

March 2024 spotlight



ANECCC
Association of North East
and Cumbria Car Clubs



ANWCC
Association of North Western Car Clubs

ANCC
Association of Northern Car Clubs



*Paul Mankin and Peter Scott
Porsche 914/6 (Car 8)*

www.sd34msg.org.uk

Volume 15 : Issue 3 : March 2024 : © Maurice Ellison

Front Cover :- Monte Carlo Historique Rally

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Chairman's Chat March 2024



Last month February - I asked the following question;

Once again I cannot think of any UK magazine that has as much 'grass root' club motorsport as this issue of 'Spotlight'. Please if you know of a better UK magazine please send me a copy!....

I still have not received any replies.... Please do send me copy of any better club motorsport magazines.

Events over the last two weeks, Weeton and Lymm, have kept me very busy. We had 41 starters at our first Lymm AutoSOLO event of the year; all of these were active motorsport club members! NO new blood! The organising team have for the Lymm AutoSOLO been doing it for some 45 years and over 50% are now pensioners! This will be 100% within 5 years.

Looking forward the sustainability of our sport now rests with the competitors willing to help..... Thankfully on the setup Saturday at Lymm, five competitors did help the organising team to set up the venue. The AutoSOLO's at Lymm run the Drive - Rest - Marshal - Rest system and without the help of all the drivers these events would not happen! (See pages 54 & 55)

Awards night, 9th March 2024 with guest Speakers, Ian Grindrod, Mike Broad and Nick Pollitt are certain to keep those attending the evening night entertained, with around 200 years of motorsport experience between them..... I am sure some good stories, will be told!

Please do read the information about the awards evening on **page 93** and the link to the booking form. A full list of award winners is on **page 94**. Please book your tickets by Sunday night 3rd March to ensure your place.

Hopefully the SD34 award winners will attend and pick up your awards, if you are unable to attend; please can you ensure someone will take the award back for you?

You will also see the notes from the January meeting on pages 6 & 7

Drive Safely
Steve Johnson
SD34MSG Chairman



Meeting Notes 17th January 2024



*Continued
on Page 6 26*

SD34 MSG January Meeting Minutes – Wednesday 17th January 2024

Minutes/Notes recorded by Gary Heslop

Apologies : James Swallow, Jack Mather, Russ Henstock, Dave Riley, David Barratt. Ann McCormack did not attend the meeting due to recurring audio issues.

AGM

Treasurers Report : The Treasurer produced a set of Annual Accounts that showed an overall loss of £ 1,208.70. However as the awards was to cover the last three year of the groups championships this loss was expected.

Chairman`s Report : 2023 was the first good full year since Covid-19. The sport, motor clubs and their members now have to operate in the current economical climate ! This is a battle for all.

All the SD34 MSG Championships took place during 2023. I would like to thank our member club for running motor-sport events ! We are all reminded of the great contribution that all volunteers and organisers make in the running of our motorsport events.

I would also like to thank all present, and in particular all SD34 MSG Championship compilers to thank them for all the work they put in. Also to Maurice Ellison in his great work with Spotlight, and also to Gary Heslop of Gazzard Accounts for the continual support with hosting our Zoom meetings.

ELECTION OF OFFICERS : The SD34 MSG Officers for 2024 are unchanged.

PRESIDENT : ALAN SHAW ; VICE PRESIDENT : GARY HESLOP ; CHAIRMAN : STEVE JOHNSON ;
VICE CHAIRMAN : GARY HESLOP (confirmed) ; SECRETARY : JAMES SWALLOW ; TREASURER : STEVE BUTLER.

President`s Report : Thank you to everybody for the work they have done, during a tough and hard period of the last three years since the onset of the Covid-19 restrictions.

APPOINTMENT OF SD34 MSG CHAMPIONSHIP COMPILERS :

The SD34 MSG Championship Compilers were appointed as follows :

INTERCLUB LEAGUE & INDIVIDUAL : STEVE LEWIS ; ROAD RALLY : STEVE BUTLER ;
STAGE RALLY : TRACEY SMITH ; NON RACE/RALLY : TRACEY SMITH ;
SPRINT & HILLCLIMB : STEVE PRICE ; MARSHALS & UNDER 18s : STEVE LEWIS.

Alan Shaw was thanked for all the good work in years compiling both the Marshals and U18 Championships.

SD34 MSG CHAMPIONSHIP STEWARDS : ALAN SHAW, GARY HESLOP, DAVID BARRATT.

REGISTRATIONS : DAVID BARRATT

SPOTLIGHT : MAURICE ELLISON (Retiring at some point)

Bi- Monthly Meeting

Matters Arising ;

Some SD34 MSG club delegates reported they had not received Minutes of the November 2023 meeting. There were also still email issues under the "Committee@SD34msg.org.uk" email address. It is hoped that over 16 SD34 MSG member clubs had now notified ANWCC of their 2024 "event dates".

It was reported that there was difficulties in separating the SD34 MSG and ANWCC Championship events. Steve Butler has used technology to differentiate this issue, and Dave Thomas now provides Steve Butler with any updates.

Tracey Smith is overseeing the 2024 Registrations until David Barratt returns from his overseas trip in February 2024.

There are currently 33 SD34 MSG member clubs. No applications received for any would be clubs wishing to join.

Continued on Page 7

Treasurers Report :

24 clubs have currently paid, the treasurer has sent a gentle reminder to the none paying clubs....

SD34 MSG Championships :

Steve Butler is taking Registration Information to the John Robson Road Rally.

Maurice Ellison is taking Registration Information to various events that he is attending.

Dates :

Maurice Ellison has looked at the Road Rally Championship, and made some recommendations.

Four Stage events have been cancelled,. There may be a need to include alternative Stage events, although we must bear in mind the proximity to other Stage events that are already in the 2024 Stage Championship calendar.

Championships :

Steve Butler to compile a list of 2023 SD34 MSG Championship Award winners.

PR : No PR issues, although several roads "Closed to Traffic" (eg Noyna Ford etc).

SPOTLIGHT : Maurice requesting regular reports for inclusion, and advertising space available if required (...for a fee).

ANWCC : Next meeting 13 February 2024 @ Mere & Tabley Community Centre.

ANCC : Next meeting scheduled for 4 March 2024.

MOTORSPORT UK : Various email messages circulating recently.

Richard Murtha mentioned that David Richards commented that they are working hard for the clubs, but it appears that they are putting more work onto the member clubs. Also trying to find the 2024 Blue Book on the MSUK website is frustrating !

Apparently they are eight months behind on the new technology platform.

Steve Butler advised that he applied to renew his licence for 2024, and received a positive response ! Not all bad !

DATE OF NEXT SD34 MSG MEETING :

Wednesday 20h March 2024 @ 7.30pm (NOTE : ZOOM MEETING)

AOB : A reminder that the 2023 SD34 MSG **Awards Presentation Evening is on Saturday 9 March 2024.**

The Guest Speakers are IAN GRINDROD, MIKE BROAD, and NICK POLLITT. Price £15 including Pie and Peas.

Raffle Prizes required from all SD34 MSG member clubs. Brian Molyneux Award – 1 nomination received.

Terry May asked if he could approach "The Poachers" for "face-to-face" meetings on 15 May 2024 and 18 September 2024.



Race with Respect

A socially-minded standard of behaviour is expected from everyone within the motorsport community. By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:
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The Values

• Respect	• Integrity	• Self-Control
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I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safety through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity, or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.



ANWCC

Association of North Western Car Clubs

Well, February what a month!

We started with our Awards Night with 123 guests collecting 109 awards, and quite a lot more taken back for non-attendees. Out of a total of 212 there are still nearly 50 in my garage, so if you are one of the winners and able to collect then I would be grateful.

Then we had our AGM and General Meeting which I was unable to attend as I received a hospital appointment for a scan that evening! That was in preparation for the following week, when I was taken by taxi to a London Hospital to have my kidney removed, along with the cancerous lump that had grown further and now bigger than the kidney. Two days later I was discharged, minus the offending organ which has gone to the research lab, and taxi home.

So, now a couple of weeks of no driving, no lifting things for a couple more weeks and take it easy! Apparently I am not allowed to drive until I can do an emergency stop – which begs the question, how can I know if I'm not allowed to drive?!! My interpretation of resting is being on the PC updating the championships and website. With quite a few events now held and plenty more to come I am pleased to say that everything is now up-to-date, so it's onwards and upwards from now on!

Thanks to everyone who sent messages wishing me a speedy recovery.

Registrations are still coming in well, as I write this (27th February) we are on 235 which is 7% up on the same date last year. Road Rallies are the big success to date this year, four events having been held and a very healthy number of championship contenders.

The Stage Rally series has had one event but really gets under way from now on, as does the Forest Championship with one event held and quite a few coming up in the next few weeks.

The recent Lymm Autosolo saw a record number of ANWCC championship contenders chasing points – a total of 27 Autosoloers (is that a word?).

Although we have only just started the championship year we already have one competitor who has qualified for the Allrounders. To qualify you have to start in a minimum of three different disciplines and Knutsford member Tim Millington has already done that, having contested the Wern Ddu PCA, the Lymm Autosolo and the Dishforth Targa as a navigator. Quite a number have already started in two disciplines so the Allrounders Championship could see some fierce competition this year.

As usual, please help promote the ANWCC Championships, plenty of events and one registration fee covers the whole lot! We will allow the back-dating of points if a new contender registers within 7 days of the event, cannot be any fairer than that, can we?

Here's hoping 2024 goes well from now on, and I hope to be back out on some events in the not too distant future.

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



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

Hexham & DMC

John Robson Rally

10th - 11th February

Kris Coombes : Preston Motorsport Club

Great night on the John Robson / Hexham Historic Rally 2024 for Louis Baines and myself.

Seeded car 6. I emailed Jonathon Webb during the week about my displeasure being so close to Sam Spencer in car 7. I had concerns the gravitational pull generated by his enormous mane would stifle some of the Micra WRC's performance. I did explain to Jonathan we will just have to win the rally then there's no difficulty in seeding us next year.....hold my pina colada.

Luckily for us Dion Bee's Cortina (Car 5) was soo rich at idle any performance reduction from behind was soon alleviated through the Micra sucking this unburnt fuel into its own engine.

We had fitted some new Zestino Gravel 09R tyres on supplied by John Davies @ JD Competition Tyres which have a different characteristic to the gravel tyres I've used previously (A035), once I'd got my head around them things seemed to settle into a groove pretty quickly. Plenty of acceleration and braking grip and no punctures after some really rough and pothole filled roads.

Lou had a mega night on the maps, some new springs softening up the front end fitted for this rally to make the car a little more comfortable which worked and in turn gave Lou more confidence to call the map therefore aiding our charge in to the lead by petrol. The fog was particularly difficult and mentally draining as a driver. Unable to see more than 30ft at times and it was around for the majority of the night.

We were ahead by 2 minutes at petrol! Definitely didn't count our chickens as I'd lost dipped beam at the start and had an intermittent battery light on the dash. The launch control had also caused us some issue before the start so we had this disconnected. £27 of super unleaded to fill the car up again and some WD40 on the alternator and and in to the second half we went. All fingers and toes crossed we'd see the end.

The car didn't miss a beat, I was concerned by having multiple electrical issues all within a couple of hours but after some investigation these are not related!

At the finish we quickly realised we'd held on to our lead and extended it slightly to win the rally by 3:02. Over the moon to finally win this event! We finished 2nd last year and remembered it was the first rally we had ever done in the Micra 6 years ago.

As always a huge thank you to all organisers, marshals, Hexham CC and fellow competitors. Always a pleasure to compete on this rally there's definitely a characteristic to the roads around Hexham. More of the same next year please! Also thanks Jez Turner for pictures, to Robert Bryn Jones for sorting me out with some new fast gloves and Iwan Evans for bringing them to the event.



Photos Courtesy of Jez Turner

Kris Coombes : Preston Motorsport Club

Hexham & DMC

John Robson Rally

10th - 11th February

Barry Allman : Clitheroe & DMC

A Foggy Night around Hexham

February see's our annual trip up to Hexham for a proper (according to Geoff B) Northern road rally The John Robson Rally organised by Hexham and District Motor Club. The 10th / 11th saw me heading up the M6 from Warrington in Cheshire, to meeet up with Geoff Bateman on his local event, for once near to where he lives Wigton. Getting there nice and early in time for the usual noise and car checks to be done (like a mini MOT) with no problems. The start venue was the usual at Hexham Auction Mart just outside the town a nice big venue with a super cafe as well for a good brew. This year using Maps 87, 80 and 81, my very first time rallying on map 81.

Pleased to say Geoff B hadn't got much to do on his trusty Peugeot 205 GTI after a West Cumbria MC 12 car and a long trip down to compete on The BAGGER, but that is another story !!

Lots of time to chat to all the rally folks and check out the cars a very nice MK1 Lotus Cortina amongst them. A quick check over of the maps and get my kit ready for the off. Signing on to check the documents was done after we had completed the car checks. Rally Plates and time cards where given out plus the NAM (not As Map) diagrams and a list of map references with linked to letters of alphabet. Being a Plot and Bash rally we had seen that before all sorted and ready.

The drivers briefing was at 7.15 with all the usual information given out including where MTC1 was going to be he he another long story !!

We where down to run as car 33 and with car 0 due to report at MTC1 (Main Time Control) at 7.45 for the first half of the route handout, we where due at 8.18 collected and lets have a look.

We had 60 minutes to do some plotting and get to MTC2 which was 25 mins away to the North of the start at Hexham a trip up the A 6079 then onto the B 6320 for a few miles to the first competitive control.

Decision was to plot what we could for 30 minutes, then get to MTC2 in good time, as we had been told it was quite a narrow lane with no room to slot into our position.

First section to TTC 9 (Transport Time control, a point where you can pull back some time if needed) was crossing grid lines, straight forward with a couple spot heights too.



Photos Courtesy of Jez Turner

Continued on Page 11

John Robson Rally

Continued from Page 10

Second section to plot was to STC 11 including the first NAM that was spot heights, yes. Then a few references to NTC 13. It was all going smoothly and within time as well. NTC 13 to TTC15 was LOTS of green dots and green circles to pass through and two more NAM's .

The final section was between TTC15 to MTC 17, this section included the petrol halt as well, and our own favourite Herringbone !! a quick check and it all made sense, it was time to cruise.

An easy run out to MTC 2 gave me time to check over the maps again and sort my office for the night out.

A little bit of jiggling on the road got us into the correct running order yesssss hate to lose any time at this point !!

3 , 2 , 1 and we where off heading North and West on the top of map 87 almost straight away into the FOG that lasted most of the night. The codeboards at the route checks (RC's) where easy to spot, a number plate cut into two and attached to a post at right angles to each other, to make us to stop to get both halves, all part of the organisers plan. Off again onto a narrow lane, by now it's foggy and raining and the tarmac ?? is covered in mud making Geoff B work alot. Trying to keep us off the grassy bits which proved to be a challenge all night long !!

There where 6 IRTC's (Intermediate Regularity Time Controls) on this section me dropped a minute at the first, then a further three on IRTC4 , phew no wonder, cleaning the next four parts, that was more like it.

This got us onto map 80 on it's South Eastern corner heading North and East going through Falstone first on the edge of Keilder Forest. Before heading East again towards the B 6320. With LOTS of little bridges and small fords it was so damp that kept the FOG hanging, that made Geoff's job of keeping us on the road more like hard work. Thanks to all the marshal's who braved the elements to check us into there controls

The next section to STC 11 (Standard Time Control) started off tight and twisty but at least with banks you could see, it also had the RC 7 (the first NAM of the night) LWR long Way Round at the junction. Followed by going onto some moorland roads !! now FOG and no banks to show us the road edges !! exciting !! Another 5 minutes were dropped on this bit to IRTC 10, no wonder as visibilty was very poor. Time could be pulled back at STC 11 which kept us well within out OTL limit.

Now for some off road fun as we went onto an Artillery Range to pick up a codeboard RC 8, that was fun with instructions to follow the arrows, good job they were orange and easy to see !! good fun that ...

Dropping 2 mins at ITRC 12 and cleaning at NTC 13 close to East Woodburn (if you know, you know).

We dropped another 3 at IRTC 14. at least we got the two NAM's and the other codeboards as well, it was the TC hand in point as well. Our time card looked OK with all 10 RC's (codeboards and signpost mileages) got, a happy evening so far as it was just after 23.00 at this point !!



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John Robson Rally

Continued from Page 11

Quiet through Elsdon and a run up the B 6341 and crossing over to Map 81 oh no a first time on this map, what could possible go wrong ?? We got to TTC 15 and pulled back the 6 minutes we were allowed to. Always a good idea to pull back as much time as allowed just in case of any issue further on in the rally.

Ah Herringbones which I like and slowly getting better at !! this took us through Alnham and into petrol at Powburn.

Our night at this point quickly unraveled one misplot on the herringbone got us 3 penalties (on this event 5 minutes each) plus dropping 16 mins at IRTC 16 trying to find a slot !! Grrrrrrr

Ah well into Petrol with MTC 17 just up the road time for a refuel, a brew and baguette for Geoff . a few sips of Lucozade for me, a quick stretch and chat with the gang and back to it.

It was after midnight now and just the right time to be given the second half route instructions at MTC 17 !!

Down to STC 18 was spot heights and then a quiet through Bolton before pushing on that was fun we dropped 6 mins here and still in the FOG . STC 18 down to TTC 19 was a longish run down the A 697 passed Longframlington to the control.

This was back to tulips to describe the route that was straight forward IRTC 20 was another TC hand in point in the thick FOG now we dropped 10 minutes !! From here to TTC 21 was a neutral and that allowed us to pull back some time.

Back onto map 87 now for the final part of the rally, Using the reference points we had plotted at the start, linked to letters. From TTC 21 to TTC 28 at last we managed to clean to IRTC 22, dropped 5 mins to IRTC 23, then cleaned to IRTC 24. We were now heading down the map back towards Hexham dropped a further minute to IRTC 25, cleaned 26 and 27 getting into TTC 28 and pulled back more time.

The final section was from TTC 28 to the last control MTC 32 back inside the Auction Mart and used Tulips again. We dropped a minute at IRTC 29 pulled some time back at STC 30 to keep us well inside out time limit.

We dropped 5 minutes here due to following a car around a hairpin and missing the signpost distance ! We retraced our tracks and got the distance at least.

Over the roundabout and back to the start venue, hand in time card. Then time for a well deserved Breakfast YUMMY.

Due to the weather conditions for most of the night it was a real challenge the FOG being the winner but a good steady run with no major moments. The car just needing a good wash and a spanner check ready for next weekend's rally.

Well done to the organisers and all the helpers for putting on a cracking event, one I can recommend for next year, you wont be dissappointed.

I can't describe most of the lanes we went on as for most of the night we only saw FOG. It was a busy night in my seat as well as was giving as many route indicators to keep our place on the map !!

Congratulations to Kris Coombes and Louis Baines on a cracking win - well done lads



Hexham & DMC

John Robson Rally

10th - 11th February

Neil Raven : Ilkleyb & DMC

Claire Nevar and I first competed on this fab event back in 2023 when we were fresh faced and new to road rallying. Mrs Rave really enjoyed the well thought out route and carefully placed code boards and checks located in places where there was the higher chance of an undesired lack of talent outcome occurring! Of course crews will find other places to park their vehicles but if the foreseeable ones can be mitigated it helps.

A year ago we were learning about the weird and wonderful world of deciphering the thoughts of the organisers in various forms of navigating techniques, herringbones, grid squares, spot heights etc. as well as getting to grips with time controls and neutral sections. In fact, we are still learning and think we will continue until we find something else to do on a Saturday night!

Fresh from a week blasting around the French Alps, servicing on the Monte Carlo Historique event, we were a little fatigued after completing 3000 Km of road work, mostly going around corners, so had a power nap the afternoon before the event. Other than this being an absolutely superb event to be part of, it also required Mrs Rave to guide me from service point to service point as quickly as possible as we invariably had quite a bit further to go than the rally route because we weren't allowed on the regularities. This meant she had to do something she isn't very comfortable with, calling the road from the map. She's more than capable of doing this but feels uncomfortable with potentially calling the wrong info and sending us off the road. But she cracked it on the alpine routes, where we made good progress each day and always arrived at our specified point in time to set up and be ready for the crew if they needed us. As a side note, the only time she stopped calling the corners was going up the Col de Turini, where her imagination took over and decided the drops off the side, that were in sheer darkness, would plunge us in to oblivion! She was probably right but I was too busy looking at the bonkers late braking tyre marks before each corner from the weeks previous WRC event to notice any impending doom!

We had a very steady drive up to Hexham, the spare wheel strapped to the £10 luggage rack I bought off facebook, we tend to run with two spares now after the issues we had down in Wales in the Peugeot! And arrived at the darkest auction mart in the world! It's in a relatively well-lit area but at six o'clock at night it's like driving into a cave!



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John Robson Rally

Continued from Page 13

We knew where scrutineering was from the previous year so felt our way around the building and found Chris Woodcock on duty checking our vehicles out and making sure we were sound of mind! We had missed Heidi Woodcock out, who was doing the noise check, but she had camouflaged herself in a dark grey van rather than the big yellow ambulance I was looking for and drove straight past in the darkness. Another lap of the building and we found her, waiting expectantly to receive 4500 of the Mazda's finest RPM's! One plus of being in the darkest place in the world was it was an ideal place to set the spotlights up in, which I managed before heading off to get some tea.



The drivers briefing was comprehensive and warned again of the massive potholes we would encounter, along with an enthusiastic spectator, whom had been encountered on the PR'ing, and would be watching dressed in full hi viz and head torch. Johnathan Webb was obviously well aware of his audience and advised that we shouldn't stop at him expecting a signature and time!! A few other bits of useful information and we were all set to go and sit down and wait for our time to come round and collect our plotting info. We were due out at 21.15, which was early for a road rally, and due back at 3am for a full breakfast, another good reason for not disappearing down a pothole or ditch!

We were handed our sheet and Mrs Rave got down to the plotting. I was entrusted with reading the numbers and words out and Mrs Rave started outlining the route and marking the time controls and route checks that we'd been given. We only received half the route at this point, the second half being handed out at the time control after petrol, a bit of plot and bash to add to the fun. This is where our practice on the 12 cars is invaluable. If you are reading this and thinking about having a go at road rallying have a look at your local clubs scatter or 12 car events. You get valuable experience and other crews are more than happy to share their knowledge and tips with you. You also get used to going in to time controls and handling the paperwork needed when whizzing around the lanes. The 12 cars we've done are the only reason Mrs Rave can look at a herringbone and not cry. I can read them out but would struggle to put them on to a map.

