can remember. Many members enjoy standing by a Rally stage almost as much as driving through one, so that prize is highly sought after..

“Marshalling is almost as big as competing,” says Russell. “We have a lot of people who want to come marshalling with us, and I never considered that having the championship was a bit unusual, because we have always had it. My niece, Adele, only came into it in the last 12 months or so, but she won the novice championship last year.

“She runs her own business, but you should have seen the look on her face when it was announced she had won at our annual dinner! It really does mean a lot to people. We also have an organisers championship, as we are proud of the number of members who help organise events too.”

The club was founded in 1903 as the New Stockport and District Motor Cycle and Light Car Club and is credited with being the third oldest motorsport Club in the UK. In 2007, it merged with close neighbour High Peak and 061 Motor Club, after the respective chairmen recognised the benefit of combining the two vast pools of knowledge.

One of the reasons is that the Club has made the most of getting involved with Regional Associations. Set up by around fifty years ago, by the forerunner of Motorsport UK, these help Clubs to collaborate with each other, giving strength in numbers, and Stockport 061 is now a member of five – the Northern, North Western, West Midland, East Midlands, and Welsh Associations.

The Club also supports and collaborates with Motor Sport (North West) Ltd., which brings together the resources of several motor clubs to promote a closed road Rally in the North West of England, the proceeds of which go to charitable causes. All these collaborations have worked extremely well to get members engaged at a wider level.

“We are really good at pooling knowledge and resources,” says Russell. “It is not about ‘we are better than you’ which I think it used to be a bit in motorsport. Everybody needs each other and it is good to support and take the workload together. The North West stages, for example, was an amalgamation of North West clubs all working very closely.”



***The 061 Targa Rally***



***The 2022 SMC Stages Winners  
Andy Scott & Laura Connell***



## **Club Corner**

### ***Continued from page 70***

The Club runs two flagship events of its own – the O61 Targa Rally and the SMC Stages Rally at Anglesey – along with occasional StreetCar AutoSOLOs and monthly navigational scatters. It also has a weekly pub night, pub quizzes and video nights that attract a wider group, and an active monthly committee meeting.

Russell, whose husband was an important and long-serving member of the Club until he sadly passed away last year, says: “It is a real family atmosphere. Most members bring along their children, aged from 40s to 10, and having the generations coming through is encouraging other young members to have a go at club night events, which is great.

“Hopefully we will be able to keep that going, because a lot of the time in motorsport you do not get many young people joining, particularly when it comes to the marshalling side of things. We do Targa rallies and Historic marshalling, so the children can come to those and 13- or 14-year-olds can have a go as Cadet Marshals.

“It worries me that the average age of marshals is going up and up and up and every Rally is calling out for marshals. That is why I am proud that we get the younger people out doing it with us. We also have wheelchair users marshalling, competing, and organising club events.

“We thrive on training up new interested members and enjoy when questions are asked, and they want to learn. Most of us are, or have been, navigators and that helps make good marshals because it is so different when you know what is happening in the car. I think that is why we have so many great Clerks of the Courses and Stage Commanders.

“We do so much marshalling on every level, but running whole stages in closed road stage rallies is what we seem to have become known for. Organisers come to us, and we go from one big event to another. Sometimes I look at the team and realise what great experience we have. That makes me so proud.”

The Club’s annual dinner is always well attended and works as a celebratory get-together as well as a good basis to review the year and move forward to the next. It also attracts old members, joining the event for a reunion, sitting alongside current competitors and marshals.

The Club held a special event to celebrate its 120th anniversary earlier this year, where the guest of honour was European Rally Champion Chris Ingram, who started his motorsport journey with the Club, and whose family is still well connected to it.

“I went around with a wandering microphone and was pulling people out of the audience to talk with them,” she recalls. “We had stories from an eclectic mix of members, old and new, including father and daughter AutoSOLO competitors, road rally competitors, as well as Chris and his dad.

“One thing that is important for me is that we are not all out in big R5s, we also have members doing low-key Road Rallying. We aim to support with any form of motorsport – a lad came a few weeks ago, for example, wanting to do our Targa Rally and we helped him understand what happens and what he needed to do.