Plotting done we set off to the start control which was 25 minutes away in the darkness and fog, yes it was foggy! It always amazes me how you can drive along a country road and not see any lights or hear any noise, then turn a corner and there's a line of cars waiting to set off from a control! Just like the auction mart, unless you knew there was an event on you had no idea the place was open! We lined up for our start, the safety wee I had an hour ago evidently wasn't enough as the butterflies started pressing on my bladder.

5, 4, 3, 2, 1 GO! We sped off down the narrow road peering into the tunnel of light the spotlights were creating in front of us. The fog had lifted slightly which helped the vision but the roads were a challenge from the first corner! There was no easing into this event gently, it was full on and tricky from the start. Mrs Rave was getting up to speed with the calling and described what was coming up ahead but the yellow line on the map didn't show the road disappear like the top of the 'Big One' roller coaster in Blackpool!! From nowhere it vanished below us, the spotlights still lighting up the top of the trees as our stomachs felt the drop. I'd just spent a week driving on smooth dry roads in the glorious sunshine not understeering towards ditches and soggy grass verges, it was a real awakening, and we had another 5 hours of this ahead of us.

As we rounded an off camber slippery corner, we saw the yellow Proton of fellow club members Jason Metcalfe and Joe Mallinson, flashing its bum and rear right corner at us with the front end off the road and in a very soft ditch. They had the OK board showing and it served as a reminder that the fast boys can get caught out as well. They finished 6th on this event last year and were looking to improve on that result this time round. We were also hoping to improve on our finish from 2023 as we'd put a lot of time and effort in to improving what we do and at the petrol halt we were showing as being in 8th position!

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John Robson Rally : Continued from Page 14

The glowing red and blue in the fog of the Esso garage signified the hallway point and time for some fuel for the car and crew. This was actually the only bit of miscommunication Mrs Rave and I had on the whole event and took the cashier in the petrol station to sort it out. I thought Mrs Rave was paying for the petrol and as she made the Costa coffees I filled up and had a chat with a few rallyists, including David Pedley who gave me some great tips on improving the MX5. We had a look around and went for a wee then moved the car round the back to clear the pump for other cars to use. As we parked up three was a frantic tapping at the window from the cashier who asked if we'd filled up on pump 3, which we had but hadn't paid for it. Oops. Apologetically I went back in and paid for the 99 Ron rocket fuel.



As well as the vanishing road on the big dipper, we also had a moment in the first half where the road went off to the left with no warning, requiring the brakes to be applied, which in turn led to the front wheels locking and the nose of the MX5 sliding towards a rather large ditch and drop. The only thing to do in this situation is scream!! I mean, take your foot off the brake to allow the front wheels to grip again and start doing some more steering, counterintuitive but the only way round. Even the wheel on the boot wanted to join in, but the right offside had it under control and we got round. I really thought we were going to be waiting for the recovery team, who were also the sponsors of the event, Glendinning of Prudhoe, to come and get us out followed by a long walk back down the A1.

All this excitement in the first half was there to make the second half seem normal! Thick fog, brilliant roads and constant calling from Mrs Rave helped us navigate up roads that looked like tracks into fields and along dead straight Roman roads which at any minute could turn into very twisty not Roman roads! The potholes were as promised with the MX5 taking some real hits but the tyres stayed up and we carried on our way.

We were lucky enough to drop on to the tail lights of the BMW of Chris Farrell and Claire Hookham, which helped no end in the fog, but passed them at a route check. Obviously, this meant I was now peering into the reflective mist and they soon caught us up. We then missed a right slot and took them to a locked gate at the entrance to a quarry. We all turned round and we got a bit of a gap on them only to take an actual muddy track in to a field and our reverse lights indicated to them that it wasn't the right way!! We had great fun on this bit, following them then leading the way, not necessarily the right way, but the way all the same. Great fun.

The second half of the night seemed to flow a bit better, even though we couldn't see most of it, and we got into a good rhythm. After receiving the book with the plotting in for the second half, Mrs Rave soon worked out there was a good transport section after the first competitive section and got all the route plotted quickly, then back on to calling the road for me. The Not As Maps, NAM's, varied from laybys to full on gravel car parks, some populated with spectators. All of them had a code board in them, which had to be recorded, making for some interesting shuffles to get the lights on both sides of the boards. On one such NAM we had to go the long way around a grass triangle and as I could see a few people at the junction I thought I would entertain them with a bit of dazzling skill and slid the MX5 around the mud on the corner which lined us up perfectly for the code board. We slowed to get both parts of the code board then whizzed off with the spare tyre on the boot rack still in place! No doubt it looked slow and steady from the outside but felt great in the car.

The last section came round all too quickly, it had been another great night and we'd both had a brilliant time. Mrs Rave read out the first instruction, which was left at crossroads about 300 yards down the road, followed the second instruction, which was straight on at crossroads, a good mile away. 5, 4, 3, 2, 1 GO! Straight on at crossroads was the call from my selective memory! Bugger! Once corrected by Mrs Rave I turned the car around and headed back up from whence we came! A stupid mistake but only a bit of time was lost and although I tried to park the MX5 in a muddy ditch after a junction we got through the last section unscathed. A hectic end to an incredible night. Mrs Rave had been fantastic on the maps and got the route right. She called the road and nearly every footpath to make sure we were in the place she thought we were on the map because the fog was hiding every other feature available. It was full on in the nav seat!

We were both beaming when we got back to the auction mart and enjoyed the great breakfast they had put on. It was 3.30am now but the adrenalin was still flowing and the café area was buzzing with all the crews relaying their tales of near misses, wrong slots and events from the night in the lanes.

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John Robson Rally

Continued from Page 15

The hardy band of marshals that had braved the rain and fog started to trickle in to enjoy their warm food keeping the lively atmosphere going. Jonathan and Ali Procter were checking the results which saw us end up in 12th place, 13 minutes off the winners Kris Coombes and Louis Baines, which was a fantastic result for us. Last year we were 23 minutes off the winner, a great improvement. Now Mrs Rave has got the navigation nailed the only thing to improve our position is to up the pace! That's on me now.

As always these events wouldn't happen without the commitment from the organisers and their team. Lynsey Procter rounded up a great gaggle of competent and happy marshals who filled out our time cards quickly and were always happy to see us, as we were them! The effort and time put in to making the event run and challenge all abilities, while at the same time offer something for the first timers, is shown by how well the night runs and the smiles on all the faces at the end.

Neil Raven : Ilkley & DMC



Telford A.C. CRM-Tech Motorsport Moonbeam Rally 17th – 18th February

Grace Pedley : Clitheroe & DMC

What an event, from start to finish I enjoyed every minute of last night.

With the rain and fog it wasn't an easy night from us wrong slotting to roads being slippery and a few near misses on some corners, we managed to pull the little Mazda around all those farm yards and rough roads. Gaining 1 puncture on the first half we had to back off a little, making us 15th overall and 10th in class at petrol.

A quick tyre change and a check of the car and we was back out on the lanes again. The rain made it tricky for us as everytime we stopped for a control the inside of the car steamed up causing us to drive the next 100 to 200 yards near enough blind.

We managed to get to the finish 14th overall and 10th in class.

I would like to thank all the organisers for a fantastic event and for all the Marshalls who stood out in the rain.

Grace Pedley : Clitheroe & DMC



Matlock MC

AMIGOS

Rally of Derbyshire

17th / 18th February

Ian Savage : Kirkby Lonsdale MC

Matlock MCs Rally of Derbyshire had a 100 mile route in the rainy, foggy lanes of the Peak District.

Jumping into a new seat for the night with Rich Oxley in his Proton Satria (more padding for my boney bum required!)

The two and a half hour drive down to The Great British Car Journey near Belper through heavy rain and fog over the Cat and Fiddle pass was an accurate pre cursor to what was to come for the rest of the evening.

We set up the silly seat for the night ahead and headed inside for a brew and a natter.

2245 came around and we collected our pre plot route, just short of 3 pages of map references, my favourite 0011 and we're off from MTC0, towards the first 28min section. A steady start, communication between us works well and we get all the codeboards and set a decent time, 11th fastest of the 35 starters.

Section two covers less than half the distance but has a sting in the tale as the fog descends. Finding the entry into a NAM field loop proves difficult to find and we drop around 2 minutes in our search for it. Clearly others have suffered the same fate, as we climb to 9th.

The next few sections go smoothly until the engine dies in a NAM and won't restart, Rich tries multiple times and I'm just beginning to feel the dreaded feeling of a third consecutive DNF in my stomach when suddenly the car fires and we can continue. We've lost around 90s but at least we're on the move again.

We tidy up the last two sections before petrol and somehow we've retained 9th.

A mistake in my plotting on the run to STC18 sees us lose further precious seconds having to double back to correct ourselves, despite this we climb to 7th o/a.

The remaining two sections were by far the toughest to plot, being quite compressed on the map, the NAMs more difficult to negotiate and to find also. A couple of slight holdups waiting for cars ahead to clear controls is our only issue as we finish strongly and lift ourselves to 6th o/a at the final control, just a handful of seconds from 5th.

Big thanks to Rich for taking me on board at short notice and driving superbly in some very tough conditions.

Thanks to the "Orange army" of friendly marshalls who stood out in some pretty grim conditions during the event.

Also to the organisers for the efforts before and during the event to allow us a good night's sport.

Ian Savage : Kirkby Lonsdale MC

AMIGOS Rally of Derbyshire
Organised by Matlock Motor Club
17/18 February 2024



Matlock MC Rally of Derbyshire 17th / 18th February

Jonathon Webb : Hexham & DMC

Well I've had today to compute about last night's Rally of Derbyshire.

Basically it just didn't click for the first hour or so. We got blocked by a spectator on the very first section, as soon as we got clear of the car, John didn't hear my instruction for immediate slot right and it went down hill from there!

The first part of our route plotting was a bit muddled as John was trying to sort the swimming pool developing in the Escort while I was trying to plot and then he took over reading the references when he got things sorted. Essentially this meant missing a couple of key bits of route information.

We got it all down, we did more of the route than we were meant to (especially in the first time card) and managed to miss a code board in a triangle I hadn't plotted.

Did the pressure of being car 1 get to me? Possibly and probably. I was certainly nervous at the start!

By the second half of the route we were back in our normal rhythm and things felt good again, no wrong slots as such and me and John working well again. I do enjoy sitting in with Boss, we understand each other and when we click it's sublime.

Unfortunately we had a metaphorical miss fire from the navigators side in the first hour, I almost felt it throwing in the towel, glad I didn't.

The event itself was great, it's so great being back in the once popular rally routes of Derbyshire. Would be great if we could 3 or 4 events there every year like the (recent!) old days. Well done to Guy, Gary and all their team for putting on a superb rally.

Lessons to take away? Certainly making sure when plotting you and your driver (if helping) are free from distractions, when there is 3 pages of grid references all it takes is a couple of miss heard instructions or references and your night can be ruined. We would have been 3rd if it wasn't for the missed triangle.

If it was a perfect night could we have won it? Absolutely not, Sambo Collis and his driver were in a different league.

Would I like to try it again to make amends? You bet!

Jonathon Webb : Hexham & DMC



I went to the Psychiatrist today. She told me I had a split personality and charged me 160 dollars.



I gave her 80 Dollars and told her to get the rest from the other idiot!!

Coming soon to a street near you!

Street golf



Matlock MC Rally of Derbyshire

17th / 18th February

Barry Allman : Clitheroe & DMC

After a very foggy John Robson road rally the weekend before the 17th / 18th of February saw a trip onto the lanes of Derbyshire, some classics to look forward too. Geoff Bateman had a busy week cleaning and re-preparing his Trusty Peugeot 205 GTI, pleased to say no damage to sort out. The big improvement for the week was to install a map light so we could easily read the NAM (Not as Map) diagrams most road events have.

This year with a new team organising the Amigos Rally of Derbyshire the start was down at Ambergate rather than the usual Buxton (Go Kart Track).

The Great British Car Journey complex was a brilliant venue lots of space, a good cafe and lots of older cars to look at. A really good mix with both Geoff and I reliving our youth as we looked on some cracking examples of cars we have owned/ driven in our past. Favourite as a Jensen Interceptor FF yessssssss

It was down as a 100 mile route with just a few miles of whites !! (Derbyshire does have history of some rough whites) all on OS Map 119 one which I know reasonable well and so was so looking forward to the event.

As I left for the start it was raining and as I past through Macclesfield and climbed up towards Buxton down came the FOG oh no not again !!

we got there at 19.30 for all the usual safety checks where done and Geoff's car OK as per normal, time for a nice brew in the warm and dry.

Picked up our rally plates, time cards and two breakfast tickets Horror NO breakfast tickets he he which was sorted out later PHEW !!

Nothing much to do then until the briefing at 22.00 time for a butty/brew for Geoff and just a brew for me (I don't like to eat before an event, just in case !!)

Running at car 28 we got our route pack at 22.48 with 1.36 hour to plot the three A4 sides of map references before we had to report to MTC0 (start) at 00.24. We got all the plotting done in good time with a chance to re-check the more complicated sections. A good look at the route showed some of the classic lanes I first went down in the 1970's !!

We also had an A4 sheet of NAM's diagrams too which I highlight to make them easier/quicker to see on the GO. Without an actual halfway halt i was aware that I'd have to have one eye on the timing as well, it would be just a long 100 mile section.

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Amigos Rally of Derbyshire
Organised by Matlock Motor Club
17/18 February 2024



Photos Courtesy of Darren Sponge Foster

Rally of Derbyshire : Continued from Page 19

As we left for NTC 1 (an actual map reference , If you Know, You Know) just a mile down the road getting there to find a queue, which meant we lost 5 minutes of our 30 minutes of lateness ? Hopefully not an Omen for what was to come !!

It was quite a long section from NTC 1 to STC 2 heading South and to the East of Belper that included 6 PC's (Passage controls or Code Boards) some LWR (Long Way Round) at the junctions as well to keep us on our toes !!

By now it was pouring down and as we left the start we climbed up the hill and straight into FOG Oh No not again, no issues getting the right route and we got all the PC's as well, we dropped 9.30 to the leader/winners 0.36 (hats off to them). We drove very cautiously as we just couldn't see. Tried Spotlights on , Full beam on, Dipped headlights on nothing worked at all.

A Transport section followed up past Wirksworth to Grangemill to TTC 3 we pulled back a few minutes here, which you were allowed to do.

The next section to STC 4 had 5 PC's and wasn't as long as we headed North before heading South to Longcliffe, It went almost straight onto a white that was quite rough and with so much rain the holes/potholes were full. We cautiously tipped toed around these, as Geoff had another event planned the following weekend !!

The FOG was still quite thick, even so we managed to stay on the correct route crossing the A 5012 we headed towards a VIA just before the final control, which was on a turn right on to a track and follow arrows !! In the thick fog and with cars going up and down the road it made it interesting !! A quick U turn and we found the entrance with arrows after that, another rough white lead us to STC 4. Here we dropped a huge 11.03 I now had BOTH eyes on the clock, most crews dropped 6 mins with the leaders dropping 1.35 incredible.

Another Transport section got us to TTC 5, incredible the fog lifted on the transport sections. Heading West now towards Parwich leading via two PC's to STC 6 with PC M being the first NAM junction, into a farm yard visit the PC and out. We dropped 2.05 at STC 6 the leaders dropped just ONE second, we were getting closer he he.

Off to NTC 7 with the next long section included STC 8 , STC 9 , STC 10 , STC 11 leading to NTC 12 heading to the South and East of Buxton. Six PC's with three being NAM's using wide junctions and farm entrances, the new Light for the NAM diagrams was working well, yes !! Lots of lanes I knew and we kept on route doing our best in the FOG dropping 2.10 at (STC 8) 1.51 at (STC9) Cleaning STC 10 (YES) and 3.18 at (STC 11). A great section with some clear parts !!

Through Monyash down to NTC 12 heading East again now towards Youlgreave and a complex of junctions to STC 13, through four PC's and another NAM at a farm entrance. Stopping the clock at 3.15 that led to another relaxed section to NTC 14.

The next section was another short one with three NAM's and finishing on a rough white down to STC 15 we got a penalty here for being OTL (Over Time Limit).

From STC 15 to TTC 16 included a petrol halt if needed in Matlock we didn't stop but even so only made up 5 minutes at TTC 16. We decided to push on and see if the FOG would lift.

TTC 16 led to STC 17 and STC 18 up on to Beeley Moor 3 more PC's two being NAM's, we got most of the PC's but by STC 17 we got another penalty for being OTL. Time to cut some route so we that we got back to the Main Control MTC 23 within our time limit of 30 minutes !!

Cut down a B road to NTC 19 then onto STC 20 via 5 PC's two being NAM's PC GG was different with two X roads next to each other, after a fast reverse we got it!! dropping just 1.08 here that eased the time pressure.

A quiet through Ashover and Milltown got us to NTC 21 just to the East of Matlock for the last section via STC 22 to the finish at STC 22 / MTC23. Seven PC's with PC LL being the last NAM to catch us out . This part was tight and twisty and the FOG had lifted a little, which helped although we would be tight on time !! 3.06 at STC 22 and 4.41 at STC 23/ MTC 23 just inside our time PHEW result.

Gutted it was the second weekend of FOG on roads I was looking forward to driving over, Hats off to all the top crews who managed in these conditions.

Back to the start venue for some brews and a Breakfast bun Yummy.

Results via Rallies.Info were up in minutes and it was with fingers crossed I went to look at the official times ... Pleased to see we were classified as FINISHERS when you consider the conditions felt like a win he he.

We managed 5th in Class and 24th o/a, at least beating our seeding.

Some penalties here were for the PC's we missed when we cut the route and for being OTL at a few controls. In better conditions we would have done better, then of course so would everybody else ..

A HUGE Thank You to Matlock Motor Club for organising the event and especially to the numerous Marshall's who brave the conditions Cheers and Thanks For Marshalling.

Congratulations to the deserved winners David Iwan Jones / Sam Collis awesome guys .

Geoff was off to the Dishforth Targa by Clitheroe and District MC, with us teaming up again for a West Cumbria 12 car and a Kirkby Lonsdale 12 car to keep us busy.

Barry Allman : Clitheroe & DMC

Longton & District Motor Club

Annual Dinner and Presentation of Awards

January 20th, 2024



The annual Awards Presentation evening to reward and celebrate the 2023 competition year for Longton & District Motor Club was held on January 20th at Barton Manor, Barton, near Preston. On display was a glittering array of silverware to be presented to the worthy winners.

The evening began with an appreciation award to the hard working group of volunteer marshals who do such an excellent job at many events during the season. Not only did the marshals each receive an engraved trophy but they were also given a copy of the club's "Marshals Calendar" which features excellent photographs of marshals at work and carrying out their duties at the club's events during the 2023 season.

Chief marshal, **Pete Wilson**, assistant chief marshal, **Clive Williams** and the group gather together for a souvenir photograph. The efforts and dedication of the marshals is always appreciated by organisers and competitors alike.

Long time committee member and club treasurer, **Paul Tipping** was presented with an award in recognition of his many years of service to Longton & District Motor Club.

After dinner the awards were presented to the winners of the various championships by LDMC's chairman, **Chris Winstanley**. Here is a selection of photographs showing some of the award winners and their trophies.

Winner and recipient of the Champions Cup trophy for 2023 is **Matt Bramhall**. Matt enjoyed a super season winning Longton's Northern Speed Championship driving the Caterham he shared with his father **Chris**. Matt also wins the Autotune Trophy in celebration of his success in becoming the LDMC Champion of Three Sisters.

Second place in Longton's Northern Speed championship, **Nigel Fox** with the NEH Trophy=

John Loudon who receives the Founders Cup in recognition of his performances in becoming Longton's Sprint Series champion. It was a busy year for John who also competed in the British Sprint Championship running a successful campaign in his Force TA car to take fourth overall in the prestigious championship which takes in events far and wide.

Pete Goulding took second place in the Sprint Series and also triumphed in the British Sprint Championship taking the overall honours in the hard fought national championship.

Receiving his award for third place in the Sprint Series is **Phil Nelson**.

A number of other awards were made to celebrate successful campaigns during 2023 under the Longton banner.



West Cumbria Motor Sport Club **Awards Night** **@ M-Sport**

Dovenby
3rd February

Keith Thomas

What a fabulous venue for the annual awards night in the showroom at MSport surrounded by some of the worlds most iconic super cars and some of the worlds most famous rally cars.

A fabulous buffet preceded the prize giving, it can be seen on the left of the picture, awards were presented by Malcolm's lovely wife Elaine. During the evening Malcolm autographed a spoiler from a car he rolled in Finland many years ago that fund raiser Big Eric had auctioned off recently to raise money for the motor neurone charity and promised he would get Malcolm to personally sign it.

The reason of the success of MSport can be seen in the last photo where Elaine and Malcolm get stuck in themselves and tidy the last of the wonderful buffet away and stack and help carry the chairs and tables out. The work ethic of this family is amazing, thank you both for hosting the event and also to the hard working club officials and MSport staff for such a wonderful evening.

Keith Thomas





Motorsport UK Night of Champions 28th January

Malcolm Wilson attended the Motorsport UK Night of Champions to accept the Sir Malcolm Campbell Memorial Award for excellence by a British individual, recognising his long-standing dedication and contributions to rallying and motorsport.

From former BRC Champion to developing M-Sport UK Ltd into the global business it is today, operating at the top levels of WRC, Rally-Raid and varied racing series, Malcolm Wilson has made an undeniably huge impact on the motorsport community over the last 40 years.

For more than 40 years, Malcolm Wilson has been at the forefront of rally sport. As a driver, he won two British national titles in the late 1970s and then achieved a life-long ambition by winning the British Rally Championship in 1994.

Those titles all came in Ford Escorts and his close relationship with the Blue Oval continues to this day. Having founded Malcolm Wilson Motorsport in 1979, the company was rebranded as M-Sport in 1996 when awarded the Ford contract for rallying.

Under Malcolm's inspired leadership, the team has enjoyed much success including winning the FIA World Rally Championship for Manufacturers in 2006 and 2007. A third Manufacturers' crown followed in 2017 together with back-to-back Drivers' and Co-drivers' Championships for Sebastien Ogier and Julien Ingrassia in 2017 and 2018.



My dog fell into the local canal and this German dwarf jumped in and saved him.

As he returned the dog he said..."Here iz ur dog, keep him varm, dry him off and give him vitamin c, he vil be fine"

I asked , "are you a little vet?"

He replied "a little vet? I'm bl****y soaking!!!

Man gets home from the Doctors and says I've got a prescription for daily sex and hands it to his wife to prove it.

Wife: "It says you've got dyslexia".

Clitheroe & DMC Hall Trophy Stages Weeton 18th February

Bruce Lindsay : Clitheroe & DMC



Wow what a day ...

Clitheroe and District Motor Club Hall Trophy Stages

Firstly a mahoosive thanks to our team today Rhyss Jan Robert you were all stars 2day.

After loosing drive on ss1 Bruce felt he'd lost the will to live and that fezbomb really had it in for him an early bath was called and we was on our way home BUT after a spark of brainwork and thought we sussed that a 12pence spring clip had failed and subsequently destroyed the toothed drive on the inner flange and with thanks to James Durkin who had a spare inner cup with clip and the boys cracked on and completed repairs, unfortunately we missed ss2 and took a 14 min maximum that slotted down in last class position as we started ss3.

From then onwards Fezbomb was on fire setting fastest class times on every stage through out the day finally proving its merit and returning the faith Bruce had placed in it

By the end of ss6 we had moved up to 3rd and to be sitting in a podium spot after taking a max was bloody marvellous.

But in typical Bruce style it wasn't enough so him and Ant drove the door handles off the Fiesta setting fastest class times again and again eating into current the class leaders times.

Ss9 came and they had sat the Fiesta up into 2nd place and a mammoth task was ahead as the class leader was 35 seconds in front and with 2 stages left it was all to play for having consecutively taken between 10 and 25 secs off them throughout the day .

On our first lap of ss9 they saw that lady luck had finally dealt Team Chonka an Ace and the class leaders a Joker when they saw the nova had a puncture forcing them to pull off a lap early.

Handing #fezbomb the lead .

After SS10 being scrubbed due to an accident that was it Bruce and Ant were 1st in class and had slotted the Fiesta inside the top 10 @ 9th overall

A massive well done to all today organisers marshalls setup crews the whole shebang CDMC you all did good.

Ant you are now officially an award winning top 10 co-driver you did a fantastic job today ont maps for a first time in the silly seat top class A1 Well done

PS it looks like we've tamed the beast

1st in Class and 9th Overall in a 1.4 ... That'll Do Donkey , That'll Do....

PS Geoff Simpson we missed you



Adios Amigoss - Bruce Lindsay : Clitheroe & DMC

Whickham & DMC

Lambton Targa

28th January

Stuart Bankier : Berwick & DMC

In the 1980s Lambton Lion Park near Chester Le Street was a very popular venue for stage rallies. Fast forward 40 years and Whickham & DMC managed by pure chance to get permission to run a targa rally on the estate. Peter Metcalf was asked to tune a piano and it turned out to be the current estate manager's piano. How lucky is that !

Under the guiding hands of Ronnie Roughead, Peter Metcalfe and Ken Watson Whickham put together a competitive event with 14 tests on a mixture of gravel and tarmac making maximum use of the extensive road network in the northern part of the estate. This has to be the best venue for a targa rally in the "far" north: good quality road network, large area for parking right next to the tests, range of road surfaces and only 10 miles from the Tyne Bridge!

Open to all cars eligible for targa events the majority of the entry was made up of cars from the 1990s and 2000s with a good number of MX5s and most front wheel drive saloons. Ali and Lynsey Proctor dominated the event in their Toyota MR2 finishing nearly a minute and a half ahead of Simon Jennings and Colin Fish in the Peugeot 106. Andrew Roughead and Marvin Campbell set some quick times in their BMW Mini but Andrew's flamboyant driving style eventually lead to a wrong test which dropped them out of the top 3. The much abused Proton Satria of Chris Dodds and Peter Gibson completed the top 3.

We marshalled a number of test starts and finishes during the day and the nature of the venue meant there was plenty to watch even when we weren't on duty. Full marks to Whickham for getting access to the venue and running an excellent event which ran to time all day.



Mike Cook and Ross Blyth getting a bit crossed up and close to a wall



Bob Cook and Geoff Morson's Chevrolet Coupe



David and Mike Garstang ready to go

Results

1	Ali Proctor / Lynsey Proctor	Toyota MR2	00:44:02
2	Simon Jennings/Colin Fish	Peugeot 106	00:45:29
3	Chris Dodds / Peter Gibson	Proton Satria	00:45:55
4	Neil Raven / Peter Clegg	MX5	00:47:39
5	David Leach / Trevor Gamble	Ford Puma	00:47:53
6	Alex Willan / Glenn Fothergill	BMW 325	00:48:06
7	David Garstang / Michael Garstang	Fiesta ST150	00:48:26
8	Liam Charlton / Luke Tait	MX5	00:48:30
9	Jonny Chrisp / Tony Chrisp	Ford Ka	00:48:39
10	Walter Curry / Roy Dodds	MX5	00:49:19

Stuart Bankier : Berwick & DMC

Whickham & DMC Lambton Targa

28th January

Neil Raven : Ilkley & DMC

The Whickham and District Motor Clubs Lambton Targa report is brought to you by the words 'Very' and 'Slippery'! These words will be used on a regular basis, which I have no apologies for, because it was, very slippery.

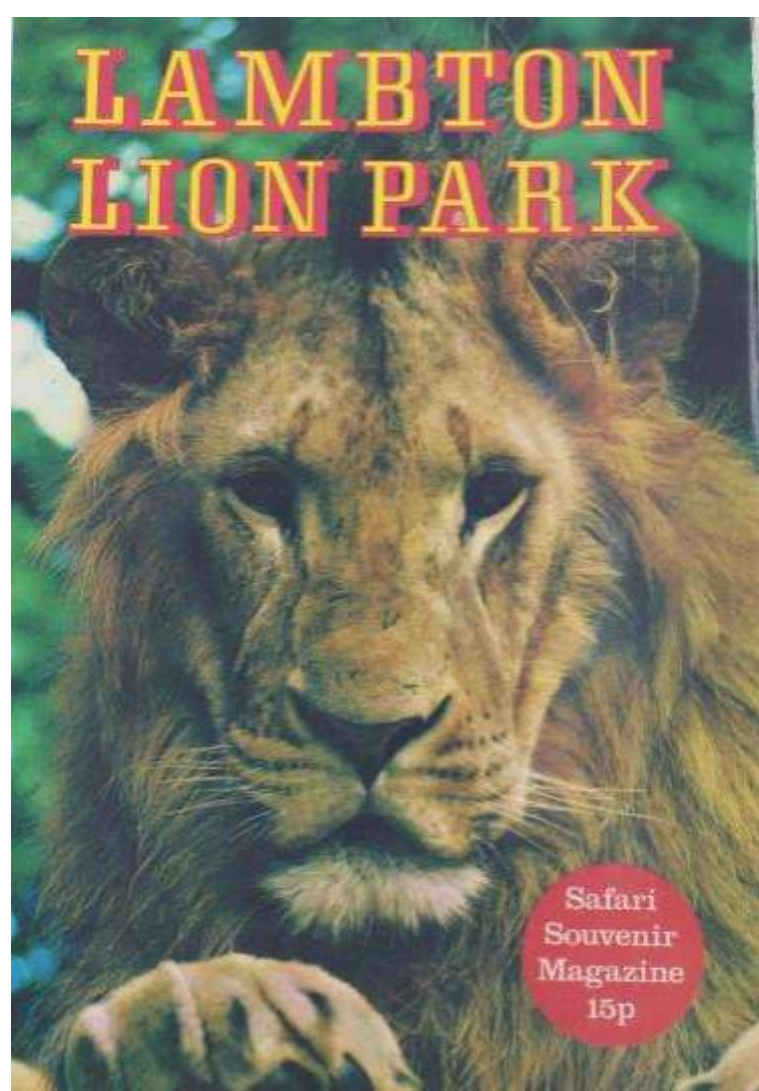
Originally due to run in December, Claire Nevar and I had been looking forward to this unique opportunity to drive around the old lion park up in the North East of England. The venue was used on the RAC rally back in 1982 when the park had closed for the last time. This was a great opportunity to drive on some of the tracks my rallying heroes had passed over on their journey through one of the UK's toughest rallies.

The rescheduled date clashed with the netball Nations final in Leeds which saw the English Roses take on the mighty Australian Diamonds for the honours. Although Mrs Rave enjoys her rallying this had been booked for a while so I was in the search for a daft bugger to spend a day topless in the MX5 with me. I didn't have to look very far as Peter Clegg was at the bar offering to buy me a drink at a motor club meeting and enjoys putting himself at risk on a regular basis! He wasn't able to drive on this event but surprisingly said he'd be happy to sit alongside me to go for a spin around the safari park. Sorted.

Plenty of good pre event communication from the event secretary, Gordon Bradford, kept us upto date with what to do on arrival and what was expected on the day, mostly to enjoy it. The organisers had decided to keep the entry to a maximum of 30, which they achieved, it worked well, allowing the day to flow with only a small amount of queuing. Our first shock of the event was our seeding, 7th. This may have reflected the crews combined driving abilities but Mr Clegg was usually holding on to the steering wheel, not a map and the contents of his stomach. The other issue with our pairing was we could both sulk for England and don't like cocking the tests up! Both Sarah Clegg and Mrs Rave can testify to the degrees we can see our respective arses and wished us well.

The Sunday morning arrived dry and cold but at 6.30am the top was off and two wooly hat clad chumps set off to go and play in the lion park.

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Lambton Targa

Continued from page 26

Two spare wheels were strapped to the luggage rack on the back of the MX5 and the 'bloke' nav was set to 'up norf!' This sat nav works purely off the memory of the men in the car from a glimpse of a map the night before. It doesn't give directions and certainly won't ask for them, it just gets you there. Fortunately the organisers had put orange arrows out from the roundabout off the A1. Just for the record, that's not cheating as directions were offered in the form of a sign that you had to know about and not asked for.

Once the bag of tools and Jack had been emptied from the boot and the spare wheels released we set off to find our marshal for the day. All crews had to provide a marshal and Guy Whickham had volunteered his services back in December and stayed on board for the rescheduled date. A few bottles of beer for his support went down well and it turned out there was a gaggle of them doing the start. Thank you all again. A bacon butty was next on the to do list along with a warming coffee, it had been a bit chilly in the topless MX5 on the way up.

On the lead up to the event there had been plenty of jokes from our motorsport colleagues about us interfering with each other, pulling the pink handbrake and enjoying a celebratory grope after a successful run! But I can assure the clubs safeguarding officers that no boundaries were crossed, although in fairness ours are set fairly low. John Harris, who is one of Ilkley motor clubs safeguarding officers, was present at the event and was enjoying conversing with people who could understand his Geordie accent. We behaved ourselves in his presence and colouring in the test diagrams was keeping Pete's hands and mind busy otherwise.

Drivers briefing complete we set off to have a go at test 1, which was an up and down of what I guess was the original car park area. As a few crews found out on the way in, the grass surrounding the tracks was extremely soft and offered very little grip. We were warned not to venture on to it. I don't think the Mazdas front wheels had heard that bit and did their best to lead us on to the grass at every corner. A very clever system was in place for the code boards at the route checks, whereby there was one number at the top and five letters in a row below. The number indicated which letter you had to record on your sheet and the number was changed on every run. Very simple and it stops you simply copying the code boards on each pass of the route check.

We agreed that I'd call the letter out and Pete would record it, as most crews do, and it worked a treat! My head did hurt a little bit at first but after a few runs it was second nature to go straight to the letter the number indicated. Please bear in mind I was also turning the steering wheel and pressing pedals before and after this task so was doing very well to continue breathing. Pete was getting in to the groove after a lot of misgivings about offering to nav, something he'd never done before. He didn't want to let us down, especially after our fab seeding, and wasn't sure he could keep the mornings bacon sarny off the dashboard either. But after the first test it was all smiles. He'd managed to record all the letters, keep us on the right route and wasn't picking bacon chunks out of the air vents. We were both happy to see the stop line crew of the first test as it was very slippery to say the least!

Test two was a fab test that started on a very slippery moss covered tarmac on to a very slippery mud track by the river and returned on the very slippery moss covered tarmac.



Lambton Targa

Continued from page 27

It was very slippery! The start line was at the entry of a blind corner which we attacked in first gear, allowing us to drift all the way round, changing the angle using the rear end rather than the steering wheel. It was superb until it dropped downhill around a tight right bend with a big bank to the left. Strangely enough this bank had wheel tracks up and around it. It turned out these belonged to team Procter, in the MR2, who'd approached the very slippery corner with a bit too much enthusiasm and used the banking to get round. This was an indication of the commitment Ali Procter was driving with, their times throughout the day reflected this.

To add to the fun, a stop astride welcomed us a 100 metres after the corner and stopping was interesting as it was very slippery. However, the mud track along the river did offer some grip and as the day went along a line started to appear which encouraged you to go that little bit quicker. It was great fun. The end of test 2 had a very narrow turn around a tree with lots of mud and mulch around the edges. This has been kicked up and sat on top of the ice like moss covered tarmac, making it feel like you were going nowhere after exiting the turn! After the tree turn a corner led in to some actual grippy tarmac but that wasn't long lived as it turned in to mud covered tarmac at the test two finish stop astride. It was bonkers.

Test 3 was a whizz down a windy track to collect two code boards, one each way, and completing a spinny round in some more mud at the bottom to come back up. A great test where loads of time could be lost flailing around in the mud at the spinny turn; we got round ok but could do better! Test 4 was the reverse of test 1 but with a new number at the top of the code boards. After 30 cars had been through on the first run the grip levels had improved but it was still very slippery. And someone had moved cone K a few millimetres making the Mazdas back wheel just ride over it. I didn't feel it but Princess and the Pea Pete did and made me aware of the potential 10 second penalty coming our way!

The end of test 4 took us back to the service area where we could compare our times with other competitors and see how many times we could say 'very slippery'. The scores on the Portakabin window showed we were maintaining our seeding but it was going to be a close event. We had Liam Charlton and Luke Tait in their Mk1 MX5 in front of us in seeding and results along with Philip Hodgson and Lewis Hodgson, car 8, in an identical silver Mk3 MX5 as ours. It was an MX5 fest and we were the last of the trio! only by a smattering of slippery seconds but trampling over cones wasn't going to help our cause!

We lined up for the re run of the first four tests with the aim to do a better job of going around the cones rather than over them. Pete was happy with the role of direction executive and we had a great run through, picking up the pace on all the tests. We were maintaining the gap between us and the other MX5's around us and having a good laugh. Another bit of good news greeted us as we handed the time card in after test 8, which was the out time after lunch had been moved forward by half an hour as the field had completed the tests in good time. The reason this was good news was there was a distinct possibility that we would be running the last test in the dark and the MX5 was spotless. With the glorious sunny weather and efficient turn around of the tests it did look like we might get away with it but it would only need one incident to hold the proceedings up and we'd be relying on Mazdas finest candles to get us through.



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Lambton Targa

Continued from page 28

The first four tests after lunch were a sort of reverse of the long ones and incorporated one section which was previously a transport section between two tests. As you can imagine it's was very slippery along here and a stop astride on the steepest part didn't help our progress. There wasn't much advantage between moving off steadily, like you would on the start line of a car trial, or flooring it and lighting up the rear tyres as if setting the fastest ¼ mile. I tried both and the flooring one was the most fun so stuck with that. A tight right through a gate followed then in to a wonderful open right off the gripless tarmac, on to some very grippy gravel. This took us into the old car park up and down section and as we neared the end, the direction executive exclaimed I'd hit another cone! If he'd not had his hands full of maps and clip boards I think I'd have got a slap I felt a real plonker and kept my head down when we parked up! We were chasing seconds between us and Phil and I was upping the ante by adding 10 seconds each time we went out!

However, when Phil came in from his run he had a slightly more concerning issue to deal with, a steaming radiator which indicated the end of his targa. He did try to top it up but it was just coming straight out so he took the decision to preserve the engine for another day. Fortunately, my penalty collection hadn't put us in jeopardy of being caught but did leave us 1 second short of Liam and Luke in their MX5. We had a new target and I had the threat of a sideswipe from Pete if I became intimate with anymore cones!

The last four tests used a new piece of track we'd not seen before and took us through the Jurassic park area of the Safari park adventure. There was a delay in starting the first run but once in the Stephen Spielberg film set we understood why! Caution bump, Caution bumps! Caution big trees on the outside of very slippery corners. We needed Geoff Goldblum's jeep to get across it all but on the second run the dinosaur footprints had been smoothed out a bit and the MX5's bump stops got less of a punishing ride. A nice feature of this route was a stop astride with an 8 inch concrete step in the middle of it which was the transition from the T Rex enclosure in to the modern world. The front wheel drive cars were on the tarmac on the other side of the step but the rear wheel drive cars were still on the gripless mud, making setting off from here a bit of a non starter. Quite literally, in Alex Willan's case, as his RWD BMW had to reverse back after getting the marshals signature so he could get a run up to get over it For the last two runs the stop astride was moved forward to allow all cars to start on the tarmac.

This obstacle, and my cautiousness over the dinosaur tracks, meant the Ford Puma of David Leach and Trevor Gamble took 20 seconds out of us on the first two runs of these tests! Our comfortable buffer to 6th place was looking precarious but once the stop astride was moved we managed to stop the erosion. Our focus was solely on 4th place now with two tests to go, so we had a quick Look at the Portakbin results window before our final runs to see what we needed to do to make that gap up.



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Lambton Targa

Continued from page 29

Surprisingly the numbers showed us ahead of Liam by over a minute!! It turned out they had a bit of a communication issue recording a code M as N, a very easy mistake to make in a noisy MX5. This was good news for us but with both tests starting through Jurassic park, without a trip down alongside the river, the end was still the cone littered car park so we weren't of the woods quite yet!

The first run was nice and flowing with a fun 360° spinny round when re entering the current world, followed by a passenger 270° circle next to some very expensive gates. Stop astride on the tarmac covered in lion wee then off into the car park for some cone dodging. The direction exec highlighted the cone avoidance procedure and we had a great run through, a glorious right hand drift to finish the run. We did the same on the last run, maintaining a clean penalty sheet and huge grins! We'd done it! More by default than speed, we'd secured 4th overall and third in class. 1st Mx5 and first topless crew (not real awards but does reflect our achievements). Pete had done a cracking job, encouraging me to push on in places and changing his tone when I hit the cones. All that was left to do was load the boot up, strap the wheels on and set the man nav for Maccy D's for a coffee.

The lion park lived up to all expectations and we enjoyed a great day's motorsport on the very slippery conditions. The organisers overcame all the challenges thrown up at them and the fantastic band of marshals waved us on through the last test. A great atmosphere with a fab bunch of motorsport enthusiasts both crews and officials. Pete has popped his navigating cherry and did a great job. On the way out Lynsey Procter asked Pete had he enjoyed it and added he would now know how Sarah felt. His reply was he now knew how Claire felt navigating for me. I couldn't disagree so let him stay in the car.

A big thank you to Pete for taking on the challenge of looking after me for a day and to all involved at Wickham Motorclub, we'll definitely be back for the next one

Neil Raven : Ilkley & DMC



Absolutely disgusting behaviour I saw on the beach earlier.

I was on the seafront and saw a man and a woman having an almighty argument in front of loads of kids, suddenly the woman smacked the guy in the head and it all kicked off.

There was a massive brawl and someone called the police. This poor copper turned up on his own and took his baton to the man, the guy managed to snatch it off him and began assaulting the copper AND his wife!

Then out of nowhere a crocodile crept up and stole all the sausages...

Out & About with Hexham & DMC

On Thursday night the hills above Monte Carlo played host to what seemed like a huge party that featured some rally cars passing by. Hannah was fortunate enough to experience it first hand, and what an experience that must have been.

Unfortunately for Hannah and driver Chris Ingram come Friday evening it was all over. Their Skoda Fabia suffered from electrical issues which ultimately forced them to retire from the event. A real shame after all the time and effort that goes into such an event.

On Saturday afternoon, Whickham & DMC's new Lambton Targa Rally kicked off with a new format of scrutineering and a BBQ the day before the rally. A great initiative for local crews allowing a social element to the rally and plenty of time for all the cars to be thoroughly checked.

On Sunday morning our eight club crews joined the other 16 inside the Lambton estate ready to take on the 14 special tests.

The tests were a mix of tarmac and gravel, but both surfaces included lots of slippery mud, making conditions very tricky, but by all accounts very entertaining.

Mike Cook & Ross Blyth entered the Austin Healey Sprite in the historic category this time out and enjoyed the nimble car in the slippery conditions. They were going well, but the car suffered a drive shaft failure late in the day causing them to unfortunately retire.

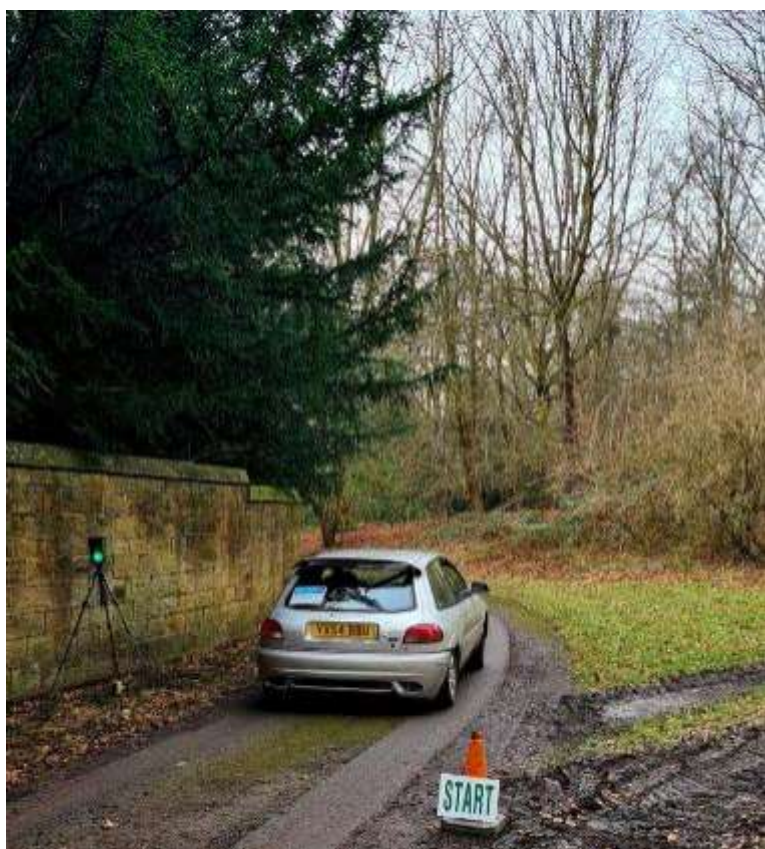
Ian Guthrie and Roy Hewitt were out in Ian's yellow MGB GT, really enjoying the challenging conditions. They had a trouble free run finishing 15th overall and 2nd in class.

Brothers Bill & Graeme Jobson were also in the historic class in their Sunbeam. This car looked and sounded great all day, and the noise was only matched by the smile on Bill's face, pretty much summing up the day! They finished 14th overall and 1st in class.

Father and son duo, Simon & Luke Stewart were competing in their red Corsa and looking for a fault free drive throughout the day. They certainly managed it, making no mistakes and enjoying the well put together roadbook and giving young Luke some more invaluable experience in the navigators seat. They finished 13th overall.