“We have supported Chris Ingram when he has fundraised in pursuit of his rallying goal. His father Jonathan joined the Club in the 70s, around the same time as I did, and we are still encouraging Chris to come and marshal in our stage in the Cambrian this year – because we think anyone can learn a huge amount from marshalling!



***The club organises the StreetCar AutoSOLOs alongside its rallying events***



***Targa Road rallies help the club attract new and younger members, and encourages Marshalling experience***



**Case No J2023-32****Guy Spollon (Chairman), Kelvin Nicholls, Nigel Thorne****Motorsport UK versus Dylan Roberts, Licence Number 362717**

The essential facts in this case are:

1. On 20th September 2023 Dylan Roberts applied for a rally media accreditation. As part of that application applicants must provide proof of £5,000 Public Liability insurance. Mr Roberts sent to Motorsport UK an insurance certificate as part of his application. This certification immediately raised concerns as to its authenticity because the insurance certificate appeared to have been altered.
2. Mr Roberts was therefore summoned to appear before this court for submitting a fraudulent insurance certificate as part of his rally media accreditation application in breach of National Competition Rules C.1.1.3 and C.1.1.4.
3. On 9th November Ms Sophie Brown, Motorsport UK Assistant Legal Counsel, contacted Mr Dylan Roberts by telephone to ensure that he had received the summons sent to him on 2nd November 2023 and to ascertain that he understood why he was being summoned to attend the National Court. Mr Roberts was specifically asked whether the submitted insurance certificate was genuine as it appeared to have been taken from someone else's policy and altered to include his details. Mr Roberts maintained that:
  - a) He "did not know where the certificate came from".
  - b) He did not want Ms Brown to provide details of the certificate so that he might clarify the position with his insurance provider.
  - c) He was unable to attend court and declined an offer remotely to attend court.
  - d) No paperwork should be sent to his address as it was too stressful for him.
4. During a subsequent telephone conversation between Ms Brown and Mr Roberts, Mr Roberts stated that:
  - a) He had sent Motorsport UK the wrong certificate.
  - b) He could not send the correct certificate to Motorsport UK as he no longer had a laptop.
  - c) He was not interested in calling his insurers to clarify whether the certificate submitted was legitimate.
  - d) He had ill-health, including having suffered three strokes which had left him with memory problems.
  - e) He did not want any help from Ms Brown.
  - f) He wanted Ms Brown to explain to the court that he has never done anything wrong to anyone in his life and he tries to help with marshalling as much as he can and that he would not be attending court.
5. The court concluded that:
  - a) The insurance certificate submitted by Mr Roberts was a forgery.
  - b) Despite repeated offers from Ms Brown to help him, Mr Roberts had been deliberately evasive, obstructive, and unhelpful.
  - c) Mr Roberts had deliberately pursued a course of contact that was dishonest.
  - d) Mr Roberts had breached Regulations C.1.1.3 and C.1.1.4.
6. The court considers any form of fraudulent application to Motorsport UK to be very serious and accordingly:
  - a) Mr Roberts' marshal's licence is suspended forthwith.
  - b) Mr Roberts is prohibited from holding or applying for any Motorsport UK licence for a period of four years.
  - c) Any future application by Mr Roberts for any licence should be most carefully scrutinised by those responsible at Motorsport UK for issuing Motorsport UK licences.
  - d) There is to be a fine of £1,000.
  - e) Mr Roberts additionally must pay a contribution to the costs of these proceedings in the sum of £500.

**Guy Spollon, Chairman 15th November 2023**

## Learning and Development Team Update

After 16 years with MSA / Motorsport UK, James Betchley has taken the decision to move on from his role of Officials Pathway Manager.

James has worked in various departments during his many years in the organisation, and we thank him for his contribution.

The Motorsport UK Learning and Development Team remain available to assist and support in any way we can.

Sue Sanders, Director of Learning and Development, will be supporting the team over the coming weeks as she looks to recruit a new member of the team.

Sam Walker, Training Officer, is available on [training@motorsportuk.org](mailto:training@motorsportuk.org) and can support all queries related to Seminars, Training Events, Training modules and Young Officials (Cadets).

Sue Fletcher, Volunteer Development Officer, is available on [marshals@motorsportuk.org](mailto:marshals@motorsportuk.org) and is contactable for anything related to the Marshals Pathway, Marshalling Abroad, or Marshal upgrades.