Liam Charlton was out entertaining the crowds in his green MX5 with Luke Tait alongside.

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Out & About with Hexham & DMC

Continued from page 31

They proved that the little Mazda did indeed have a good quality rev limiter in place as well as some lock stops, they spent the majority of the day on both of these. Despite a code board penalty they finished 8th overall and probably the unofficial marshal's entertainer award.

Chris Dodds chose to use his Proton for this event, and was guided around by Pete Gibson. They put in a strong performance all day and were chasing hard at the end trying to catch the car in front, this resulted in a minor cone penalty thwarting their chances of moving up. They finished a fantastic 3rd overall.

Simon Jennings was navigated by Whickham member Colin Fish in his venerable Peugeot 106. Simon has enjoyed numerous victories in this car over the years, and always displays immaculate car control and consistent speed. This event was no exception as they enjoyed a clean run throughout the day and were rewarded with 2nd overall.

Husband and wife pairing of Ali & Lynsey Procter had the unenviable task of being first on the road. A moment early on saw the Toyota MR2 use the banking on one corner to keep them on the road, this certainly made Ali a little cautious for the next few minutes. Despite the early scare they set some blistering times and enjoyed a largely trouble free day resulting in overall victory.

This new event was well received by all the competitors and is a credit to the team behind it, hopefully we will see it return next year bigger and better, definitely one for the targa enthusiasts calendar.

No event is possible without the assistance of many marshals, and the club was well represented in this form too. Hexham member Ken Watson was the chief marshal on this occasion, and each will be claiming their marshals championship points as we kick off the year.




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VCRR Rallies

46th & Last BAGGER

13th/14th January

Andrew Millington : Knutsford & DMC

2024 rally season started for me on the 13th of January competing on the 'last' Bagger road rally, certainly the last by the current team .

Starting from Chard in Somerset my driver for this was 80s motoring news championship legend Derek Arnold making a rare appearance in the lanes , the car a MK 2 Escort of course with the famous 666 reg number.

With pre event formalities done it was route plotting time and 14 pages of map squares with app & dep notes defining the 185 mile route, 2 hours to plot and every minute was needed, well almost, just a couple of minutes spare to mtc1.

With a tight time schedule (just 15 minutes lateness for early sections) we set off and almost immediately into fog which obviously slowed the pace and led to a few slot overshoots, but we got to the end of the first 35 mile section just within time and as long as we could get to the start of the next which was an Mtc we were OK, unfortunately as soon as we got on the main road on the neutral section Derek said he thought he had a puncture and sure enough seconds later the noise and smell of burning rubber confirmed it and we had no choice but to stop , meaning we were otl at the next control and out of the rally.

The decision was made to carry on for fun and complete the night which we did annoyingly without further incident but a DNF is the official result.

Andrew Millington : Knutsford & DMC



VCRR Rallies
Vintage & Classic Rally Register



Caernarvonshire & Anglesey MC

JJ Brown Memorial Road Rally

20th - 21st January

Andrew Millington : Knutsford & DMC

Saturday the 20th and it was off to Wales ,Penygroes to be exact and the JJ Brown road rally, Jamie Atherton my driver here in a Saxo.

A stormy night was forecast and lots of water, thanks Tim Millington for coming out to Marshall for us in that.

A top quality field of 90 cars with it being the first Round of the Welsh championship had us at number 67.

Plotting this time was map references and for the second week. Route plotted only just in time and with (a first for me) code boards to note down on the neutral road sections I wasn't as organised as I'd like to have been at the start of the first section



Continued on Page 34

JJ Brown Rally

Continued from page 33

This was a short one looping from Cae Morfa off the A499 and finishing at Aberdesach just a couple of hundred metres further down the A road, a mile or so further on and again start of section 2 was just off the main road and made its way across to the A487, unfortunately this section was stopped due to a number of cars getting stuck on a muddy track .

Next up was the longest of the night , around 14 miles Starting on a farm track near Bryncir and weaving down to just outside Criccieth, only issue so far was a half spin due the rear brakes locking and a hold on a second moment from me when I lost my place on the map after bouncing down a white and coming to the junction with a road. A short section 4 took us down the twisty not as map road to black rock sands and the flooded road near the sands had water coming in the car on the drivers side for a change .

To the north of Porthmadog now to head south west and then north east and over the Mountain road to finish near Prenteg.

A short one next a yellow onto a white near Hafod Rhisgl , Jamie broke his car on the white here on a previous event on the concrete drains that cross the road so was going to be cautious, dropping just over a minute was no disaster. Last one before petrol was the mountain road behind Llanberis.

Seven sections were to make up the second half , all quite short by road rally standards but making up for it with lots of not as map controls, difficult to find slots and mega twisty lanes, heading north from petrol and twisting round to near Felinheli before going south to Croeslon and onto the long white just south of here (pic on bridge), over to the coastal road at Saron heading south then north east to Dinas.

The final section started just south of Dinas and would take in the rough quarry roads at Cilgwyn with various not as map controls to catch you out and it nearly worked missing a slot left to a very long triangle ,fortunately realising before we reached the exit point , but a couple of minutes dropped turning round and going back but as with all Welsh events its better to drop time than to get a fail for missing something.

Very pleased to come away with 30 th overall on what was a tough and very competitive event.

Andrew Millington : Knutsford & DMC

Lad sat next to me on the train, pulls out a picture of his wife and says, she's beautiful isn't she.

I said, if you think she's beautiful you should see my mates missus.

Is she absolutely gorgeous? he asked.

No, I replied, she's an optician!

My mate can only sleep on a stack of old car magazines.

He's got back issues.

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It ain't all bad being an 'also-ran'

Kirk Rylands

Part Two of a three part serialised autobiography of the well known Racing Driver Kirk Rylands

The car was a full-race Healey 3000 that had a little international history, having run in the Guards 500-mile race at Brands Hatch. It was filthy, full of fag ends and sweet papers – really just a scruffy obsolete racer. The owner took me for a most hair-raising blast in it and then I had the embarrassment of explaining how little money I had. I

offered him £325 and he accepted it. Martin and I went to collect it and deposited it in my leaky tin shed with an earth floor. I could use anything in Martin's workshop but there was no room for the car. Come the spring, I had it all cleaned up so I filled the tank and set off for my first proper run. It ran out of petrol after 108 miles – 9mpg. I was in despair. With a wild cam, triple Webers and a most inefficient head, it was never going to be an economy car but 9mpg was a bit savage. A trip to the rolling road coaxed this up to 15mpg but still – hardly practical.

At around this time, Martin bought himself a Ferrari Daytona during the fuel crisis which made them relatively cheap – they were almost giving V12 E-Types away. He let me have a pedal in it and compared with anything I

had driven, it was simply sensational. People said they had heavy steering and poor brakes – well, not compared with what I was used to. While it was great to drive, Martin worried about it. The view under the bonnet of that 4.3-litre quad-cam V12 was intimidating and he had visions of bills like telephone numbers if anything went wrong. Sadly, he didn't keep it long. Years later he had a 206 Dino, the alloy short-wheelbase competition version that preceded the 246. I remember visiting him in south Wales in my E-Type and we swapped cars for a blast round some exciting country roads. As an adrenalin pump, the Dino was brilliant, so light and responsive and very exciting but afterwards, I had to drive back up to Carlisle and I would take the E-Type every time. After all, the 206 was a thinly disguised racer. I would love to have driven it on a circuit.

Prior to this, I had sold my road Healey 3000 Mk II and bought a rather more sensible Morris 1000 runabout. This gave way to a 3.4 Jaguar Mk I in Cotswold blue for £120. I really thought I was 'Jack the Lad' in it. It wasn't smart but a blind man on a galloping horse would have thought so. However, after three weeks it ran a big end. I had to either scrap the car or fix it as I certainly could not afford a proper Jaguar engine rebuild. I had to take two weeks off and the local garage let me do it in their workshop. When I took the offending big end cap off, I discovered brown paper between cap and the shell so had to have the con rod machined. Meanwhile, the proverbial 'man in the pub' explained how very complicated setting the valve clearances was on a Jaguar engine but he would do it for me for £5. Stupidly, when I got the head back, I fitted it without checking the clearances and in less than 1000 miles, I had burnt a valve out. Some valves had no clearance at all. I think I probably burst into tears but

learnt the lesson that cock-ups I could do myself and I certainly didn't need to pay for them. Indeed, it's not a difficult job. You just have to read a feeler gauge and a micrometer and take your time. However, the grief was not over.

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*Kirk's first Jaguar
A 1959 Mk1 in Cotswold Blue*



*Racing (at last) in the Healey behind Anthony Hutton at Thruxton Circa 1972
Photo : John Gaisford*

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I discovered a bad score in one bore and was in despair until I remembered a man who owned buses but ran a Mk II Jaguar. He said that behind his shed, there was an old 3.4 block standing outside with seized pistons and water in the bores. He was going to use it as a boat anchor but if I wanted it, I could have it. After some graft with a big hammer, wooden blocks, paraffin and emery paper, I got the pistons out, cleaned up the rusty bores, fitted new rings and put the whole lot back together. The old car ran well and was used to tow the racing Healey but she eventually developed rear wheel steering which was a little disconcerting, particularly when towing. My local garage friend was pretty good at welding rust to underseal but after a while, this defeated even him. A student at the Cirencester Agricultural College bought the car and had fun roaring around fields until he hit a tree which did both him and the old car a power of no good.

This whole engine saga happened while I was still with Rylands & Co, the land and estate agents based in Cirencester, who really didn't approve of my old Jaguar. It was certainly not the sort of car that a gentleman should own. They were wrecking two or three a week on *The Sweeney* in those days which didn't help the image. They also said that if I passed my exams, I would have to leave but if I failed I could stay. In other words, we don't mind having you about as long as we don't have to pay you. I passed and left to join Robert Barry & Co who specialised in selling hotels, pubs and restaurants about which I knew nothing but managed to fool enough of the people enough of the time. The old Jaguar really did clock up some miles going to inspect properties all over the country until they announced that I was to have a company car. A Hillman Avenger arrived, much to my disgust, and I did my best to blow it up but didn't quite succeed. I gather the engine cried enough shortly after I had left.

While all this was going on, I had my first race – a modsports event at Castle Combe. I had acquired a set of Dunlop racing tyres with some tread left and set off, driving to the meeting. In the race, I decided to try and follow another chap in a Healey 3000 who looked as though he knew what he was doing. He went round the corners and I ended up taking the scenic route. I didn't understand that racing tyres go hard after a few years and the fact that they had some tread was irrelevant – they had no grip. A new set was prohibitive but someone put me onto RQs (remould quality) which were a fraction of the price but were almost impossible to balance.

They did the job for a while. This was late 1971 or early '72. In those days there was no historic racing as we know it now, just modsports, and I was nowhere near competitive against some very quick cars. I will never forget steaming down the straight at Silverstone thinking I was really flying when Rhoddy Harvey-Bailey in a 7-litre Corvette and another guy in a full-race E-Type came up behind me and roared past, one on each side, as though I was parked. I couldn't believe how fast they were going. In about my second race at Castle Combe, so still pretty green, I was having a great dice with Alexander Boswell – later of Bequet Delage, Ferrari 625, Frazer Nash, AC Cobra fame – and I was just managing to stay in front of his Zephyr-engined AC Ace with some difficulty when the yellow flags came out and he sneaked by. I was not happy. The post-race 'discussion' was far from cordial. However, we have been friends for more than 50 years so I suppose I must have forgiven him. I well remember the last race at Crystal Palace in 1972. It was a great pity that a circuit with such a proud history was too close so everyone wanted to be there and I ended up as first reserve. Practice went quite well in that I was certainly not the slowest. I went to see the Clerk of the Course who said that I had a race as there was a Lotus that had pulled off with some malady or other. I formed up on the grid and this confounded car spluttered on claiming that he had not officially withdrawn and I was told to depart. What added insult to injury was that the ill-prepared Lotus expired after only one lap. The driver was a chap that we had collectively had words with as we didn't approve of his drinking habits. He regarded it as normal to have a stiff brandy before a race. 'What,' he said, 'you guys don't go out there sober do you?' I think he meant it and we certainly did go out there sober. The Healey was great fun and taught me a lot but I never got her to handle well. One of the real heroes in the Healey world was John Chatham who raced the famous Le Mans car – DD 300 – and went very well in it causing considerable embarrassment to some far more thoroughbred machinery. He wasn't leaving me on the straights but was far quicker round corners. One day we were at Silverstone and I asked John to take my car out for a few laps, knowing how good he was at set up.

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When he returned, I eagerly awaited his pearls of wisdom but all he said was 'Jesus, Kirk, I don't know how you can drive that bloody thing' and walked away. I would love to have spent big money and had the handling sorted but it really did require big money that I didn't have. Apart from many club meetings, I also did a few hill climbs and briefly held a record at Prescott for up to three litre sports cars. I think it lasted less than half an hour and cost me an overdrive. I apparently had the last full race O/D produced by Laycocks and it stopped working. The 'paddock experts' pronounced that it was bound to be just the solenoid. I knew it wasn't. When we took it apart, there was just a sort of grey sludge inside. Overdrive second between the hairpins was the perfect gear and being full race, the O/D came in with a bang at 6,000 rpm without lifting off. Apparently one is not supposed to use it in second. Another time, I felt the engine go a little tight and so lifted off. Having dropped the sump, I discovered a chewed up big end shell so had a clean round and put in another set of shells – stupid boy – the next time out at Silverstone, I was going really well in practice when I felt the engine change a little but stupidly didn't stop. Loud bang, lots of smoke and I came to a halt on the infield. At the end of practice, a marshal came over and said 'Yours, I believe, Sir?' and handed me a lump of con rod which, unsurprisingly, was nearly red hot so I dropped it on the wing, doing further damage. He was wearing asbestos gloves. The car was towed back to the paddock and I ran the front wheels up on the back of the trailer to crawl underneath and dropped the sump. After a few moments, I heard a very sexy but haughty voice saying 'My husband always has his engines professionally rebuilt.

I can't think why you don't.' There was no answer to that, really. At least, not one she would have understood but I endeavored to keep her talking as the view up her long black boots from where I was lying on the ground proved to be a welcome distraction from my mechanical woes.

Luckily, I had somehow acquired a couple of the very rare and expensive alloy shrouds for a Healey and I was able to do a deal for a rebuilt engine. Shortly after this incident I had moved to London to work for a property developer.

My then girlfriend's father, who was a very senior Chartered Surveyor, insisted I go and see his friend in Mayfair. After a few minutes, he and his Managing Director, who were sitting at the far end of a very long boardroom table, just started talking amongst themselves so I thought it was time to go. But no. 'Oh yes, you've got the job,' they said, to which I replied that I really didn't know London at all and that if I went on the tube, there was every chance I would get lost. That didn't seem to bother them. Of course, the last thing you say at an interview is that you are stupid enough to race old cars and I had made a real effort to conceal my filthy fingernails. What I didn't know until I started was that the Managing Director – Mike Wetherill – was just as keen. He had a beautiful Lola Mk I as well as a Formula Junior that he had rebuilt. Added to which he was a really first-class chap who became a great friend. The thorny subject of a company car came up. I was offered a new Cortina but I suggested that a Mk VI Bentley might be better – similar money but whilst the Cortina would be worth about a fiver in a few years' time, a Bentley might even be worth more than it cost. Great idea, said Wetherill – you sell it to the Chairman. No chance, but I ended up with a very nice second-hand Rover 2000 TC to which a tow ball was soon attached.

The next Healey problem was the gearbox so after a race, I took it out and dumped it in the boot of the Rover to take back to London. I had a tiny 'grace and favour' basement flat in Hans Place, just behind Harrods. A very smart area but basement flats were not considered desirable, hence I could afford it. I had spread polythene sheet all over the sitting room floor and carried the gearbox from the car down to my flat. Not easy, as a Healey gearbox with O/D is far from light. Having dumped it, I was appalled to see a thin line of oil all the way from the car, across the hall and down the stairs. I think the housekeeper was descended from Rosa Kleb and had a face like a slapped arse on a good day. She was incandescent and so I had to clean the hall carpet. Fair enough, but when I had cleaned off the oil streak, there was a clean strip all the way across the carpet so I had to clean the whole damned thing – took ages.

I had numerous spins in the Healey but I think I only bent her once. I had just passed a Frazer Nash at Silverstone coming out of Copse. He was in a car that sometimes beat me and I was feeling sufficiently pleased with myself to have slightly lost concentration and not moved right back to the inside of the circuit before Maggotts, a flat out left-hander. I was probably no more than six feet in but that tightened the radius sufficiently to spin me off

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. At over 100mph, you don't spin, the car just snaps and you travel backwards fast. Luckily I covered a lot of grass before I hit the bank and only really damaged a rear wing but it gave me a hell of a fright and was a salutary lesson. I had a works hardtop that came with the car but I always raced her with just an aero screen. Given her fuel consumption,

I didn't do all that many road miles but I well remember cruising up a motorway at about 90mph which was very relaxed. As I passed a couple of Morris Marinas crammed full of children and with grossly over-loaded roof racks, I got very dirty looks from both drivers. About 10 miles on, the sky blackened and suddenly we were hit by a thunderstorm of biblical proportions. I am down to 45mph in the slow lane and sure enough, after a few minutes, the two Marinas come steaming past at undiminished speed – crazy, but they were legal.

Le Mans Cinquantenaire 1973

I was doing a clubbie at Brands Hatch when some of the boys asked if I was going to Le Mans for the Cinquantenaire. A race for 'old' cars to celebrate 50 years since the first Le Mans. I knew nothing about it but got a friend who could really speak French to come round to my flat and speak to the Automobile Club de l'Ouest. Apart from running up a huge phone bill, she achieved nothing – neither 'oui' or 'non' but a sort of maybe. We were all loaded up on the dock at Dover and still trying to get an answer but in the end I said 'Sod it, we'll just go,' and so we did. We were greeted in the paddock by Robert Cooper who was very good to me and had many really special cars. He was driving an Aston Martin DB3S as well as providing a Lola Mk I for Maurice Trintignant and the flat-iron Lister Jaguar for Richard Bond who was also driving a Ferrari Daytona in the 24-hour race. I explained that there was just one small snag – I hadn't got an entry. Robert was a lot older than me and, quite reasonably, often spoke to me like a headmaster addressing a naughty fourth former. 'Come with me,' he said, and we marched off to see the clerk of the course, Robert picking up a bottle of whisky on the way. 'Mon ami, Healey 3000,' he said, thrusting the whisky into the rather startled man's hand and pointing out of the window. 'C'est magnifique – pas de problem,' he said, and I had an entry. How things have changed in 45 years.

My newish girlfriend said she could speak French so I said she had better come along but when we got to scrutineering in the town square, she was useless. I have been married to her now for 48 years and she has a great many plus points but speaking French isn't one of them. The race was no limp wristed demo but a proper balls-out blast for an hour. Being a late entry, I started 60th and last but managed to finish 14th behind some pretty classy cars – 250 Ferraris, Astons, C-Types and Listers etc.

The race itself was very exciting, being on the real Le Mans circuit. Richard Bond came past me as though I was tied to a tree but on the next lap I passed him standing disconsolately by the Lister with smoke pouring out of the engine. He had not had a Le Mans ratio diff fitted. Robert's DB3S retired as, infuriatingly, a circlip had come out of a prop shaft UJ with predictable results. My old Healey trundled round with me feathering the throttle down the Mulsanne Straight but flat out everywhere else. I would have loved to have done the proper 24 hours.

The race was won by Willie Green in a D-Type who put up times that would have qualified him for the 24-hour race. I have always regarded that event as being the dawn of proper historic racing that eventually gave birth to fantastic events like the Goodwood Revival. Each driver had all the proper badges so we could go anywhere. I will never forget being in the pits at 2am and watching the Alfa mechanics change a clutch that must have been nearly red hot in about 15 minutes. Because I was wearing a badge that said 'Pilote' small boys kept asking for autographs. To start with, I tried to explain that I was not a pukka 24-hour 'Pilote' but after a while, it was easier to just sign. After all, they really didn't care whose autograph they got as long as they had more than their mates.



In the Healey at Copse, Silverstone BRDC
29th July 1973
Photo Harlod Baker

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The other abiding memory was listening to the V12 Matras going out to practise on a still evening. They made a scream

like no other and you could hear pretty well every gear change all the way round the circuit. Also my introduction to Calvados. There were stands selling crepes – pancakes to me – and you could sprinkle them with this lovely liquor but with a little care, you could form the pancake into a sort of cup which could contain quite a decent slug.



The Healey at Oulton Park 1974

Background waffle

A hairy moment with Robert Cooper occurred when we were out in his HWM Jaguar: the ex-Phil Scragg cycle-winged car – SPC 982 – the only HWM to have a dry-sump wide-angle head D-Type engine and the quickest of all the HWM Jaguars. He was driving and we were doing about 90mph when all the bolts holding the centre section of the De Dion tube sheared so both rear wheels suddenly pointed inwards. Lots of tyre smoke and very scary, but no real harm done. Later, when I owned HWM 1, I couldn't understand why the De Dion tube was made in three sections bolted together when the one in HWM 1, a slightly earlier car, was made from one piece of tube.

Some years later, my great friend Martin Dean died, which was desperately sad. His son Charles had just left school and inherited various Bugattis which he intended to race. But I and Sir John Venables-Llewelyn, who had been at school with Martin and was another great Bugatti man, both suggested that he might be wise to learn a bit about racing on something a bit more expendable than a GP Bugatti. So I sold him my Healey – far too cheap, but his father had been so instrumental in getting me started that I was very pleased for him to take it on. Charles read engineering at Bristol and spent some money on sorting out the handling which he transformed and went well in the old nail. He was later very successful in his T51 Bugatti which he rebuilt with enormous attention to detail.

This all added up to probably the fastest T51 ever. I well remember driving the T51 on the road with Martin beside me. That car really did have some go, not just for a vintage car but any car. I also have fond memories of driving his T43 which was much more of a road car and of changing the rear axle on his T37 in the middle of the night before a race at Oulton Park and counting the numerous scratches from the endless split pins the following morning. More recently, the old Healey was for sale with one of the posh London classic car dealers and advertised as having a Le Mans history! True, but a bit rich, I thought. She was registered 319 AOV in case anyone comes across her, and I owned her for 18 years.

I was happy enough playing about with old racing cars – mine and other people's – and if I had a long-term plan, it was to go on having fun until I was forty and then marry a well-endowed blonde. However, I re-met Alannah, a girl that had made a great impression when we danced together all evening at a cousin's wedding seven years before. But I had broken a half-shaft on my clapped-out MG TA on the way to the party and my cousins were at pains to point out that she couldn't possibly be interested in a scruffy Herbert like me, so the scent rather went cold but was not forgotten. Then we met at another wedding and picked up just where we had left off. She had been in South Africa for 18 months and I was theoretically gainfully employed so we married in December 1974 – one of my better decisions. Whilst hardly a petrolhead, she did understand the buzz and has always been very supportive. She was still riding in point-to-points as well as hunting which I reckon is about as silly as racing old cars.