For anything else, including all Event Officials and Trainee Licensed Official roles, please email [officials@motorsportuk.org](mailto:officials@motorsportuk.org).

If you prefer to phone in, call 01753 765000 and ask to speak to the Officials Pathway team. The Learning and Development Team thank you for your ongoing support.

*'Is it just me or does anyone else wonder if there is anyone left at Motorsport Uk that knows how things work?'*

## Marshals' Acquired Rights scheme extended



Motorsport UK is 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. Please note that all paperwork must now be submitted to Motorsport UK by 31st March 2024.

Full details on the process can be found [HERE](#)

There has been a fantastic response to the Acquired Rights Scheme and, since it was launched in September 2022, 290 Marshals have been recognised by a more suitable grade of registration.

After March 2024, there will be no future extensions to the Acquired Rights Scheme and the standard Marshals Pathway must be followed for upgrades. Please remember that the Acquired Rights Scheme should not be used as an attempt to avoid assessments to upgrade. Every upgrade submitted under the Acquired Rights Scheme will be looked at individually.

For further questions on this, and any other Marshal related question, please email [marshals@motorsportuk.org](mailto:marshals@motorsportuk.org)



**MARSHALS REQUIRED**

**LEE HOLLAND MEMORIAL RALLY**

**SUNDAY 3RD MARCH 2024**

AT TRAC MON / ANGELSEY CIRCUIT  
£50 TOWARDS COSTS FOR ALL  
PRE REGISTERED MARSHALS  
CONTACT ANDREW BENSON TO REGISTER  
[gpmc.chiefmarshal2023@gmail.com](mailto:gpmc.chiefmarshal2023@gmail.com)

On behalf of GPMC and POMC - Thank you for your support



# Scrutineers'

## December 2023

### 2024 Seminar Series

Recently we announced the 2024 Seminar series in Scrutineers' Bulletin so that you could save the date in your diaries. We are now pleased to announce the venues for the Seminar series,

Saturday 06 January	Bristol*
Sunday 07 January	Cambridge
Sunday 14 January	Belfast (+Kart)
Saturday 20 January	Newcastle
Sunday 28 January	South (+Kart)
Saturday 03 February	Manchester (+Kart)
Sunday 04 February	East Midlands
Saturday 10 February	Edinburgh (+Kart)

To register for your chosen 2024 Seminar location, please complete the form here: [Sign up link](#).

**\*Please note: the Bristol date is already fully-booked and new registrations for this session have now been disabled.**

If you are also a Kart Scrutineer, you will have received a separate invitation to the Seminar series for Kart Technical Officials which take place at some of the same venues. Note that it will not be possible to do both Car and Kart sessions at the same venue. There are separate registration links for Car and Kart – if you wish to attend both a Car and Kart session, you must use both registration links and apply for separate venues.

Joining instructions for your chosen seminar will be circulated in the coming weeks. If you have any questions regarding the Seminar series, please contact [training@motorsportuk.org](mailto:training@motorsportuk.org).

### Scrutineer's Working Group

The nominees for the Scrutineer's Working Group to the Volunteer Officials Committee have been confirmed by the Nomination and Appointments Committee. Communication to all those who applied will be shared directly.

The Chair of the Working Group as a current member of the Volunteer Officials Committee will be Stuart Taylor.

The Working Group will meet in 2024 to a schedule aligned to the Volunteer Officials Committee. The 2024 dates for the Volunteer Officials Committee are Wednesday 10 April and Thursday 26 September.

The Scrutineer's Working Group will also contribute to the Technical Committee and Kart Technical Advisory Group – whose own schedules for 2024 are as follows:

<b>Technical Committee:</b>
Tuesday 23 April
Tuesday 16 July
Tuesday 22 October

<b>Kart Technical Advisory Group:</b>
Wednesday 13 March
Tuesday 25 June
Wednesday 02 October

Further information will be shared during the Seminar series in January and February.

### Sound Testing

Where sound testing takes place, it is a requirement that the report is provided to the Clerk of the Course as per (G)7.9.7. Any Noise Test forms or reports must be submitted to the Steward of the Meeting as part of the Scrutineering and Technical documentation, usually via the Secretary of the Meeting, by the end of the event. They are then submitted to Motorsport UK as part of the Steward Report. We will also be including this reminder in both the Club and Clerks and Stewards Bulletins.

**Continued on Page 75**

## Adequate Ventilation?

Cold and wet days can pose particular problems if a car does not have sufficient means of ventilation. These two examples are from a recent event at Knockhill – a venue where a cold and wet race day is not unheard of! – showing the consequences of inadequate ventilation and the hazards of such a lack of driver visibility whilst out on circuit are obvious.

(J)5.2.9 states that all vehicles must 'have an effective means of ventilating closed cars' this applies to vehicles in all disciplines but is also reinforced in Circuit Racing by the similar wording in (Q)13.2.5(a).



## Motorsport UK Yearbook Updates

Please note that both the Motorsport UK Yearbook and Karting Yearbook will be available in the very near future online. Keep your eye on the Resource Centre [here](#).

In the last Bulletin we gave advice on how to keep up to date with rule changes, highlighting that frequent checks should be made to ensure you are working from the latest Yearbook version.

As well as updating the Yearbook itself, details of the rule changes approved by the Board can be found at: [www.motorsportuk.org/the-sport/regulations/approved-changes/](http://www.motorsportuk.org/the-sport/regulations/approved-changes/).

And don't forget that all members can sign up for alerts for the consultation of proposed regulation changes at: [www.motorsportuk.org/the-sport/regulations/proposed-changes-for-consultation/](http://www.motorsportuk.org/the-sport/regulations/proposed-changes-for-consultation/).

## Competition Car Log Book Expirations

As we have reported previously, the phasing out of the old -style Competition Car Log Books continues with the latest batch – CCLBs issued between 01 January 2005 and prior to 31 December 2009 – expiring at the end of 2023.

Remember the date of issue on the Competition Car Log Book can be found in the top right-hand corner of the front page. The CCLB number is an easy reference to identify the document, our records show that the last CCLB issued prior to 31 December 2009 was number 31586. So, any CCLB with this number or lower will expire at the end of this year.

## Homologated Roll Cages

Following some recent Vehicle Passport and Category 2 applications that we have received and reviewed, we have noticed a few cases where apparent alterations have been made to homologated roll cages. Please note (K)1.2.2 which states that modifications (other than addition of roof reinforcement, windscreen pillar reinforcement, door bars, and harness bars) are prohibited to homologated roll cages.

Homologated roll cages in most cases have been tested using simulation, calculation or physical analysis and are designed to perform in a certain way. By making modifications it can no longer be guaranteed that the roll cage will perform as originally designed in the event of an incident. Even if the alterations appear to be of good quality and may seem to enhance the roll cage, any members not included on the homologation document (and thus prohibited with the exception of the members mentioned further above) could potentially have a detrimental effect on the roll cage's performance.

It is important – particularly when completing a Vehicle Passport inspection – if a roll cage is homologated that the documentation for that homologation (on security printed ASN/Motorsport UK paper for individual roll cage homologations or with the vehicle homologation papers for roll cages homologated this way) is provided. The images and drawings should then be checked against what is physically in the car. If you have any queries or questions, or require a copy of a certificate, please do not hesitate to raise the concern, or contact us.

**Continued on Page 76**



## Rally Cars in Sprint and Hill Climb Events

In the last Bulletin we included an article about Rally Cars competing in Sprints and Hill Climbs and clarifying what regulations apply. The principle being that whilst competing in Speed events, the Speed event safety requirements apply and not the Stage Rally event safety requirements.

To further clarify, Speed events do not have a separate Category for Rally Cars. Any Rally Car class offered will need to fit in and comply with an existing Category, most likely Modified or Sports Libre Category. And it is this Speed event Category which will define the required safety equipment.

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## Stage Rally Tyre control

You may have seen that there are new regulations coming into force in 2024 to limit the number of tyres permitted to be used by competitors in Stage Rally events. We have had enquiries from several Scrutineers on how this is to be managed and controlled on events. The regulation does not specify any one method of tyre control, leaving organisers the freedom to use whatever method works for their event. However, the Rallies Committee has committed to trial different methods during 2024 and any feedback from these trials will be communicated to aid Scrutineers.

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## Conflicts of Interest

We have covered conflicts of interest between competitors and officials in the past, but we do still see examples where Scrutineers are inspecting vehicles of family members, customers, or close friends. Motorsport can be a 'family affair' and you are likely to make friends with competitors and other members of the community.