In October that year, Richard Bond wanted to sell HWM 1 so that he could buy a Lola T70. I had known Richard for some time as he raced Robert Cooper's cars and eventually we did a deal. I was terrified. A year and a half's salary on a car you couldn't even use to go shopping but I reckoned that if I missed this chance, I would never get another opportunity to own something in that league and I had a little money following the death of my grandfather. To start with, I found the car decidedly scary to drive fast and had no yardstick to measure how well I was doing so I entered the car in a sprint on an old airfield and asked Richard to drive it as well.

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At the end of the day, I was half a second slower but decidedly white and shaky. On Richard's advice I had taken a long fast corner with my foot hard down in top when previously I had probably done it in third.

Richard was a BRDC member with a lot of Le Mans experience and a very good driver but not a test driver. His answer to HWM 1's twitchy handling was simply to fit a smaller steering wheel. He also pointed out that he could drive like that for 24 hours which would have exhausted me. I refitted the original wheel which was not large. Richard Bond bought HWM 1 from Paul Gardner of diesel engine fame who had rebuilt the car and that is probably why the chassis was Gardner diesel engine grey. I gather he tried the car a couple of times and frightened himself which is why he sold it. I can see his point.

Having sold HWM 1 to me, Richard bought the Lola T70 and I did a few laps in the car at Silverstone. Not the sort of car you jump into and instantly go quickly and I didn't do enough laps to start getting confident but I was very pleased to have a go in a legendary Lola T70. I was used to cars with a lot more poke than grip but the brakes are what really take understanding. Years later, I was standing by the Armco on the pit rail at Zandvoort with similar cars coming past flat out about two feet away. I couldn't believe how late they could brake for the sharp right-hander at the end of the pit straight.

Phoenix Park

Not long after buying HWM 1 in October 1974, I entered a race at Phoenix Park, Dublin in August 1975 which I wrote up for *Thoroughbred & Classic Cars*. With his Ferrari's spluttering exhaust echoing off the houses, Colin Crabbe and I were led from the docks through Dublin city centre in pouring rain to scrutineering under an awning in the park. We then left the cars there under armed guard to reappear for practice the following morning. It rained steadily and I became very conscious of the trees and lamp posts lining the circuit but they were less intimidating than one of the barriers which consisted of a row of rubbish skips with five tons of rubble in each – possibly the ultimate deterrent.



HWM 1 : It was terrifying at first

The 2.6-mile circuit is a public road round the Dublin equivalent of Hyde Park and is only raced on once a year. The surface varies from fair to frightful and the width from 'three lane motorway' to 'garden path'. Chris Drake in his Lister Jaguar was fastest in practice at 68mph with Crabbe and Ham in another Lister very close behind. I only managed 61mph with bald back tyres and a strong sense of self-preservation brought on by the rain. However, Patrick Lindsay and Bill Morris were fastest in ERAs as they had practised in the dry. On Saturday evening, my wife and I were whisked off to a pub along with the race committee where I set out to discover if draught Guinness in Dublin really is a different drink from the rest of the world. It was good, but then so it is in London. We got back to our hotel at 1 a.m. where one unfortunate soul was woken at 5 a.m. by the night porter who asked if it was him who wanted the early call at 6 a.m.! On Sunday, we awoke to brilliant sunshine which no doubt helped to produce

a crowd of 100,000 but as it is a public park, they all get in for free. A completely different circuit in the dry. Crabbe had broken the diff on his Testa Rossa in practice but flew a mechanic out with the vital parts on Saturday night and was race-ready, which was a great effort. So many people there had never seen a Ferrari of any description before so you can imagine the impact one of the legendary Testa Rossas made. Ham, Drake and Crabbe were all credited with a fastest lap of 78mph whilst I only managed 69mph.

After the race, I peeled off the numbers, loaded the dustbin liners with our tooth-brushes and dry jeans and we set off for Gorey to stay with an uncle about 60 miles south of Dublin. Driving down the coast, on that fragrant summer's evening, was the first time I was able to really appreciate the HWM as a road car. Throughout the trip, we were embarrassed by the overwhelming hospitality and infectious enthusiasm. Certainly the best weekend's racing since Le Mans Cinquantenaire in '73 and even though I had to spend the night crossing back to Liverpool stretched out on the bar floor with my head in an ashtray, I hope we can go again.

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In September '76, we went back to race in Phoenix Park on the B&I ship *Leinster*. I had spotted the engineering

officer and asked if he would show a few of us round the engine room. He had noticed the cars being loaded and realised we were genuinely interested. On more recent ferry crossings, they tend to be very wary and consider everyone to be a potential terrorist, but while modern ships' engine rooms aren't generally interesting as there is nothing

to see, this one was fascinating. Four V18 diesels in a row each producing 2,800bhp and there was a proper machine shop down there with a lathe and a milling machine etc. The British contingent consisted of an Aston Martin GP car, two Lister Jaguars, a 450S and a 300S Maserati, two HWM Jaguars, two ERAs, a Monza Alfa and two Bugattis – so an impressive turnout but my clutch packed up after five laps in practice.

We had the gearbox out on the ground in 1¼ hours which wasn't bad but could find nothing wrong so reassembled it only for it to fail completely after half a lap in the race. A very helpful Irishman found another clutch somewhere in Dublin which he got cheap as it had been on the shelf for ages. He was the same man who had helped Colin Crabbe with his Testa Rossa diff the year before, and he and I were getting pretty good at gearbox removal and managed to fix the car so that we could drive up to Donegal where the uncle had moved to. He would not accept a penny for all his efforts. The following evening, we filled the passenger seat of the HWM with a large net and set off fishing. The journey back from Donegal was memorable for the non-stop torrential rain and we were both soaked through to our knickers. On arriving at the dock, poor pregnant Alannah got out, slammed the door and announced that she was never coming again. Happily, she has since changed her mind.

Having done a few races in HWM 1 and rather frightened myself, I felt that some experienced and famous drivers had driven the car and so it was up to me to learn to cope but I was beginning to conclude that I simply hadn't the ability to drive a proper racing car. I used to get a little nervous before a race and rather more so if it was wet. A couple of weeks earlier, my boss Mike Wetherill and I had left the office in Mayfair in our smart pinstripes and gone down to Mo Gomm's workshop, slipped into our boiler suits and changed the clutch in his Lola before appearing back in the office still looking smart but taking care to conceal the state of our hands. My working day often included searching about for parts for both our cars. We were both at Silverstone and he said he didn't know why

I was fussing about racing in the rain. 'It's just the same as the dry but you go a little slower,' he said and suggested that I did a few laps in his lovely Lola Mk I. Well, he was right ... for a Lola Mk I. A delightful and relatively easy car to drive. He did a few laps in HWM 1 and began to understand what I was talking about. The grip in the wet was not sufficient to make the suspension work properly. A few weeks later I was racing at Oulton Park and it was wet again. Over the years I had had many dices with my friend, Richard Pilkington, who was in his glorious ex-works DB3S Aston Martin – 63 EMU – and I could usually stay with him or sometimes even be in

front but in this race, he lapped me. I think it surprised him as much as me so we had a good poke about and concluded that my rear suspension was hardly moving and that the shockers had almost seized. I changed them which helped a bit but not enough.

Shortly after that, Michael Bowler asked if he could drive the car for a book he was writing entitled *Track Tests – Sports Cars*. It was a good thing that Silverstone was soaking wet that day and whilst he was polite but guarded in his comments, he said that if it wasn't for the very tractable engine, she would have been almost impossible in the wet and that she 'needed sorting', which was a relief – so it wasn't just me, then.

During a subsequent clubbie at Silverstone, I managed to spin on three consecutive laps on the same corner. I was firmly told by the Clerk of the Course that I was driving beyond my own capabilities and those of the car. I was now convinced that I should take up some other pursuit – like butterfly collecting. However, various older and wiser BRDC friends said that whilst they didn't want me to think I was any good, perhaps I really wasn't that bad and I should get the car looked at.



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The advice was to take her to Arthur Mallock of U2 fame. He, along with Colin Chapman, was one of the first people to really understand handling.

There is a lovely story of him being in Germany shortly after the war as he was involved in supervising some of the engineering aspects of reparations. He built a sort of Formula Junior car out of conduit tubing and anything else that was lying about. It looked dreadful, particularly when formed up on a grid beside exquisite things like Stanguellinis whose riveted oil tanks alone were works of art. However, when the race started, they didn't see which way he'd gone! I left HWM 1 with Arthur and eventually received a five-page report which took days to decipher. It wasn't that I couldn't understand it but he had the worst handwriting ever.

Amongst other things, he said that the position of the steering rack for bump steer was critical to 20 thou. He moved the one on HWM 1 three quarters of an inch. There were other things like giving the front suspension some negative camber and raising the front of the rear radius arms so that they were not parallel with the ground. In addition there were various jobs for me to do like relocating the battery. The end result was a transformation but I was not to experience it straightaway. His son Richard, an excellent test driver, was doing a few laps at Silverstone as a shakedown to see if they had got it right. After a while, he came into the pits and said that there was a strange vibration and that I had better take her out. I climbed in, fired her up and immediately switched off. I didn't know then that it was a broken crank but I knew it was serious even though there was plenty of oil pressure. The car had a tachometric rev counter with a tell-tale so I knew that Richard Mallock hadn't over revved. It wasn't his fault – just sod's law.

I took the engine to George Hodge who used to be Jaguar's senior engine development engineer and who built most of the works engines in the late '50s and '60s. He took one look at it and said it was one he had converted from 3.4 to 3.8 in the late fifties. I asked him how he knew but he just smiled and tapped the side of his nose. In those days he said that they simply took a new 3.8 block from stores and stamped the 3.4 engine number on it. This was not in any way cheating but was done to avoid having to re-do all the tedious carnet documents that

were required to race abroad. Years later, I was frequently told that to be original, HWM 1 should be a 3.4. Having had a 3.8 engine fitted within three years of her being built, I regarded this as nonsense and always ran as a 3.8 but on one occasion, I remember being listed as 3.4 in the race programme. The organisers knew very well that I refused to change a pukka original D-Type block for some 3.4 block out of a scrap yard in the spurious name of 'originality'.

You don't take an engine to someone like George Hodge and tell him what to do. He tells you what you are getting and you tug your forelock and say 'Thank you very much, Sir'. He appreciated that I was 'shoestring' racing and he said he would build me a long-distance Le Mans spec. engine that would last me 10 years if I changed the oil and didn't over-rev it. Compared with some of the sprint screamers that were revving to 7000rpm, my engine was down on power but I wasn't having to strip it twice a season. As engine rebuilds go, it was not expensive and I had that lovely feeling that it would be right and done by 'The Man'. I queried the rejected bits like the beautiful polished-all-over D-Type con rods which I later used in an engine I built for my single-seater HWM. He just said they were at least 30 years old so metal fatigued and he wouldn't use them. I am sure he was right as the beautiful polished D crank had snapped off the rear journal purely through fatigue. It has made a very nice, if expensive, paperweight on my desk for many years.

HWM 1 was now a different car to drive. My lap times were only slightly improved but I could achieve them without terrifying myself. Her handling was fairly neutral with a little oversteer which I prefer in a racing car but not in a road car. Hanging the tail out was easily caught and she responded well to being steered on the throttle. I even started to enjoy the wet as it took away some of the advantage that the cars with screamer sprint engines had. Some time later, Willie Green drove the car and said 'She's a bit flat at the top end but don't change a thing, not even the tyre pressures. She handles beautifully.' I have always had a great regard for Willie's opinion and much valued his feedback. Having driven a D-Type with a wide-angle head, I could well understand Willie feeling she was a little flat at the top end. The one aspect of HWM 1's performance that I felt I never really got right was her brakes. She had huge 13-inch Alfin drums with twin leading shoes all round and two master cylinders with a balance bar.

It ain't all bad : Continued from Page 42

They should have been much better than they were. The owner of XPE 2, arguably the sister car to HWM 1, said he was fed up with being out-braked by the D-Types and he had discs fitted. I pointed out that the D-Types out-braked everything in period and that no HWM was ever fitted with discs and so I thought it was a pity to make XPE 2 unoriginal.

The other aspect of HWM 1's brakes were the large holes in the face of the drums which were there to let hot air out but were equally adept at letting cold water in. This meant that a lot of gentle left-foot braking was required on wet motorways and also on the warming-up lap before a race. In alloy drums with steel linings, the two metals expand at different rates and if you hit cold brakes hard, there is a real danger of cracking the steel lining. I was acutely aware that there were no more drums available and that if I damaged one, having new ones made would be astronomical. I should probably have used the brakes harder than I did but the concept of shoestring racing held me back. The other aspect of twin leading shoes is that you have virtually no brakes at all in reverse. Something to be borne in mind when rolling off a trailer!

While all the car activities were going on, I had bought a redundant corner shop in Wandsworth between the gas works and the prison. It was in a frightful mess but it had a garage of sorts attached so that you could almost sit on the loo, fry an egg with one hand and change a plug with the other. The trailer was easily parked in the street along with the company Rover. When I gained possession, there were a great many tins of food where the labels had rotted off. I was too mean to throw them all away so tried a few but after spending about a week on the bog, I dumped the rest. After a lot of work, we moved in in September 1974. It turned into quite a nice little first house with two bedrooms and a decent sitting room but above all the garage. The locals were so much more friendly than those in Hans Place but if you went out in the dark, there was no one to be seen.

One morning in the office, I answered the phone to Robert Cooper who asked what I was doing that afternoon. 'Well, you know, bullshitting, moving papers about and trying to look important,' I replied. 'So in that case you could pick up my GT40 and drive it down to Swindon, couldn't you?' he said. Robert had me insured to drive all his cars because it was sometimes useful to have someone to ferry them about and, after all, I had no objection. His GT40 was the ex-Herbert von Karajan Mk III so it was left-hand-drive with a centre gear-change and he had had it in some expert workshop trying to see if they could put a bubble in the roof. Robert was very tall but they couldn't accommodate him so the car had to be returned. Needless to say, I had never driven a GT40 before and a busy Park Lane/Hyde Park Corner wasn't the ideal place to start. Visibility forwards was pretty good but otherwise terrible and every Cortina-driving hooligan wanted to have a go. I drove out of London very gingerly being only too aware of my responsibility, but when I got onto the M4, there was a clear stretch and I could turn the wick up. Sensational and at that speed, the M4 has some proper corners.

On another occasion I had to pick up Robert's ex-works Aston Martin DB4 GT – 18 TVX – I remember settling into the comfortable cabin and wondering where the radio was – then I started it up. This car was night and day different from a standard DB4. Six inches shorter, over 300bhp with a 12-plug head, triple twin-choke Webers and no sound deadening. A real gentleman's racer which I loved driving.

Things in the proper world were getting difficult in 1975 and the office had moved from Mayfair to Notting Hill to cut costs. We were within the strict budget imposed by the bank. However, one Friday at 4pm I had a job but by 5pm I was unemployed. The bank had pulled the plug. The highly successful self-made man that owned the company apparently owed £17m by Monday morning – a lot of money now but 45 years ago.... This was the '75 property crash and so two months after I was married, I was on the dole where I stayed for six months. No redundancy money so I just took my company Rover and walked away. I stayed in touch with Mike Wetherill who was a really great guy both as a friend and a boss but tragically the big C got him. I was deeply sad. Luckily my new wife was gainfully employed and I thought I might get used to being a kept man. But I didn't.

Kirk Rylands

To Be Continued Next Month with Part 3 When Kirk has a daughter and buys an E Type...

Many thanks to The VSCC & The Bulletin

Riponian Stages

11th February

Paul Commons Motorsport

Valentines day and Pancake day, stalwart February traditions which have in recent years been joined by the British Historic Rally Championship commencing with the Thirsk based Riponian Stages Rally; a quite different North Yorkshire based event having taken full advantage of the relatively recent relaxation of the road closure laws.

Similar to previous editions two loops of three stages would face the 105 starting crews, with the recently created Wass Moor (through the joining of Wass, College Moor and Pry Rigg) first up, followed by Cropton, which included a little used section at the start, and a new route through Gale Rigg.

A tricky route at the best of times, snowfall in the run up to the event, followed by rain and a torrential downpour overnight had left the stages very slippery with what can only be described as lakes and rivers in some parts! Not that this will have phased pre-event favourites George Lepley and Dale Bowen in their Jason Lepley Motorsport prepared Galant VR4 who had 4wd at their disposal.

I'm not sure too many would have predicted Daniel Mennell and Richard Wise aboard their MK2 Escort topping the time sheets after stage 1 then? However any thought of an upset was off the table on the very next stage as an off in Cropton undid all of their early good work. A real shame but their pace remained strong over the remainder of the event, setting a 2nd and two 3rd fastest stage times which suggests they could be right in the mix over the course of the season.

Committing to the whole BHRC in 2024 (although not eligible for overall championship honours), Lepley and Bowen were fully into their stride by stage 2 however and cemented their position at the top of the time sheets by stopping the clock 9 seconds quicker than anyone else in stage 3 (Gale Rigg) to hold a 20 second lead by the time the cars reached the Wombledon service halt.

Two more stage wins in the afternoon before a steadier run through the Gale Rigg finale would see the Nottinghamshire man claim a second career BHRC victory. He and Bowen may well have had more modern machinery and all wheel drive at their disposal but their pace on the day would have seen them finish 5th overall in the Interclub event, behind only the leading R5 / Rally 2 crews!

Behind, the performance of Matthew Robinson and Sam Collis to claim maximum championship points as top 2WD crew home, was maybe just as impressive.



Continued on Page 45

Riponian Stages : Continued from Page 44

In very challenging conditions the MK2 Escort duo held off a strong charge from Adrian Hetherington and Ronan O'Neill to claim Category 3 honours, just 37 seconds behind the aforementioned historic winners and topping off a great drive by setting fastest historic time on the final run through Gale Rigg.

Hetherington had managed to keep the rapid Yorkshireman in sight for most of the day and had brought the gap down to just nine seconds after a sublime afternoon run through Cropton but Robinson's final stage heroics would leave Hetherington and O'Neill having to settle for a very well deserved final step of the historic podium.

2021 BHRC champs Ben Friend and Clifly Simmons were back for 2024 after concentrating on the BTRDA championship in recent years and were right in the mix for the podium positions throughout. Hetherington just had the edge in the Yorkshire forests however, but 3rd in category would represent a great start to their championship season.

2023 championship runners up, Nick Elliott and Dave Price had hoped to be fighting for victory in their RSD prepared 131 having worked with Matt Edwards on setup pre-event. The Riponian proved more difficult than expected however with the recently re-liveried Fiat seeming to struggle in the testing conditions especially on the faster Cropton and Gale Rigg tests culminating in the Cheltenham duo ending the day in 5th.

In category 2, Josh Carr and Osian Owen picked up where they off in 2023 as the reigning category 2 champs defeated their BDG powered counterparts to take maximum category points on the Riponian for a second year running with an excellent 13th overall in the historic event.

After a few morning struggles Jeremy Easson and Mike Reynolds were actually quickest in category over the afternoon loop aboard their MK1 Escort, setting 12th fastest time on stage 6 to top off a strong drive which saw them finish the day in 15th.

Meanwhile Tim Pearcey, with Steve Pugh alongside, was able to increase his pace over the afternoon stages as he got to grips with his new MK1 Escort, leapfrogging Terry Cree and Richard Shores' BMW in the process to claim the final step on the category podium.

Elsewhere class wins would go the way of Ben Jemison / Dave Jackson with an excellent 10th in their Vauxhall Chevette (D4), Steve Magson / Steve Bielby (H2) with 16th, Mike Reed / John Millington (D3) with 18th and Matt Bown / Tom Murphy (C1 / C2) in 29th.

Having recently announced his participation in the British Rally Championship for 2024, Elliot Payne, with Patrick Walsh alongside, set a blistering pace in the Interclub event to claim victory by a whopping 50 seconds aboard his Rally 2 Fiesta. Alistair Ginley / Craig Thorley (Ford Fiesta) and Stephen Petch / Michael Wilkinson (Skoda Fabia) would round out the podium positions. Meanwhile Sam and Olly Lucking would claim historic honours (Ford Escort MK2) with 13th whilst Jack Mathewson and Miles Cartwright (Ford Escort MK2) and class H1 winners Stuart and Linda Cariss (Ford Escort MK1) would complete the historic top 3.

Having personally avoided the Wass Moor stage for the last couple of years a return to the more Western of the stages for 2024 proved to be a wise decision. The leading crews over the junction 4 crest were mighty impressive and the amount of water at the recently felled junction 5 made for an interesting spectacle also. Enough to whet the appetite for the 2nd round of the season, Rally North Wales in just over 1 months time where hopefully a few more historic competitors will be tempted into a run out.

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 MKII, backed up by a Canon 7d, and combined with a range of 'L Series' lenses.



Product

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

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Riponian Stages

11th February

Miles Cartwright

Jack Mathewson and myself had prepared all week for the rally, and were all set for Saturday. An uneventful scrutineering, although the weather was wet, same forecast for Sunday!

This was only the second rally Jack has done, Malton was also wet, but the plan at the moment is to gain seat time and gain experience and enjoy ourselves.

In the run out to SS1 Wass we were delayed at the bottom of Sutton Bank as a car transporter had got stuck and had to reverse down, but as the road sections had plenty of time we arrived in plenty of time.

The stage was treacherous, grip in certain places, none in others, got very sideways on a slippery 3 right which caught a few people out, but Jack gathered it all up and we got to the end of the stage.

Cropton and Gale Rigg followed and completed without any dramas although we had plenty of sideways moments through the stage although a half spin on a hairpin right didn't cost us too much.

A relaxed run back to service and regroup saw a pair of new tyres on the back and a slight suspension problem found which was not too serious, but was ok for us to continue as we were.

Afternoon stages were a repeat of the morning stages, but we quickly found that where we had grip in the morning was now gone, but there in places where we had none in the morning.

Wass 2 was going well, but we were still driving steadily, a finish was what we wanted and we purposely were not checking how others around us were doing.

However, approaching junction 21, there is a 400 straight into a 3 right uphill. Although we approached at a similar pace as the morning, the grip we'd had earlier had gone and we arrived a little quickly and we had an off which ended up with us getting stuck. Lost nearly over a minute getting out and collected a puncture for our troubles. Got out of the stage to change the wheel but the car fell off the jack while we were changing the wheel. There was no way we could lift the car, but Mike Reed came to the rescue as he stopped and lent us his jack and codriver to help. As we were preparing to call the service crew to come and get us that saved us and we were able to continue.

A brisk run to Cropton saw us arrive in time, so we backed off a little, our time a little slower than the morning, but we still topped out at 101 down the long straight down to Spiers!