Of course, whilst volunteering you are encouraged to enjoy your time spent with competitors, mechanics etc. However, in any situation where someone with whom you share a close connection requires their vehicle to be inspected – whether it is at an event or during application for a Vehicle Passport – please do step aside for another scrutineer to complete the inspection. By doing so nobody can suggest that you were in any way biased, and the temptation to 'let something slide' is impossible!

## Steering Boss Failure

The image below shows the remains of a quick release steering wheel boss following an accident at a recent Race event.

As you may be able to see in the photo, there was evidence of fatigue around where the failure occurred. We are showing this here to highlight to Scrutineers and competitors that any sign of cracking in cast components such as this is a good indicator that failure is imminent, and any such component should be replaced immediately.

The steering wheel boss is maybe not one of the common items for a Scrutineer to check during routine inspections, but it doesn't take long when looking inside the vehicle to have a quick check for any damage or cracking.



## Tobacco and Non-Permitted Advertising

We have recently had a couple of instances of Historic Rally Vehicle Identity Form and Vehicle Passport applications being submitted for vehicles with tobacco related liveries.

We understand that it is impossible to be sure of every tobacco brand that is currently trading or even defunct! However, we would advise that if you are in anyway unsure – particularly when completing a Vehicle Passport inspection – you do a quick internet search where possible to identify any brands that you are suspicious of or unfamiliar with (we will do the same in the office on receipt of any relevant applications). This can then be rectified before the vehicle passes scrutineering or the Vehicle Passport application is sent to Motorsport UK.

As detailed in (H)27.1.6, regulations do permit the display of tobacco related advertising in the case where it is on the original vehicle which competed with that livery in period, proven by chassis number. In this case, the sizes of the original logos must also be retained.

# Motorsport UK launches Young Officials Sub-Committee

**Monday 04 December 2023**

More younger people are participating in motorsport than ever before, and their voice is an important contribution to shaping the future of the sport.

Motorsport UK is pleased to introduce a new Young Officials Sub-Committee who will advise the governing body on important issues relating to a part of the community that has previously been under-represented. In particular, it will be instrumental in the development and implementation of training and recruitment initiatives for both Cadet Marshals and Young Officials.

The new Sub-Committee will be in operation from 2024.

Motorsport UK is inviting enthusiastic members of the motorsport community to apply for a place. The exciting opportunity is open to any individual, aged between 18 and 35 years old, who carries out marshalling, officiating or event-organisational roles within UK motorsport.

**The Sub-Committee will meet on  
three occasions in 2024:**

- Wednesday 27th March
- Thursday 27th June
- Wednesday 23rd October

If you are able to make these dates and would like to apply, please send a covering letter, explaining why you should be a part of the Sub-Committee, and your motorsport CV, outlining your relevant experience in the sport and any other relevant information and qualifications to [committeeinterest@motorsportuk.org](mailto:committeeinterest@motorsportuk.org).

**All applications should be submitted in full by  
17:00hrs, 31st December 2023.**

## **The 2024 MSUK Yearbook is now available.**

The new section R 21 specifically for Targas is present, starting on page 324. Great news!

Trim is now clarified, with replacement door cards allowed.

Forced induction diesels up to 2 litre.

A maximum of 6 tyres can be used per event, unless the event SRs state otherwise.

Timing for when cars can be more than one colour and carry limited advertising has changed to 30 minutes before sunrise and 30 minutes after sunset. Far more sensible.

In car cameras can be used if the event SRs allow them. No recording on the public highway.

I believe that's most, if not all, of the July Consultation covering Targa's approved.

# **GAZZARD ACCOUNTS**

**Registered Agent with  
HM Revenue & Customs.**

**Accounts and Book-keeping  
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We're proud to support

# motorsports

in the nation's forests

Forests and woodlands are special places: for trees, for wildlife, for everyone. They are vital for the future of our planet.

## Make a difference

Help us grow, shape and protect the nation's forests; now and for future generations. You can become a member, volunteer, donate, or leave a legacy. For companies, we have a range of corporate opportunities.

Join today

As a member you'll be supporting the nation's forests and get free onsite parking, forest updates and discounts.