Final stage was Gale Rigg where although we once again drove steadily, we were 6,seconds quicker than the morning, and then a run back to the finish in Thirsk.

A great result saw us 16th overall and second in class plus our first points on the board in the Northern Historic Championship.

To say this is only Jack's second rally he drives amazingly quick, but we have quickly gelled as a team, and there's certainly a lot more to come from him. His maturity in the car, and the way he approaches every event is amazing and I think in the coming years he'll definitely be up there with the quickest boys.

Onward to the Malcolm Wilson now and hopefully we'll have a dry event.

Miles Cartwright : Photo credits to Graham Clark and TYRMP.



York MC

January Clubday Autotest

21st January

Ray Jude : York MC



The first Clubday morning of 2024 was held on Acaster Airfield on 21st January. It wasn't the only event in the area, roads around the airfield were also host to the Brass Monkey half marathon so the race marshals (one had been involved in rallying in the past) and a medic got a

good view of test site one from their station next to the access road. A good entry of 20 clubday competitors gave up the chance to do the half marathon, preferring to skid about, rather than run about.

Ashley Oliver Scott was a first time organiser, drawing up some good long tests on the challenging surface.

Craig Dykes took the overall win with one fastest test time, his powerful rear wheel drive special struggling to find grip.

Ian Young set seven fastest test times by quite a margin but uncharacteristically picked up two wrong tests, so despite the super quick times he couldn't quite overcome the penalty of the wrong tests. He piloted his mini special very neatly to win the B a N by a BIG margin, over 6 seconds.

Andy Brown headed the MX5 armada winning class 3 and taking fastest time on test 1.

Pete and Sarah Clegg were just 10 seconds back in 4th Overall and winning class 6, in their multipurpose corsa, one of many to fall victim to passing the wrong side of a marker pole on test site 3.

Neil Raven was next up overall in the team Raven MX5, Alastair Brown, also MX5 mounted, was 2 seconds overall behind. The two team owners sharing notes on the pressures of keeping their arrive and drive team members happy!

Mx5 Armada Admiral Wrigglesworth was just another 2 seconds back overall with Lieutenant commander Leanne alongside, 2nd in class 6.

Elliot Raven was 8th Overall in the team Raven Mx5.

Next up overall, 3rd in Class 6 was David Blaney with passenger Emma Kemp alongside in the Micra were also victims of a marker pole on test site 3.

Robert Short was yet another to fall victim to the infamous marker pole on test site 3, no doubt he knew he'd gone wrong straight away in his top down MX5 as Kirsty S was marshalling and shouted out the penalty.

Team Ross, Gary with Mandy alongside were 11th Overall in their road going Saxo 1.1

Joseph Grayson/Patrick Thorpe seemed determined to do some big skids in their Yaris and didn't fall victim to a wrong test on test site 3.

Alan and Lucy Varley were getting to grips with their shared MG TF, Alan appearing to be a lot less careful about running into rubble heaps after Lucy had christened the car on one.

Colin Castle wasn't the only one to get a hatrick of wrong tests on Test site 3, but did OK on the other tests to be 14th Overall.

Stephen Draper was next up overall in his much refurbished BMW Mini, taking maximum class points in class 2.

Peter Ferguson/Alfie Kemp had only just got their Clio up and running after a clubday debut in a borrowed Micra, they had driven a long way to take part and were happy to be able to drive home.

Neil Raven had chosen Claire as the lucky test driver for the recently acquired class 1 Mini 998, proudly claiming she wouldn't drive it as hard as he would so it wasn't likely to wilt under the strain in more gentle hands. A hatrick of wrong tests on test site three showed that there was a problem with the steering!! More testing required??

Laurence Farrell struggled a bit with a lack of an LSD in his MX5

Sam Jaggard had some brake problems with his 106, he needs to get his AXe ready to go.....a problem he is not alone with.

Thanks to organiser Ashley Oliver Scott along with the Marshals and the landowners. There are loads of Video clips shot by DJ Barry, on Youtube , search YMCJAN2024

Ray Jude : York MC

York MC

February Clubday Autotest

18th February

Neil Raven : Ilkley & DMC

Brilliant day in the sun and mud at the York autotest. A brilliant full entry of 25 competitors with several new members taking their first dip in to the slippery world of autotesting.

Ray Jude had set up three great tests which made the most of the excellent Tholthorpe site. Mother Nature had sprinkled it with gallons of water then let the sun play out while we did. The group starting at test 2 had two first timers nervously waiting their go. Paulina Bolcun, in her wonderful Mk1 MX5, had a clean first run then started seeing how the car moved around in the very slippery test. She improved through the day and managed to keep the car relatively clean. Unlike her partner, Joe Allenby, had a bit of a shower at the end of the day courtesy of the rear end on my MX5. Sorry Joe, I hope Paulina let you in her car to get home

Ben Toomey was giving his Peugeot 107 a workout and found out just how ineffective the ABS was on mud covered, smooth concrete as he sailed past the stop astride line at the end Marshal, Stephen Lancaster, advised Ben should stop astride the line but poor old Ben was pressing the brake pedal as hard as he could. It to be seen to be believed, the brakes just didn't brake! His only option was as to pull the handbrake on to stop which got him through the rest of the day.

Joseph Mosey was under the watchful eye of dad, David Mosey, as he attempted his first reverse manoeuvre ever! The 16 year old had never put a car in reverse but popped his reversing cherry and continued to do the three runs in style

Sue Sutcliffe was recovering from a lack of sleep the night before, she was that nervous about attempting her first York clubday autotest I think she would have quite happily gone home rather than do her first run but once on the test she swapped the frown for loads of laughs and smiles. She had Claire Nevar sitting next to her to guide her round and give her some top tips and Sue returned the favour by pointing Mrs Rave in the right direction in the Ginger Minge. They were both laughing their heads off and loving every handbrake turn and wheel spin.

Test site 1 had a superb happy ending with a large puddle on the entry to the last cone leading to the finish. Gaz Wriggo has parked his shiny MX5 in the firing line of the rooster tails produced by my MX5. While he was busy chatting away, I was busy covering his car like a plasterers radio Leanne Jackson was in the car but had her window up so was protected from the MX5 offering of mud and water It's very childish but great fun

Loads of laughs and happy faces as everyone pushed themselves to beat their previous run. A great turnout of marshals completed the day, thank you all for giving up your Sunday morning for us Jazzy Baz was on hand to record our attempts at controlling our machines, the results of which will be up on YouTube for all to see A big thank you to Ray for organising and his wife, Angela, who was marshaling; they were going out for a meal after the event and probably took a plastic bag to sit on after getting the odd mud splatter from enthusiastic drivers Mrs Rave and I took the scenic route home over the recently finished Aldwick toll bridge over the river Ouse. 40p is a bargain for the time it saves and it's looking fab

Another great York event with a very relaxed atmosphere and tests to challenge all levels The next round is scheduled for the 10th March, details will be on the York Facebook page York Motor Club Ltd if you fancy getting involved.

Neil Raven : Ilkley & DMC



Caernarvonshire & Anglesey MC Cupid's Navigation Run

8th February

Cupid's Navigation Run was organised by Sion & Lee Matthews. Following a severe weather forecast warning for snow across North Wales for the evening of our Navigation Run it was decided to head for the lowland area on Anglesey, rather than the mountains across the Menai Strait. A switch to Map 114 for a 30-mile route around the northeast of the Island. As it transpired, we were treated to just drizzle, whilst the white stuff fell on the mainland. A full entry of twelve crews met in the David Hughes Sports Hall, Menai Bridge, with a varied assortment of chariots, from pick-ups to SUVs, cars to vans. Once crews had signed-on and paid the £10 entry fee they were issued with a route card of just twenty map references to define the route, and there weren't even any not as map triangles this time. Sounded straight-forward.

The symbols started on the Pentraeth run, although some of the crews made the mistake of recording the first one they saw, which was an "F" placed 50 metres before the old railway bridge; the bridge being the starting point, so was a dud, meaning minus one point before they had even begun. There was a clue that it was a dud, as the next three code boards were "O", "O" and "L". For some, just finding the slot onto Pentraeth run in the village itself was tricky enough and cost some time retracing steps. The first semi tricky bit was in Talwrn, where a mixture of wrong-plotting of approaches, or just wrong-slotting, had a few crews miss three symbols on one road, whilst Geraint / Cameron in the Swift, and Mike / Cai in the Combo Van both missed out Talwrn completely and rejoined at the next village, Benllech.

Here, Sion's route had crews entering Benllech from the back road, and turning right into the first housing estate, then looping back around at the not-as-map junction on the main road and ending almost back where they started.

David / Bethan fell foul of this tricky to navigate bit, and the following 'white' by the Church near Moelfre, missing out many symbols. Next came a new road to everyone, the residential roads in Moelfre, including a "shortest route" tricky to find slot in the middle. Many crews missed the symbols there.

This was as far north as we would travel, the return leg starting by going over the top of Bodafon Mountain. From here on the route was all back-roads, so apart from the odd sneakily placed gateway symbol the going was much easier, all the way down to Ceint where the finish reference was.

But there was a sting in the tail, as the final yellow to the finish venue, inside the Holland Arms Hotel, was now not in the "Symbol Section", meaning the final two symbols were duds. More deductions. Everyone arrived within their 3-hour allowance, and provisional results were announced, and awards presented to the winners.



Cupid's Navigation Run : Continued from page 49

Results were based on five dud symbols (some crews recorded them all) and 95 correct ones. This would later be reduced to a maximum possible score of 93 points, as it appeared on collecting the symbols an hour after the last car, one symbol had fallen over, and another had gone missing. Some of the early runners had recorded these, but others running perhaps 45 minutes later had not. Only fair to scrub those two for everyone.



Dion and Cory continue their dominance of the Nav Runs, recording all of the correct symbols from the elevated position in their Transit Custom van, but could not claim that maximum score, as they recorded a B-road dud in Marianglas, ending on 92 points, from a possible 93. Well Done.

Duncan challenged for the win by navigating for his daughter, Kay. They missed two gateway sneaky symbols early on, one semi behind a telegraph pole near Llanbergoch, and another on the Llanallgo church 'white'. 91pts.

At the half-way point it was Yvonne & John who were actually leading, having recorded every symbol. But they speeded up bit in the second half to reach the finish on time, and so missed four gateway symbols, ending in third position on 89 points in the K11 Micra.

Emrys and Aron in the L200 pickup also missed four sneaky symbols, although different ones near the start, but unfortunately for them they didn't miss the very first one, so recorded that dud "F". 88 points.

In fifth position, Jill and Paul in the Qashqai were the last crew to follow the intended route correctly, just missing the odd gateway code board and writing a symbol incorrectly on their sheet. 88.5 points.

Iwan and Gabi had Catherine for company in the Isuzu Dmax pickup, on their way to sixth position. Maybe the extra pair of eyes helping to spot almost all the symbols. Their only transgression was going the wrong way out of Marianglas, missing the four symbols on the avoided route. 85 points.

Lee T and Sion P took their Peugeot RCZ the wrong way in Talwrn, and also in Moelfre housing estate, but otherwise did very well. 85 points took them to seventh place.

Dylan and Tomos missed the Llanallgo church white, and also went the wrong way around the Marianglas triangles. They missed a few gateway symbols, and also recorded that "F". Eighth place for the Ford Ranger with 80 points.

Kyle and Jacob were another crew to get caught out at the three tricky bits of the route, Talwrn, Benllech and Moelfre villages, but did well down the backroads in the Fiesta to score 74 points in ninth place. Could have been 79 points, but they recorded all five dud symbols.

This was a very good event, and other C&A members and friends joined us at the finish to make a very enjoyable end to the night inside the Holland Arms Hotel. Had the feeling of a club Natter & Noggin of the past. Well done Sion.

Thanks to the excellent start venue, and the welcoming finish pub and all that attended. Very many thanks to Sion Matthews, Lee Matthews and Endaf Davies for organising another brilliant Navigation Run.

The next Navigation Run is on March 7th on Map 115, starting again at David Hughes Sports Hall, Menai Bridge at 7pm. See [March Hare Navigation Run](#)

RESULTS

1. Dion Rowlands/Cory Thomas; Ford Transit Custom – 92 points
 2. Kay Littler/Duncan Littler; VW Golf – 91
 3. Yvonne Matthews/John Evans; Nissan Micra - 89
 4. Emyr Owen/ Aron Jones; - Mitsubishi L200 - 88
 5. Jill Clarke/Paul Clarke; Nissan Qashqai – 87.5
 6. Iwan Evans/Gabi Tsantanis/Catherine Thomas; Isuzu D-Max - 85.1
 7. Lee Threadgold/Sion Jones; Peugeot RCZ - 85
 8. Dylan Parry/Tomos Parry; Ford Ranger - 80
 9. Kyle Jones/Jacob Bolton; Ford Fiesta - 74
 10. Geraint Jones/Cameron Hazelgrove; Suzuki Swift - 68
 11. Mike Thomas/Cai Walters; Combo - 65
 12. David Hanks/Bethan Jones; Skoda – 64.5
- Maximum possible score - 93 points.

Boundless by CSMA Lymm Autosolo, PCA and Autotest

February 25th

Lee Matthews : Caernarvonshire & Anglesey MC

What a fun and well organised event this was yesterday at Lymm Services, which is where the M56 meets the M6, just an hour and a half from my home on the Isle of Anglesey.

The event had three categories, an All-forwards Autosolo for road-legal cars and a PCA where they can add a passenger, and then an Autotest which included reverse manoeuvres. I entered the Autotest section in our Fiesta Mk6 1250cc, which apart from an additional hydraulic hand-brake the car is pretty much standard. Disappointingly, I was the only entry. Nevertheless, the alterations from the all-forward routes to introducing my reverse sections were excellent.

The tests flowed well, plenty of room to cock-it-up, and never had to use 2nd gear anywhere, although I was on the limiter for a couple of seconds at one point (going through the last yellow gate and then braking into the green). You can see the diagram alterations for me highlighted in yellow, meaning 4 reverse-through lines on site 1, and a tight turn around a cone and one reverse-through line of Site 2. It took me the first round to get used to the car, so flattened one cone whilst reversing and drove over the base of another with the rear wheel when I pulled the wrong hand-brake lever.

I got my act together then and tried all sorts of different lines and positioning throughout the day, but my times remained within a second of each other. It was a great day, and more importantly it was fun, and I must have appeared a hooligan to the rest, with vigorous use of the handbrake when forwards, and was described as a get-away driver for my reverse flicks. It was great to chat to so many friends of old, and now some new ones too. Where were the rest of you? Next event is in eight weeks time. Entries are now open.

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Lymm PCA, AutoSolo & Autotest

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Enough of me: The Autosolo had 37 entries, the PCA had 3. The two test sites were text-book, all-forwards and open in design, where the handbrake is not required. This encourages standard road cars to compete, such as John Norths 1.2 VW Polo automatic, a new Focus ST and many other makes and models, including Fiesta's, MGF, Citroen C1, Yaris and even a Morgan. Micra K11's and Mazda MX5's seem to be a popular choice, but as with any sport, those vying for the top spots have made tweaks to their machinery, giving that slight advantage. Alec Tunbridge used his Caterham to win the Autosolo, "by a week" according to second placed driver Neil Jones (MX5), although it was actually 21.6 seconds, with a final tally of 687.0 seconds. Some 52 seconds back from Neil was 3rd placed driver Howard Morris, with Colin Moreton in touching distance, both drivers in MX5's. Scott MacMahon was 5th, and highest placed of the FWD cars in a Nissan Micra, with Phil Clegg 6th in a very unusual and modified Smart Car. Of the three PCA crews Ben & Andrew Briggs took the win in a Nissan Micra, whilst Ben & Paul Tyrrell used their MX5 to end just 8.5 seconds away, in 2nd spot. Rounding out the three crews was Milo Unwin in another Micra

Lee Matthews : Caernarvonshire & Anglesey MC



Photos Courtesy of Colin Morten

Ilkley & DMC

February Scatter

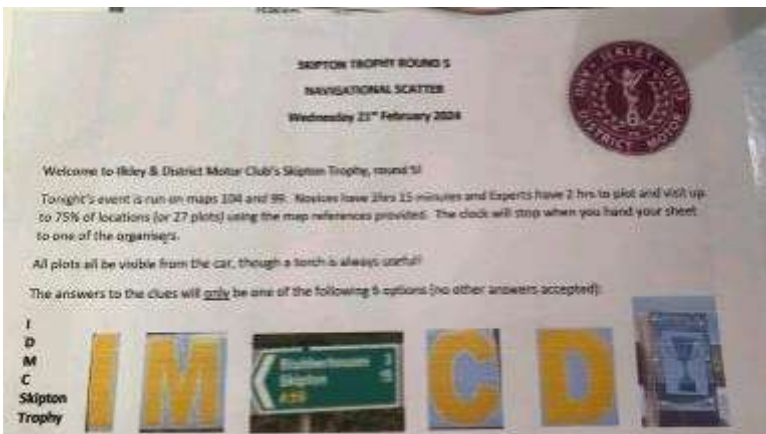
20th February

Claire Nevar : Ilkley & DMC

A great scatter was arranged by Peter Clegg and Sarah Clegg yesterday evening, starting and finishing at the Nelson Inn near Hampstwaite. A novel idea of stickers on signage for the clues. It was either an I, D, M, C, the word Skipton or a trophy on the plot. With Kex Gill still closed there was some head scratching going on at to which plots to go and and find. Do you scoop down to Asquith to Ilkley and then up to Pateley Bridge or do you just go for the north of the A59. There was lots of surface water about to add to the fun. It was an “endurance shakedown” for the Ginger Minge as she had been out on autotesting with me a couple of times and had drastically improved in her performance from that blind ebay purchase she was. The new bulbs in the headlights recommended by Peter Scott which didnt drain the alternator gave a bright beam Theres still a nauseating smell of fuel at times which Adam Roper had found to be from a breather from the fuel tank in the boot. There is also a lack of “office” no dashboard, pockets etc for the nav to put things to free up hands. It was a good event to learn how to make her fit for purpose. Resultswise for Neil Raven and Mrs Rave was poor, but that was OK it was not the main objective for us.

A fabulous result by Henry Carr and Andy Ace Harrison getting all but I believe 2 clues I dont think that Pete could believe by the look on his face! Well done chaps and great to see other members of the club coming out for a social drink afterwards

Claire Nevar : Ilkley & DMC



Crashed my bike into a lamppost today.
I'm ok though, just had light injuries

My room mates are concerned that I'm using their kitchen utensils, but that's a
whisk I'm willing to take.

MG Car Club (Ulster)

Derek Walker Trial

17th February

Stuart Bankier : Berwick & DMC

I was very pleased to be asked back by David Cochrane to navigate on the Derek Walker Trial organised by the MG Car Club (Ulster Centre) in February. Based at Kilraghts Presbyterian Church near Ballymoney the event had 18 tests at ten different venues and had attracted an entry of nearly 50 cars from as far afield as Dublin.

Events of this type in NI attract a very competitive entry and for this particular event, whilst modern cars were permitted, the premier trophy would go to highest placed crew in a classic car. A classic car in Northern Ireland seems to have a fairly wide interpretation and David's car was one of a number of modified Midgets running in Class 5 with a variety of engines: Ford duratec, Ford crossflow, Toyota and K series in both 1400 and 1800 guises. David's Dad, Noel, was running a conventional A series engine in his Class 4 Midget and there was plenty of variety with a number of Minis, MGB GTs, two Wolseley Hornets, a Ford Anglia and even a VW Beach Buggy. The modern class entry was swamped with Mazda MX5s but the Toyota Starlets and Yaris's were to dominate the modern class.

To reduce queues at tests the entry was split into two with the even numbered cars following one road book and the odd numbered cars a second. Complicated for the organisers but it seemed to work well for the competitors and we never really experienced a delay at a test start all day. Some of the shorter tests you were allowed to walk but the longer farm steadings ones were blind which was to prove a challenge, for us at least.

Unfortunately for the marshals as the first cars left the start the heavens opened although it seemed a bit of a lottery and some tests were damp whereas others looked like a monsoon had just swept over. My daughter, Siobhan, was marshalling on one of the latter tests and got very wet. Most of the NI events use a great bit of software called Stop Astride which accommodates the entry form, regulations, final instructions and results. At each test the marshals use a tablet to upload the results as each car completes the test and if, as in Siobhan's case, the tablet didn't get a great signal then you can try using your phone. All the competitors have visibility of the results as soon as the times are input.

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Ulster Centre



1600 cc Beach Buggy of Chris "Pacenotes" Patterson and Allan Harryman



**Noel Cochrane's trophy winning Midget – look at the sign behind it !
(photo of the sign is on the next page !)**

Derek Walker Trial

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We got off to a good start on the first test just 0.3 of a second behind the leading Starlet of Meeke/ Lyons but David's Dad, Noel with John Golden navigating, got the same time as us. The second test proved to be our nemesis as it was the first blind test in a labyrinth of farm buildings and we had to stop twice to get our bearings which did our time no good at all and "Dad" took over 20 seconds from us. After that we played nip and tuck all day with the other quick crews trading seconds with the eventual class leaders Tim and Jeremy Tomalin who were very quick and neat all day in their 1400cc K series Midget. The speed these guys go at on the tests is unbelievable, they have very well set up cars and are so precise with their driving, clinically so really analysing the way they tackle every cone looking to make up tenths of seconds. They also try and memorise the tests and really they need to do that as from a navigator's perspective it all becomes a bit of a blurr ! It would be very interesting if some of these crews came across and did a few northern targa and historic events. I think they would give our regular crews a hard time.

It was a great day out with some very friendly competitors who were full of the craic and happy to talk about their cars. At the end of the day we wound up fourth historic and tenth overall on times. The Derek Walker Memorial Trophy for fastest classic went to Noel Cochrane and John Golden which was very appropriate as Noel has organised the event for the last 20 + years. Noel was particularly pleased as he has just finished a comprehensive rebuild of the Midget and this was its shakedown event. Let's hope he brings it across to the mainland for one or two events this year.



Norman Ferguson/John Nicol Mini Cooper S
Samuel Baird/Eric Martin Wolseley Hornet

Stuart Bankier : Berwick & DMC

Overall Results			
Position	Driver	Car	Total
1	Richard Meeke Alex Lyons	Toyota Starlet Class 9	770.4 -
2	Eamonn Byrne Zoe Byrne	Toyota Yaris Class 9	772.1 +1.7s
3	Lawrence Baird Natalie Baird	Mazda Mx5 Class 9	796.6 +24.5s
4	Robert Robinson Zara Robinson	Toyota Yaris Class 9	809.5 +12.9s
5	Noel Cochrane John F Golden	Mg Midget Class 4	812.5 +3s

Automobile Club de Monaco

Monte Carlo Historique Rally

January 31st to 7th February

Neil Raven : Ilkley & DMC

Monte Carlo or Bust

Day 1

Strap in folks, the Raves are off on another adventure! This time we are servicing for Paul Mankin and Peter Scott as they take on the Monte Carlo Historique rally. That's right, actual spanner throwing for a Porsche 914

We've got the gimp suits, buzz gun and Google translate, let's go!