[forestryengland.uk/support-us](https://forestryengland.uk/support-us)



[forestryengland.uk](https://forestryengland.uk)

Photo credit: Paul & Ben Lawrence



# 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](mailto: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](mailto:rhysnolan307@gmail.com)**



**11th - 14th January '24**  
**NEC Birmingham**



**At the World Motor Sport Council Strategy session at the Annual General Assemblies Week in Baku (5/12/23), it was agreed to form a Working Group to evaluate and recommend the future direction of rallying.**

The Working Group will be led by FIA Deputy President for Sport Robert Reid and World Motor Sport Council member David Richards.

Under consideration will be the technical, sporting and promotional aspects of the FIA World Rally Championship. The group will also address the pathway for grass roots development of rallying.

An initial working paper will be presented for consideration by the WMSC and WRC Commission within two weeks - due on the 20th December 2023 - we will wait & see !



**Clitheroe  
& District  
Motor Club**



# **HALL TROPHY Stages Rally**

**18<sup>th</sup> February  
Weeton**

A Round of :

- The ANWCC Stage Rally Championship
- The SD34MSG Stage Rally Championship
- The ANCC Stage Rally Championship

## **Regs & Entries**

<https://www.rallies.info/index.ph>

**Clitheroe  
& District  
Motor Club**



# **DISHFORTH Winter Targa Rally**

**24<sup>th</sup> February**

Clitheroe & District Motor Club are organising a challenging no-nonsense Targa Rally, based entirely at Dishforth airfield. The rally will run on a non-damaging sealed surface and is suitable for both modern and historic cars with limited essential preparation.

The event will offer over 20 miles of tests with no road mileage and will continually question both crew members throughout the day.

The event will be a round of the 2024 NESCR0 challenge and the ANWCC & SD34MSG championships.

It will start mid-morning and run into darkness which with the winter conditions will offer unique challenges to all competitors be they expert or novice.

The entry fee is competitive, and the event's late start means most crews can avoid accommodation expenses giving a very cost-effective day's motorsport

**Entries open on January 5th 2024  
Entries on-line via**

<https://www.rallies.info/index.php>



**angleseycircuit**  
tracmôn



## **Christmas Gifts**

**Driving experiences from £49**

See all at: [angleseycircuit.co.uk](http://angleseycircuit.co.uk)

**Season Passes from £55**

**Merchandise from £8**

**Call 01407 811400 to order**



Don't need the radiator with these winter warmers. Cap £10, beanies (fleece lined) £12.50, t-shirts £10, fleeces £35 ... and for a stocking filler what about a keyring at £8?

**Ring 01407 811400 to order for Santa delivery.**





# BRITISH MOTORSPORTS MARSHALS CLUB 2024 CHARITY PARTNER IS MISSION MOTORSPORT

The British Motorsports Marshals Club (BMMC) are pleased to announce that their charity partner for 2024 will be Mission Motorsport.

Mission Motorsport, the Forces' Motorsport Charity, whose motto is "Race Retrain Recover" is MoD's competent authority for motor sport as a recovery activity and is a Royal Foundation (the charitable trust of the Prince and Princess of Wales) and Endeavour Fund supported initiative. The charity's dedicated career managers have placed more than 200 Wounded, Injured and Sick service leavers into employment since the inaugural Invictus Games in September 2014. Over 2000 veterans have found work through the charity's programs.

A Service Charity and a member of the Confederation of Service Charities, Mission Motorsport has an award-winning collaborative model of working with government and the other service charities. It is funded by the Government's Positive Pathways program, The Soldiers' Charity (the Army Benevolent Fund), the Forces' Trust and the Greenwich Hospital as well as by industry partners and independent fundraising.

Mission Motorsport are the organisation behind the annual Race of Remembrance event, held at Trac Mon Anglesey. Now in its ninth year, the 12-hour race runs through the night over two days and has grown beyond anybody's wildest imaginations with a starting grid double the size of the first event.

As the event has evolved, becoming bigger and better, the profoundly moving and poignant Service of Remembrance remains at the heart of the event. This year nearly 150 marshals supported this fantastic event.

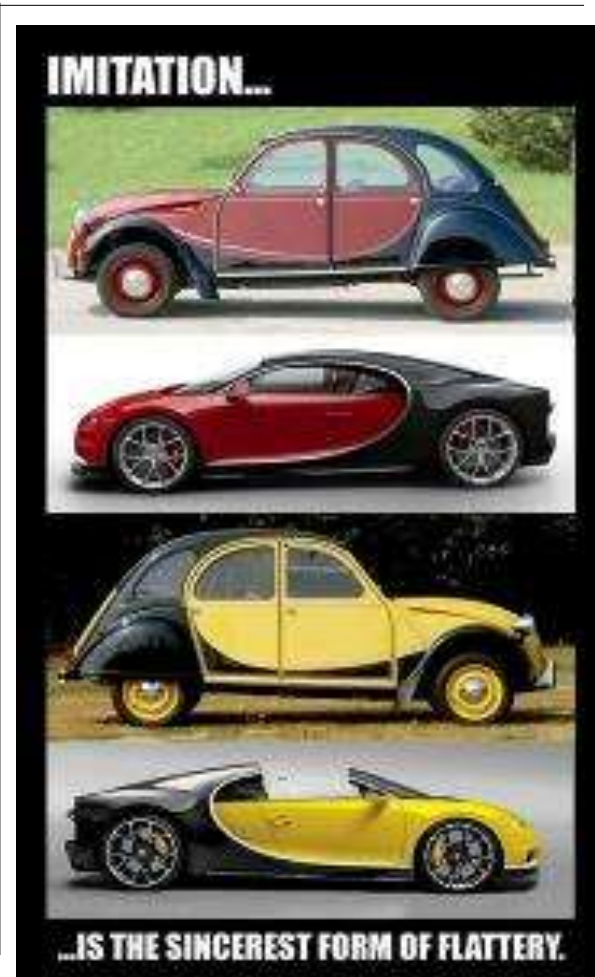
BMMC Chair Nadine Lewis said "BMMC are proud to be supporting Mission Motorsport and look forward to raising funds at events in 2024."

Mission Motorsport COO Andy Brown said, "As the Forces' Motorsport Charity supporting service leavers, veterans and their families, and their transition into civilian life, we are forever grateful for the support of the wider community and organisations such as the British Motorsports Marshals Club. We simply wouldn't be able to do what we do for our Armed Forces community without it and we are honoured to be chosen as BMMC's charity of the year".



The Forces' Motorsport Charity

**MISSION**  
**MOTORSPORT**  
RACE | RETRAIN | RECOVER





## John Robson / Hexham Historic Rally 10<sup>th</sup> and 11<sup>th</sup> 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
- INANCC, 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 / Gary Evans

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

## Marshals Required

Contact Lynsey Procter

[marshals@hexhammotorclub.com](mailto:marshals@hexhammotorclub.com)



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

8 Rounds to Count

More info at : [hellonerallychamp.co.uk](http://hellonerallychamp.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](mailto:oliwagg007@gmail.com)