First Stop Manchester Airport for a Ryanscare flight to somewhere near Milan followed by a bus journey to the city itself, then a 20 min walk to the digs. This is what the rest of the week has install for us:

Thursday 1/2/2024 - scrutineering and start from Milan for Paul and Peter, we then follow them over two days down to Monte Carlo.

Friday arrive in Monte Carlo

Saturday actual start in Monaco and four regularities up to Valence

Sunday four regularities to the West of Valence

Monday four regularities to the East of Valence

Tuesday four regularities back down to Monaco then that evening sees the last two regularities up and then back down the iconic Col De Turini, finishing in the early hours of Wednesday morning.

Our role is to follow the rally car and change tyres, parts and keep it fueled up, as well as keeping the crew fed and watered for the duration. It's a very new role for us but with Claire Nevar on the maps and a new socket set to hand we should be fine

The forecast is for very little snow and some sunshine. Hopefully I'll get a few swims in, perhaps a few laps of Monaco harbour For now it's bedtime in Milan. Bon nuit.

Day 2 MCHR

(Abbreviation because I keep spelling Historique wrong)

Today was focused on getting through scrutineering which meant putting all the stickers on! But before Claire Nevar and I could help we had a mission, to find and purchase a scissor car jack, 'cric' in Italian, which was straight forward but the second part turned out to be much more difficult. Where in the fashion capital of Europe do you find self adhesive clear plastic? If anyone knows please let us as we had to settle for some wide clear sellotape,



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Monte Carlo or Bust

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We enjoyed a lovely 2 mile walk through Milan in rush hour to get to the shop with the cric, it was the last one on the shelf, then celebrated with a coffee and marmalade croissant, We visited a few shops on our way back but there was no adhesive plastic to be found! But we did find the cathedral and the start ramp for the Milan crews. As the rally replicates the events back in the 60's there are several start points, Glasgow, Reims and Milan being a few of them. From these start points the crews drive in convoy to Monaco and will pick up each other's groups along the way. We will leave Milan at 18.00 (that's rally speak for 6pm don't you know) and drive through the night and arrive in Monte Carlo at about 17.00 on Friday. Along the way we will be joined by all the other competitors from the different start points, it should be quite an impressive sight.

For today though we have kept ourselves busy sightseeing, trimming stickers, looking at the fabulous cars in the square by the Milan Automobile Club and drinking strong coffee. I've been talking at 100 mph and running everywhere. The shop below our digs is a fab café which was making its breads and cakes for the day as we woke up, it smelt fantastic, so we popped in for a coffee and treat. There are some lovely cars here and I've had a bit of a Stratos overdose as well as getting lots of ideas for tweaks to the ginger minge as the most popular car by far is the Mini, closely followed by Porsches.

As Paul and Peter prepared to go to the ceremonial start we headed up towards Como to pick up the trailer to take down to Monte Carlo. We set off at 16.00 just ahead of the rush hour traffic but at 16.30 we got a message to say we didn't have the trailer keys. Bugger. We turned round and fought our way through the kamikaze e-scooter riders and crazy Milanian's to meet Peter who was running down the road to meet us! Keys secured we set off but this time had the rally cars to contend with as half the main road had been blocked off to get them on their way! It was bonkers but we managed to escape the boundaries of Milan and head north.

What three words got us to the door of the snoozing trailer and we were hitched up and on our way within 15 mins. Next stop was a supermarket for some bread and water, wholesome Italian food, then back on the road. We'd only been going for 5 mins when the welcoming glow of the Golden Arches appeared on the horizon! We were getting a bit peckish, it was 20.15 by now, so in our best English we selected our food from the electric ordering system.



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Monte Carlo or Bust

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We spoilt ourselves and ate in and when done I fancied a coffee so went to the McCafe bit, it's a separate area over here, and this time I used my best English to ask for an Americano with milk. The guy taking the order used his best Italian to translate it and I got a cup of Americano and a cup of warm milk! He obviously thought I was in need of a bit of bitty to get me off to sleep.

After my Americano and warm milk chaser we headed off to the town we were having a break in, which was about an hour east of Turin, St Jean De Maurienne, via some superb tunnels. We could hear the drone of rally cars all the way through and as they passed us the noise was superb! It was windows down all the way, until we felt a bit queezy from the fumes. We eventually arrived around 01.00 and Paul and Peter went to the digs for an hours kip while Mrs Rave and I set too making some spacers to tilt the bonnet mounted spotlights forward to lower the beam. We found some old beer cans and folded them up to make the spacers then cut slots in them so they would slide either side of the mounting bolts. They worked a treat and we got the desired beam level. While we were messing around a couple of local donkeys came to have a look at what was going on and just as we'd finished another crew turned up in a beautiful Austin Healey 3000 and disappeared for a bit if shut eye.

As I type it's 02.30 and we are getting ready to set off to Gap for 09.30 then off to Valence and finally Monte Carlo for around 17.00. On the way we need to find, buy and fit some tyres to the front of the 914 as the tyres are running on the underside of the wheel arch when under compression on corners. Sorting those is Mrs Raves department and she's already found a place in Gap. All good fun so far Tim Shackleton, you'd be proud of me today, I've reversed the trailer three times without cocking it up

Day 3 MCHR

I left you at 2.30am this morning happy in the knowledge that the bonnet mounted Cibies would not be removing pigeons from the trees around the French Alps! A minor tweak to one of the lower mounted spotlights was also required but that was just a matter of a turn or two of a 19mm spanner.

What was a bit more of an issue was the tyre rub on the inner front wings. It started with the right hand side, and not wanting to be left out, the left hand side joined in. Claire Nevvar's tyre place in Gap would be required after all. Paul and Peter had several route checks to clock in to at specific points, the first of which was at 3am just down from where we fixed the spotlights.

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Monte Carlo or Bust

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They checked in while we fuelled up at a self service place which had a very tight exit with a well trimmed bush alongside it. This was the first of our trailer tests of the day, the last one was bonkers, I'll come to that later. I've rubbed up against a few well trimmed bushes in my time but never in a Porsche and never in a shuttle trailer, the experiences have no correlation whatsoever. While Mrs Rave guided the rear side lights over a sign I neatly manoeuvred the Cayene and trailer to allow just enough room to free them from the bush and lined them up to exit the car park. Yes I'm rambling on but it was a bloody good effort with nothing scraped off and no bushes were deformed in the process.

All this faffing around meant we left just after the crew and it stayed like that all day. A really crap morning rush hour jam bugged up any chances of getting close to them so they went on their bumpy, rubbing way from control to control and got the front tyres swapped over at the garage, which we then had to collect 20 mins later, that was the closest we got to them all day. The motorway mileage of Thursday night had given way to some superb hairpin climbs and descents of some blummin big hills, or 'Cols' as the French say. The lights on the top of them look like aeroplane lights in the sky but they are actually houses. With a big car trailer on we were never going to make good progress and often found ourselves pulling over to let the competitors come through, which was brilliant in itself. We'd try to keep up for a bit but had to back off and just enjoy the sight, sound and smell of these wonderful cars.

Trailer test 2, pulling up off the side of a busy road, narrowly missing a Renault and only just having enough space to get the trailers arse end in to the side of the road. Oh how the locals laughed and japed as they tooted their horns and waved with one or two fingers. The removed tyres and two more new ones were loaded in to the trailer and then it was time for the real fun to begin, getting the stupid thing out. I must admit I was bloody brilliant and Mrs Rave backed me out with the aid of the tyre guy, who was shouting stuff in French. But he was smiling so all was good.

It was now 11.30 and we'd been on the road for 19 hours, it felt like a night rally but with a bigger car and lunatics all around you on scooters.

We made our way to Gap, taking in some breathtaking scenery and some huge drops. The sun was shining and the snow capped mountains surrounded us like sleeping giants with their heads in the clouds. We continued to try and catch Paul and Peter but in the end agreed with Peter that we would just head straight to Monte Carlo and put the trailer in the trailer park, the third and final trailer test and what a test it would be!



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Monte Carlo or Bust

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For those of you who've been, imagine towing a big shuttle trailer with a big Porsche Cayene around those streets between those cars being driven by those people! And all in rush hour! For those who haven't been, imagine driving a Porsche Cayene towing a car trailer around a multi-storey car park, flanked with glasses and the odd ming vase, the week before Christmas with the local yooofs buzzing you on their de restricted e-bikes! It was a frikin nightmare. At one point I had a street full of cars coming at me with no intentions of moving over. Once they'd cleared off I had to squeeze through a gap and negotiate a front wheel that had been left on full lock pointing out in to the street. To get round it I had to back up into my full street of followers and get the assistance of a grown up scooter rider to guide me past! Ferraris, Rollers, McLaren's, the lot have all had a glance at the outer edges of the trailer today.

Poor Mrs Rave was trying to get the sat nav to behave and the location we were aiming for was actually the wrong one. Once we had the correct location we were beyond emotions and just drove there. I glanced in my mirrors on the odd occasion but was taking no prisoners, we were coming through. Fortunately, it all ended well and I had a celebratory were behind a perfectly parked, damage free trailer, just to show my contempt for the place Monte Carlo is beautiful but it's a bastard to drive around with a trailer flailing around like an over tired child reaching for every sweet in the shop as you guide them out screaming and kicking. However, I must say the Cayene has really impressed me. A 4.2 litre (thank you for the confirmation Peter) V8 turbo diesel that sounds awesome on start up and keeps the errant trailer in line, it's a pleasure to drive.

We've done just over 1000 Kms since 16.00 on Thursday and are about to go to bed. Tomorrow is the start of the first regularities and the rally start for real. We have a dodgy first gear to look at in the morning before the first regularity, hopefully just a clutch adjustment, and Paul and Peter are due to start at 7.08 so a very early start for us.

Day 4 MCHR

That's been one of the best sleeps ever! A full 8 hours of brilliant sleep for both of us The first job was to extract the car from the under, underground car park, which is full of exotic machinery parked up by wealthy Monte Carlo types, it was like a 'drive through' car showroom Fortunately, the drive through Monte Carlo was a dream as there wasn't a two stroke buzz to be heard, and the streets were car free as well, the place was sleeping as the sky started glowed with the pending sunrise nudging it's way up.



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Monte Carlo or Bust

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We waited to get the thumbs up from Paul and Peter down at Parc Ferme then set off to the mountains for the first regularity. We weren't the only types playing out in the hills, there were car loads of skiers making their way to the summits. I've no idea what they were going to ski on as there seems to be a distinct lack of the white stuff anywhere! Not a good position for the local economy or the reservoirs as they all seem to be empty.

We were heading for our pre agreed location to meet Paul and Peter after the first regularity which was in a sun kissed Carrefour car park at the end of a fantastic drive along the side of a turquoise lake. The glorious rumble of the V8 hurtled the Porsche up the winding passes and the same lump kept the brakes warm on the way down Paul and Peter came past, and with a thumbs up continued on to the second regularity with us following behind. They stopped short of the turn off to check some navigation and on checking the tyres we found the front nearside tyre looking very soft. On closer inspection there was a chunk out of the side wall and a flap of rubber covering it. We pumped the tyre up but could hear the air coming out of the wounded side wall. Peter had a small tube of superglue in the car so I cracked that open and promptly stuck my fingers to the tyre. Not much help and fortunately they came off without pulling the flap off. It worked but another smaller leak was hissing at us a bit further down and even a rub of the magic glue couldn't stop it. But it was only going down slowly so we agreed to send them on their way and we would go and find a tyre place in the next town where the lunch halt was.

By the time they had finished the regularity, clocked in and out of lunch, Claire Nevar had located the only garage open on a Saturday and it was on the next leg of the rally route, perfik. I went in ahead of Peter and Paul arriving, to check if they had a tyre and used my best Frenchise to type in Google translate and converse with the guy at the tyre place. Fortunately they had the size required and as Paul and Peter pulled up the tyre was ready to go on A super fast tyre change by the tyre place and they were back on the road and heading for the third regularity under a scorching 18°C sunshine with fabulous blue skies.

We jumped in the car and headed off to our next service point and waited to see them come down the road towards us. We weren't alone as there were lots of service teams parked up in lay bys, supermarket car parks and any level area they could find.

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Monte Carlo or Bust

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Some had huge service vans with plenty of spares, others, like us had, the essentials and only the odd part. We waited patiently in the warm afternoon sun and watched the fantastic array of cars go past as they headed off to the next regularity in the hills. We were still waiting and starting to wonder where the guys were when we got the call we didn't want from Peter, they were out of the rally, suspected failed rear suspension, 2Km from the end. Bugger! We packed the car up and headed up the road to the exit of the regularity to see if we could get in to help them. There was no way in but we got a second call that said they'd got going again but the rear wheel was at an odd angle and rubbing against the body under the steel arch. What follows is nothing short of a miracle! I've heard of others experiencing it but have never actually been involved.

As Paul and Peter exited the regularity, a guy and his son, who'd come out to watch, asked them if everything was ok. They explained what had happened and he said he had a friend with a workshop 5 Km's up the road and that he would go and get his trailer, load the car up and take it up the road. Offer accepted! While he was gone we jacked the car up to see what had occurred and sure enough, the bracket that holds the rear arm, back wheel and suspension in place had sheared off! The tyre that had done the majority of the rubbing had rubbed all its sidewall away so was knackered and very undriveable! We did manage to get it on the trailer though and the guy took us to his friends workshop which turned out to be a maintenance garage for fuel tankers! It had everything, including huge jacks and every tool you could want!

While fetching the trailer he had called his welding friend who would be there in an hour which gave us time to strip the back end down and prepare the area for the guy to weld it. Having never stripped a 914 radius arm down I turned to the modern day Haynes manual, the t'internet, and worked it out from pictures and diagrams. The guy who picked the car up found spanner's, bolts, grinders, everything, all I had to do was ask, he was brilliant. I got the arm off and cleaned up the broken bit along with the area it had come away from so when the welding guy arrived he could get straight on to it. And 10 mins later he arrived, had a look, mumbled something in French, got all his gear out and cracked on! It was amazing! While he was welding Paul mentioned we would need a new tyre and our new best mate ever said there was a guy around the corner who might have some and he did! Bloody incredible! He didn't have quite the same size so we had to get a matching pair but that was a small price to pay to keep us in the rally.

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Monte Carlo or Bust

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And that was another consideration, how much time did we have? Peter called the organisers and they confirmed we had to be back no later than 30 minutes after the last car was due to arrive, if they didn't make that time then they would definitely be out of the rally. That time was 22.30 and we received that information at 17.00. I was pretty confident that we could do it and our new bestie was determined to make it happen so we cracked on with it. What I was blissfully unaware of was we were a 2 hour drive away from the final control of the day, so we actually only had 3 hours to do it. When the welding guy had finished I had 30 minutes to put it all back together again! It was mad. However, at 20.05 I dropped the car back on its wheels and Paul started it! A few minutes later we were heading out of the village and on our way to Valance. We had about 15 minutes spare which was ok but still cutting it fine if something happened and to add to the excitement, the first 20 miles were over mountain passes with fabulous hairpins and brilliant flowing corners. We led in the Cayene which roared up the hills leaving the little 914 behind but when it came to fighting gravity on the way down the nimble Porsche kept up with the diesel drinking monster! Mrs Rave was on the pace notes, calling the corners from the route shown on Google maps, which helped us progress so much quicker. And to add to our enjoyment even more, all of France had left the area so there was only us on the passes. Brilliant!

The remainder of the journey was all on fast, very quiet roads, but no motorways. We trundled through the villages and had big leans around the roundabouts to try and get there on time, without upsetting the locals too much. As we approached the turn off in to the final control and Parc Ferme, we started to see other rally cars going the same way, which was a good sign as it meant the entrance should still be open. And it was!! We had gone from the real possibility of driving back to Monte Carlo to pick the trailer up and then going home, to being lined up and ready to run at 10am Sunday morning! An absolute fantastic Good Samaritan had saved the day and wouldn't take a penny for it, so Paul gave his young son the money instead. Peter has taken the guys number and will be getting in touch with him afterwards. I have no idea what tomorrow is going to bring but this event is turning out to be an incredible experience and we've only done one day of rallying! I'll need a lie down in a dark room for a week just to recover.

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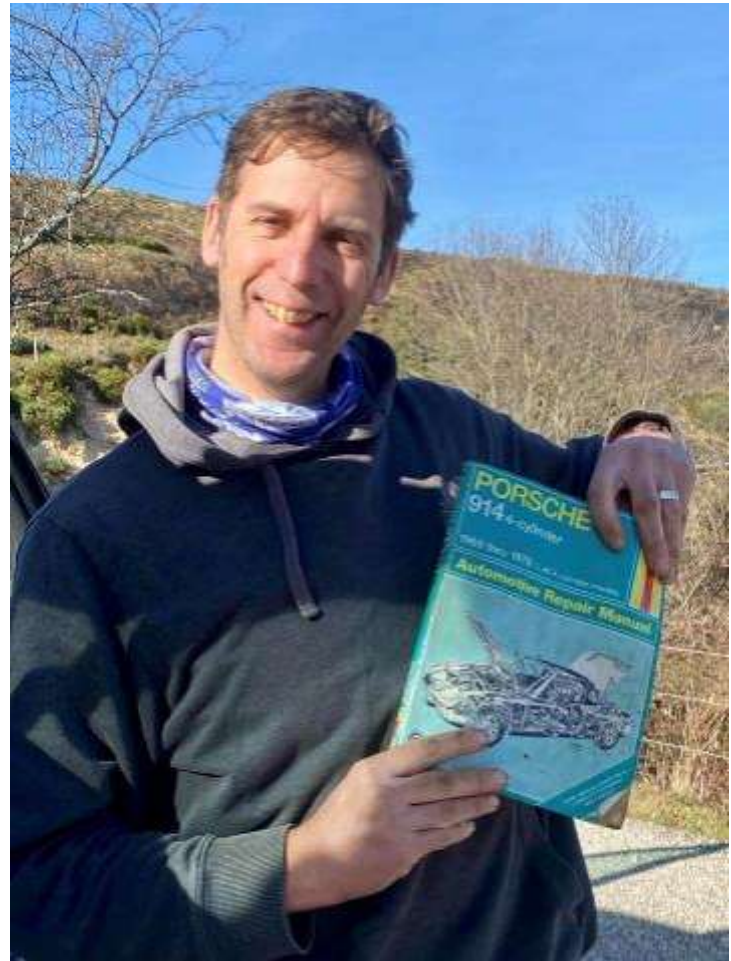
Day 5 MCHR

Today is a big clockwise circle to the west of Valence to complete four regularities. Our nights rest was a bit of a compromise as one of the two apartments that were booked couldn't be accessed due to our late arrival in Valence. We all ended up sleeping in one room, with Peter sleeping on two cushions on the floor! This rally is a real challenge both in and out of the car. The rally itself is all timed and you must be at the right place at the right time and as we found out yesterday, if you aren't, you are out, no exceptions. There is no scheduled service time and once the cars are parked up at night you can't touch them until they are back out on the road and then you have no service time built in to your day. It's full on.

Our first stop was to fuel up both cars and the two Jerry cans, as the only fuel for most of the days was in the form of trees for the fire and that was it. Then we drove up to the first regularity at Privas, where we gave the 914 and oil top up and tweaked the rear arm pivot nuts to make sure it was tight and that the weld was holding. All was good, and I'm sure the locals snoozing on a Sunday morning in the flats next to the car park, where we were revving the raughty 6 cylinder engine with very little exhaust noise suppression on it, we're thankful it was ok. Bon noise Monsiuer French man I said BON NOISE

We left Paul and Peter to queue up for the regularity as we had our own section to complete. The competitors take very tight windy passes up and down the mountains but the service crews have to take the longer but wider tight passes to their pre planned spots. Sometimes it's tight on time, other times it's a bit more relaxed. This one was ok but Paul had shown me where the 'Sports' setting button in the Cayene was and said I should try it, so I did. All it did was make the short distance between tight corners even shorter. In a confusion of noise, G force, fear and adrenaline the 2.2 ton Porsche accelerated towards the edge of the mountain. To add to the thrill I'm on the side of the road with the big drop on it so I get a tingle in my testicles as we approach the edge. It's quite a weird sensation on every corner and only happens in sports mode (I do get a similar sensation on another occasion but my mother in law reads my reports so I won't go in to that)

As you may have guessed from jovial musings, today has gone well. Our first service area was high up in the mountains with a fantastic view and a wonderful corner to take pictures of cars. Paul and later arrived after the first regularity and reported a knocking noise from the rear.



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Fearful it was the suspension mount making a bid for freedom again they asked it to be checked. All looked good but I saw the tie rod connections the anti roll bar to the other side had been disconnected and tie wrapped up. I asked why and the reply was to make the suspension softer in the event of snow with the extra movement of the wheels allowing for more grip. Unfortunately, the tied up linkage was catching on the shock absorber, which was probably causing the knock. We all agreed to complete the next regularity with it tied up to see if nipping up the swing arm shaft again stopped the knocking.

It didn't, so after the second regularity I re attached it whilst Claire never shortened Peters harnesses which were on the limit of adjustment and not keeping him pulled in to the seat enough. All sorted they vanished up the road to lunch and we made our way to quite a spectacle, regularity three, Saint Bonnet-Le-Froid, a small town in the top of a mountain where the regularity start and finish were within a quarter of a mile of each other. As we popped out of the testicle tingling mountain climb the village opened up in front of us and it looked like a scene from the Roger Albert Clark we worked on back in November. It was packed! Cars parked on every available grass verge, field and side road. People walking up the middle of the road in the village and enjoying a few 1664's before going to watch the cars twist their way up and down the mountain side! It was mental. The pictures don't do it justice I'm afraid.

However, for us the most important thing was the bread and cakes shop was open and we stocked up on a flûte of bread, deux quiche and a Danish whirl (don't know what that is in French, the sign was smudged) We we're starving and needed some rations to get us to the next rendezvous point. Suitably refreshed we sped across in 'sports' mode and had a fab drive. Mrs Rave has been an absolute super star keeping me informed about where we need to be and when, sorting fuel stops out, finding shops that are open on a Sunday in a country where it is illegal to work on a Sunday, a communicating with Peter all day. She also has the location of the car on her phone so can track it and tell me when we are expecting them in. This is a true team effort and Mrs Rave has been the glue holding it all together, she's fab. And to top it all, she's been calling the corners on the passes so we can go fast!! I'm one lucky man.