# **GARAGE CLEAROUT of Series Land Rover Parts**

## **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

## 2024 NESCRO CHALLENGE DATES LIST

Sat 24<sup>th</sup> Feb

Sat 9<sup>th</sup> Mar

Sat 23<sup>rd</sup> March

Sun 14<sup>th</sup> April

Sun 28<sup>th</sup> April

Sat/Sun 4/5<sup>th</sup> May

Sat/Sun 1/2<sup>nd</sup> June

Sun 14<sup>th</sup> July

Sun 11<sup>th</sup> August

Sun 1<sup>st</sup> September

Sun 22<sup>nd</sup> September

Sun 27<sup>th</sup> October

Sat 9<sup>th</sup> November

Dishforth Winter Targa

Mull Classic

White Heather

Shaw

William Paterson

Berwick

Rallye East Yorkshire

Northern Dales

Blue Streak

Wearside

Doonhamer

Solway

Saltire

Clitheroe & DMC

Mull CC/Saltire RC

Wigton MC

Whickham & DMC

South of Scotland CC

Berwick & DMC

Yorkshire Wolds MC

Hexham & DMC

Spadeadam MC

Durham Auto Club

South of Scotland CC

Wigton MC

Saltire Rally Club

**BOLD Dates are 2024 confirmed.**  
Those not in bold are not confirmed.

Bob Hargreaves  
2024 NESCRO Challenge Co-ordinator

**2023 Historic Challenge**  
**1<sup>st</sup> O/A Alex Willan**

**2023 Targa Challenge**  
**1<sup>st</sup> O/A Chris Dodds**



# Sapphire Solutions Ltd



## TimingAppLive Management And Results Solutions

Everything (Entry, Scoring and Results) can be done via a Mobile Phone App

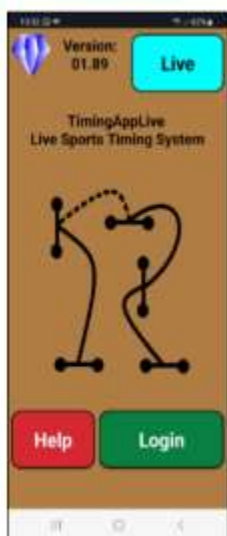
This all adds up to making running an event easier and safer for Organisers, Marshals and Competitors.

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

Calculates results automatically.

**Facebook group TimingAppLive**

**[www.sapphire-solutions.co.uk](http://www.sapphire-solutions.co.uk)**



## CONTACT John

[John@sapphire-solutions.co.uk](mailto:John@sapphire-solutions.co.uk)

- Low cost management solution
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- Support and Training



**Saphire Solutions recently ran 3 Zoom Meeting to give current and potential users a better insight into using the Apps**

**If you missed them you can catch up at the following**

- TimingAppLive the 4th of December

<https://sapphire-solutions.co.uk/video1168416879.mp4>

- RallyAppLive was on the 11th of December

<https://sapphire-solutions.co.uk/video1917751102.mp4>

- TrialsAppLive was on the 18th of December

<https://sapphire-solutions.co.uk/video1709321746.mp4>

Regards, John Clavey

## Sapphire Solutions Ltd



# 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](http://Onthepacernoteuk) for the winning co-driver in each class. Full details can be found at [ancc.co.uk](http://ancc.co.uk)

**Register here:**

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



**three sisters**  
CIRCUIT

[threesisterscircuit.co.uk](http://threesisterscircuit.co.uk)

## Competition Car Testing

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

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

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

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AT  
TRACKDAYS

  
**anglesey**  
circuit  
frampton

**JUST £140  
FOR THE DAY**

PRICE PER TEAM OF DRIVER AND CO-DRIVER



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

### UPCOMING EVENTS

**FEB 17<sup>th</sup>**

SUNDAY

**MAR 15<sup>th</sup>**

FRIDAY

**APR 13<sup>th</sup>**

SATURDAY

**JUN 29<sup>th</sup>**

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

@ProRallyPhoto



www.pro-rally.co.uk

# ANWCC

To Access all  
of the following

2024 Championships Calendar,  
Championship Registration  
AND Championship Tables

Please Visit

[www.anwcc.co.uk](http://www.anwcc.co.uk)

## SD34MSG

To Access the

## Championships Registration

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

  
**three sisters**  
CIRCUIT

[threesisterscircuit.co.uk](http://threesisterscircuit.co.uk)



**Car Track Days:**  
**11th February**  
**18th March**



# Acknowledgements

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

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

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

## A Special mention of gratitude to

ALL THOSE CLUBS AND PEOPLE  
WHO DO SEND IN REPORTS,

## Jokes, Photographs, Information, Events etc

Terry Martin (CDMC)	Steve Entwistle,
Oliver Mathison (BDMC)	Phil Sandham (Morecambe)
Amey Honchoz (IDMC)	Bruce Lindsay (PDMC)
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



**Wed. 17<sup>th</sup> January 2024**

**7:30pm By Zoom**

# ANCC



## AGM

**Monday 4<sup>th</sup> March, 8pm**

at Cleckheaton Sports & Social Club  
BB19 3UD

(Just off Chain Bar Roundabout ,  
Junc 26 of the M62)

[www.ancc.co.uk](http://www.ancc.co.uk)



# ANWCC

Association of North Western Car Clubs

**Tues. Feb. 13<sup>th</sup> 8pm**

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

# ANECCC



**Thursday 25<sup>th</sup> Jan. '24**

**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 Febuary '24 Edition is  
Monday the 29<sup>th</sup> of January  
which is due out on**

**Thursday the 1<sup>st</sup> of February**

**PLEASE Email Reports etc. ASAP  
to Maurice Ellison at :  
[sd34news@gmail.com](mailto: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