My tingle senses told me the edge of the mountain was approaching as we hurtled towards our next stop. We arrived with 15 mins to get the tools out and the stove on to make a brew. While we waited I took the opportunity to take some pics of the cars again. As we've been driving along the route there have been hoards of people taking pictures and waving at the rally cars. Feeling a bit left out, we've (made that I, Mrs Rave just laughs) wave at the onlookers and when we see other service crews, either parked up or passing by, we wave at them as well. I also wave at the rallyists and take their pictures, it all brings a smile to everyone's face. This was the stop before the final regularity and we got the message that the crew were happy with the car, the knocking had stopped and they were going straight in to the final regularity.



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We packed everything up and waited for them to come past, Mrs Rave counting them down, virtually to the metre, when they appeared around the corner and we dropped in behind them. We left them to traverse a tiny, steep and technical pass, while we had another great run over a couple of wider passes with very few cars on it. Superb fun. As Mrs Rave said, it's a great way to test drive a Cayene! The noise it makes!

Our final rendezvous of the day was in a small town in a large bus station. All that was needed was a spa bed check of the swing arm pivot, an oil top up and Paul wanted to put some led bulbs in his headlights so got on with that while we fiddled with the car. It was smiles all round as the uncertainty of the strength of the repair faded and was replaced by the enjoyment of being part of something rather special. The crowds up at Saint Bonnet were incredible, I've never seen anything like it on a regularity rally but I guess this is no ordinary rally, it has its roots here in France and their heroes have fought over tenths of seconds on these roads. The afternoon half saw Paul and Peter visit a famous café started by a former Monte winning navigator, La Remise, which was full of memorabilia from this historic event. They took the opportunity to get some pictures and have a look around, Peter was in his element.

A fab day, much more relaxed and we are getting in to this servicing lark. We have all the kit ready and check the essentials, oil, clean windscreen and all the suspension points are where Porsche designed them to be, attached to the car. We are just about to go out for some tea, it's 21.00 here, then we're going to sleep in our own apartment tonight, it's wonderful and in the middle of the historic part of Valence Paul and Peter are currently 209 out of 218 runners due to the disaster yesterday forcing them to fail the regularity they were in and miss the following one. This gave them 50,000 penalty points, which equates to 5,000 seconds, but they are still running and made up 9 places today. A great effort all round.

Day 6 MCHR

Last night, [Peter Scott](#) took us to the local rally eating place here in Valence. It had all the posters for the event, with officials, marshals and competitors all in one place enjoying some great company and drink. Cracking atmosphere and wonderful food.

This morning we had to shift the car before 9am to avoid parking charges but [Paul Mankin](#) and Peter weren't due to leave until 10.06,

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so we agreed to meet at the petrol station around the corner to do a spanner check and fuel up. [Claire Nevar](#) and I found a Costa type of place near the petrol station and had a couple of pains aux raisins and a coffee, then I gave the chase car a quick hose down to make it look half presentable, there's plenty of salt on the roads here as you would imagine. Shortly after covering myself in snow foam from lance two, which does sound like a dodgy porno but I can assure you it was a car washing activity. Paul and Peter turned up and we had a look over the welding and tried to identify a reported rubbing from the rear, another badly scripted film with a happy ending, but found no witness marks on the tyres or body work. We had to refuel from the fuel cans as the petrol station had run out of 98 RON fuel, everyone was using this petrol station, but we got them fueled up and on their way.

We packed the gear up in to the car and set off to catch them up on the 100 Km drive to the first regularity. The Cayenne was set to sack tingling mode and we past the locals like they were standing still. It's great fun and not long after we'd set off, we had the rear of the very low 914 in our sights. The rear wheels slope in naturally as part of the suspension design but we thought the left hand side looked further in than the freshly welded right. Mrs Rave took a bit of video and sent it through to Peter, but from the rear everything looked ok. However, angled wheels soon became a minor issue as the car slowly ground to a halt, fortunately by an access road on a fast main road. We pulled in behind and pushed the stricken Porsche the last few feet to get it off the road so we could diagnose the fault. As soon as Paul turned it over it was clear there was no spark. We checked the voltage at the coil, that was fine so went to have a look at the points gap and spark. It was sparking but the gap looked a tad small. A quick check on 't internet and it said it should be 0.4mm, which is about the thickness of one of my pubic hairs but as I had my gimp suit on I couldn't access that region so used the feeler gauges instead. A lot of bugging around trying to set the awkward blummin frikin stupid points and I got somewhere close, put the distributor cap back on and told Paul to give her a whirl! Nothing. Then it dawned on me I hadn't put the rotor arm in, which transfers the spark to the cap! A quick fit and Paul tried again and we were firing on all 6 cylinders!! Woo hoo!! They were on their way again. We packed the car up, set it to tingling mode and off we went to drive through some incredible scenery to catch them up.

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We followed them to the turn off for the next regularity then headed off to our next service point which was a blummin lot of Km's away! Tingling mode engaged and an hour of making good progress followed, along sweeping valley bottoms and tight hairpin corners. Mrs Rave was in touch with Peter all the way through, except in the regularities when the crews have to put all gps mobile devices, including phones, in a sealed bag. This is to stop crews using additional positioning devices and therefore cheating. The organisers have been checking cars at random stops and 10 have been found to be using them!! There are time penalties for this which are severe enough to make you loose many places in the results. Peter would send a short message after each regularity and we were told to go to the service point after lunch rather than the one we were heading for. All was going well with the car and the geography was such that you'd need a Porsche mountain goat to get to them.

We rocked up to the post lunch servicing point to find an Italian team already there. We shared nicely but got service area envy as they had a huge ground sheet, three big jacks, generator and van with a table you could eat your lunch at! Well, that was it, we got our blue ground sheet out, put the Halfords Jack on one corner and got our Argos stove out, we showed those Italian boys! They were also servicing a Porsche but in true Italian style the drivers were in full cream Sparco race suits and looked like they were off a film set I sipped my Nescafé instant coffee and enjoyed the 20°C temperature and glorious winter sun with my Specsavers Adidas sunglasses on. Now thats style. Our Porsche came down the hill and Mrs Rave guided them to the blue ground sheet. Paul wondered what was going on and thought the set up to be most professional. His Porsche is actually a very rare 914 as it has a six cylinder engine from a 911 in it, not many were made like this. It certainly goes well but at the same time very easy to work on. A quick check round revealed a bit of movement in the front wheel bearing. This was a simple fix by adjusting a threaded collar on the stub axle, tightened by finger then nipped up. Quick and easy and the play removed. A very well designed car.

All sorted they were off again and we made our way to the final servicing point about 45 minutes away. We drove through a lot of villages, which all seemed deserted, there's no one around in these remote places, but the ones who were left were stood on the roadside waving, so we gave them a wave and a toot back..

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Our final job of the day was to sort out some pizzas in Crest and to meet Paul and Peter for a quick tea and then let them get on their way to park ferme in Valence. Mrs Rave was on the job and found the only pizza shop open, the rest were closed on a Monday, then we jumped in the car and made our way to the time control across the river. We parked up, got the pizzas out then saw Paul and Peter coming down the road! Impeccable timing, we astound ourselves at times.

And that was the day done. No dramas, other than the car stopping and going no further. That was a real show stopper, no pressure but if I couldn't get it going again that was game over I must add that Paul and Peter are great when there is an issue. Peter keeps an eye on the time but generally goes off and chats with Mrs Raven and Paul

Helps me with info he's picked up on the car or experience from working on it himself. It's a real team effort and it works well.

We've made it through to the final day and what a day that is. Paul and Peter start at 9am, do three regularities from Valence to Monte Carlo, arriving at approximately 17.30. Then at 22.30, Paul and Peter have the two final regularities to do, one up the iconic Col de Turini, then one back down the other side. We will be positioned at the top to offer any help required then they are on their own down the other side and back to parc ferme in Monte Carlo at around 2am Wednesday morning!! I'm getting quite excited just writing it!! It's the longest day of the competitive part of the rally and a real sting in the tail. Who knows what might happen! See you on the other side of the Turini.

Day 7 MCHR Tuesday 6/2/2024

An early ish wake up at 7.15 to pick up

Paul and Peter's bags at 8.15 then meet up again at the petrol station to fuel up and tweak their nuts. All went to plan and we celebrated with a couple of pain aux raisins and a cafe au lait, which was gone in one swig. They need to learn how to do a proper cup full over here, it's not bon getting your hopes up and then receiving a cup of froth and some sugar.

We followed the Porsche to the first regularity start and left them turning off down the road to the control. From here we had to go all the way round the mountains on the main road to meet them at the other side. Claire Nevar is becoming a dab hand at using Apple and Google maps to navigate us around and also compare the times each route would take, as both apps give you alternative routes.

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This one showed our route to be 2 mins longer than the rally route so we had to press on as we needed to be set up and ready to do any adjustments needed in a very short window. I also needed a pee so the tingle button was pressed and I played F1 driver in the Cayenes flappy paddles.

We arrived with a good 15 minutes to spare so fit the stove out and brewed up. The day had started foggy and overcast in Valence but was now back to the beautiful blue skies we'd come to expect and we basked in the sun while we waited but with our gimp suits on we just sweated a lot Paul and Peter turned up on time and reported the gear lever was rotating in the ball at the top of the selector. There was no obvious way of tightening it and neither the Haynes manual or t'internet had an answer. The problem was greatest when selecting 1st head as the gear stick simply rotate round instead of moving the selector across the dog leg H pattern. Paul was also reporting the rubbing noise to still be there but the source was hiding itself very well! A quick clean of the windscreen by Mrs Rave and they were off to the next regularity followed very closely by the bonkers Stratos, watch the video below with the sound up, it hurt our ears as it went by.

As I mentioned yesterday, there were three regularities on the way down to Monte Carlo, then a short rest before the crews headed off into the mountains for an 80 mile loop of the col de Turini, which included two regularities. That was all to come after the drive down. After regularity two we dropped in behind Pail and Peter and followed them to the time control at Saint Andre Les Alpes where they arrived with 10 seconds to spare!! As we approached the town a spectator in a lovely Peugeot 205 Rallye pulled in front of them and made good progress until we got in to the town then was bugging around looking at the cars and letting people out, all the time wasting their precious time. Mind you, it did give Mrs Raven a chance to get some pics of it.

We set up shop just down the road and within 5 minutes Paul and Peter were with us and we checked the oil level, tweaked their nuts and had a mother look at the swivelling gear stick. Still no joy with a fix, Paul would have to put up with it. The rubbing noise was still there but only on left hand turns! They hit back in the car and set off, we packed up and got ready to pull out as we did the Stratos passed us followed by a new Alpine and a 911 with a glorious sounding exhaust. These cars were both spectator cars and as we pulled out behind them we knew what was coming! And sure enough, once out of the village a crescendo of engine revs and exhaust noise hit the windscreen of the Cayenne, we were off! We had 8Km of road before the Stratos would pull off to the final regularity on the drive down, this was fab. Well, it would have been, I think we saw it for the first 500 metres and the final kilometre. We were fast in the straights but no match for the sports cars in the corners. We could gear both cars all the way but didn't see much of them. Great fun though, the tingling button was blowing by the time the Stratos pulled off.



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The 914 ran without a problem all day, other than a loose knob but that was just a matter of living with it rather than a show stopper, which Paul did all day. He wasn't looking forward to the two thousand hairpins coming his way on the final two regularities but he was sure he'd cope. The next stop was Burger King in Nice behind the hill road that took us over in to Monaco. While Paul and Peter tucked into a French whopper, Mrs Rave and I worked over the car checking for loose bits and cleaning anything with glass on, especially the lights! I found a nylon bush had popped out of the gear linkage but that went bang in with a bit of persuasion from the adjustable hammer! But more importantly I found the cause of the rubbing noise! The pesky P clip on the right hand side, that needed some attention from the hammer on day one, was now letting the nut that secured it to the body work have done fun! It was rubbing ever so slightly in the tyre when the suspension was compressed on left hand turn. The witness mark was on the tyre but was only 1 mm deep and we couldn't do anything about it so left it to run away. At least Paul now knew he wasn't going mental and hearing things.

Once they'd set off up Monaco we had our delicacies from the King and they weren't bad actually. I'm a Ronald fan but they only serve flavoured cardboard for veggies so Mrs Rave was beside herself when the Burger King ordering station flashed a page of veggie options up in to her hungry eye. I think we might be converted. And we got to dress up and wear a crown whilst dining, the fast food joint that just keeps giving. With our bellies full, we hit the toll road to Monaco as well as we had to drop Paul and Peter's bags off at the Monte Carlo Bay hotel, well posh. After what was basically an open road race in to Monaco, we pulled up on the marble reception parking area with the Cayenne's tyres screeching as they rubbed across the shiny floor. There was a Lamborghini something and a Ferrari doo dah already parked up and the concierge came over and asked if we were checking in. He's now my best friend. We explained we were dropping some bags off for some friends in the rally and he asked us to park a bit further along as the shuttle bus they were on would be here in 5 minutes. We did as we were asked and started to unload the bags on to the floor and draped our gimp suits over a bush while we got the bags out. Next thing we knew the concierge appeared with a luggage trolley to put all the stuff on, we were making his reception area look like a car boot sale. I think he fell out with us a bit because while he was attending to us, his mate got to park up a GT3 Porsche.



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We had a few minutes to wait for Paul and Peter so took some pics of this stunning hotel. I also took some pics of the beautiful GT3 and in the side of it were a couple of stickers that said, 'MareMONTI Exclusive Experiences' it was a hire car. A blummin expensive one but a hire car all the same. Monte Carlo is a mystical place but feels very false in so many ways, it's odd but I can't really explain the feeling I get when I'm here. We drove in to our digs in the Novotel and parked the car up for an hour before heading out to see what all the fuss was about around this Turini hill.

Before we could get to the top of the hill we had an important servicing job to do, put some fuel in the 914 now this might sound straightforward but try and find a place to park two vehicles and refuel one of them in this bonkers village! Peter had sent us a rough location and approximate time they'd be there so we left the hotel with 10 minutes in hand to find said location. Fortunately, all the lunatics had gone home but there was one cock end who liked the sound of his horn when the English plated Cayenne delayed him by a few seconds. I reacted in a calm controlled manner and told him to F off which I think k is the same in French as it is in English Pillock. Road rage aside, we completed a 3 point turn bringjng two lanes of traffic to a standstill then came across a perfect location and parked up. Mrs Rave sent our location to Peter and get replied with a time of 5 mins to arrival. And they turned up spot in time, pulled in, two cans Orleans 98 sans plomb decanted and off they went to drive up and down the col de Turini. We loaded up, closed the boot and set off on our way to do the same, but as the support cars aren't allowed up the regularities we had to go the long way round. And what a trip that was!

We went north then turned off the bottom road and went up, followed by a bit more up and after that, continued up, intact we were going up for a good half hour through villages and towns. We noticed there were a lot of skid marks approaching the hairpins then realised this was the route the World Rally Championship (WRC) had taken the week before! How fantastic to be driving in the roads Elfyn Evans, Seb Ogier and Ott Tanak had driven on just days before! We got to the top just after Paul and Peter had passed but as I jumped out of the car the wonderful roar of the Stratos echoed off the trees. There were spectators with fires and flags waving, it was a great atmosphere. We watched a few cars go through then had a look at a café that was open then set off back down.

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Paul and Peter had made their way up ok and we're heading for the second regularity, all was good with the car but the regularity had been cancelled due to fog. They relayed the message back to us which meant we could drive back down the hill through the final regularity route without causing them a penalty. And so we did, along with dozens of other spectators and competitors. It was brilliant to see all the cars lighting up the pass in the thick fog. The hairpins had massive drops off them which were obscured by the thick mist, which was just as well because the tingling button was in and the balls were telling me there were some bug drops around us. Mrs Rave was getting a bit nervous going up to the summit but was I'm going down as she was inside most of the bends. It was a great drive and the tunnels were just incredible! A great experience.

We headed back to the parc ferme in Monte Carlo, which was the pit area for the Monaco Grand Prix, and Mrs Raves Google tracker was showing Paul and Peter 140 metres away! We parked up and got to the perimeter fencing just in time to see them go over the finish ramp. We made our way to where they had parked up and gave them a clap as they got out of the car. They had been in 199 position going in to the last regularities so could have improved on that. There was a real party atmosphere in the parc ferme area and lots of relieved and happy people were celebrating their success, however big or small. We had managed to turn a potential early bath in to a finish which was an achievement in itself.

As I type it's 3am and we've both just had a drink and packet of crisps out on our balcony overlooking a bit of Monte Carlo. We have to have the trailer down at parc ferme for 14.00 tomorrow so plan to go for a walk and a swim at some point before then. Once we've got the car loaded up we will be heading for Nice on the train for an overnight stop before heading back home on Thursday. It's been a fantastic experience and I can't thank Paul Mankin and Peter Scott enough for inviting us along and having the faith in us to get them to the finish. Mrs Rave has been amazing and a superb laugh. Every time we pull up to a toll booth her little arms aren't long enough to reach the ticket, it's like watching a T Rex trying to open a bag of crisps. She's amazing and has spent the last 7 days being flung around a Porsche over mountain passes and dodgy toll booths navigating us to the right place and communicating with Peter to make sure get to where they need us. She's an absolute super star and I love her to bits. The only issue we may have tomorrow is getting the trailer down to the harbour! All the Monte Carlo nutters will be awake and looking for some easy prey. They'll be getting a slice of Cayene horn if they get arsey I can tell you .



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Day 8 MCHR
Tuesday 7/2/2024

After last night's excitement, and it was fantastic, we treated ourselves to a lay in, eventually surfacing on to the sun kissed balcony at 10.30. We had a fab room with a sea view, sort of through the buildings, with a building site soundtrack to drown out the tweeting birds in the trees. Monte Carlo seems to be one big building site at the moment with old buildings coming down and bigger, shiny ones going up. It's fascinating to see how they get so much in such a small place on the side of a blummin steep hill.

We found out just how steep the hill was when we walked down to meet Peter Scott at the harbour for a spot of lunch on the beach. It turned out the restaurant we were going to was a good 15 mins walk from the harbour which gave us chance to look at the incredible super yachts, they were very super indeed. I can't imagine what the running costs must be but I guess if you have to take that in to consideration when buying one, you can't afford one. As we wondered along the route we realised we were in the tunnel the F1 drivers come through on the race circuit there. They'd struggle to make much progress at the moment as there is a building being knocked down st the entrance to the tunnel, although the painted curves are still in place. We we're hoping for something nice to go through the tunnel to make some noise but the best the locals could go was a G Wagon and a knackered two stroke scooter.

Peter treated us to a fantastic lunch on the beach and Paul joined us for a drink afterwards and presented us with some great Monte Carlo Historique bobble hats as a thank you. The sun was shining down and the turquoise sea was lapping at the beach. There was only one thing to do, go for a swim and if was wonderful. Swimming in the river Wharfe is great fun but floating around the Med in the sun after a sea bass lunch takes some beating. You'll be please to hear I did manage a wee in the sea, leaving a little bit of me lapping up on to the beach.

There was one last rally related thing to do before we made our way to Nice to catch our flight home and that was to take the car from parc ferme up to the trailer park and load it up ready for Paul and Peter to drive it home. On our way to the rally car we had a walk around the private car collection of the Prince of Monaco, which is located under the pit area for the GP. It's not some dodgy showroom with a few old cars in it, there are two floors that house 69 cars he's collected over the years. And at €10 each to get in we had to have a look..

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Some wonderful cars from all eras including motorsport cars like the Peugeot 205 T16 and Hamiltons F1 car. Another great suggestion from Peter to take time to visit this great collection.

From here Paul and Peter went to get the rally car and we climbed 400 flights of steps back up to our hotel to extract the Cayene from its resting place. The last few miles I would get to drive in her would be out of a really tight car park, along some manically busy streets and through a traffic jam with scooters whizzing by so close I actually folded the mirrors in! It was mental! But we made it unscathed and helped Paul load the rally car into the trailer in the car park of the Monte Carlo Country Club. The cars and trailers had taken up the majority of their car park for the past five days so I can just imagine the February committee meeting there, with all their members complaining they couldn't park their cars near the entrance because of the stupid rallyists and their trailers.

Car secured and the whole lot parked up it was time to say our goodbyes. Claire Nevar and I were catching a train to Nice and Paul and Peter had to get ready for the prize presentation evening. They finished 187th, which was an achievement in itself, because at 15.30 on the Saturday they were a suspension bracket short of a full car. But they made it through to complete all the regularities and get to drive across the finishers ramp. Mrs Rave and I have had a fantastic week which has flown past and been the great adventure we'd hoped for. We couldn't have asked for better weather or better company to make the most of this great event. We both agree it would have been a much different experience if it had snowed, and probably not for the better. As it was we have enjoyed blasting through the Alps to keep our team going to the end. A fantastic team effort and a hell of an experience.

Neil Raven : Ilkley & DMC



Radio Mutterings

February 2024 Part One

Hall Trophy Rally

Sunday 18th February

Ian Davies GEM 23

It's an early start as I head north up the M6 towards the M55 and then onto Weeton for the rescheduled Clitheroe & DMC Hall Trophy Rally. Passing through the 50mph 'permanent' roadworks from Haydock north, I can only smile at the new road signs proudly proclaiming the 'new' finish date of Spring 2025. The latter only bettered by the 'You won't see the workforce, as we work at night', perhaps the lone workman and his shovel were having a night off.

I arrive about 07:10 and quickly weave my way through the busy service area to sign on with Stuart and agree to cover the area around Junction 35/36 and the ramp area. My thanks to CMDC and their supporters for the much appreciated warm breakfast voucher and a lunch voucher to keep behind my ear for later, memories of the sadly missed Blyton venue and 'pie & peas' for lunch. After chewing the fat with Stuart in Control and Keith Gem 9, I eventually make my way through the stage, which to my surprise from Junction 34 to 35 resembles a waterpark, with deep wide stretches of water covering the roads. I gingerly follow another car through the water and exit up the ramp and park safely off the stage, but with visibility of quite a wide area.

Shortly before nine, we get the go ahead from Chris the CoC and Stage 1 is live with Car 1 at 09:00, as per the schedule. From the very start the cars progress through the water and up the ramp at my location is spectacular, with the competitors split roughly into two camps. First there are the gung-ho, who accelerate into and through the water, sending plumes of spray over the tree tops and steam pulsating out of every part of the car. The opposite camp almost stops their cars to check the waters depth before slowing progressing with a gentle bow wave.

Each method has their strengths, but I know what makes me smile and it's not the slow and cautious, although the numbers of potential engine rebuilds that follow such an approach will only be seen later on in the day. Car 22 is the first to hit real trouble on SS1 and stops with Gem 59 around Junction 32, shortly followed by Car 28 who stops at Junction 5 and apparently shortcuts into service

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G E M
RALLY RADIO



Hall Trophy Stages ; Continued fromn page 76

Of only 38 starters, Swift 40 at the Stop reports only 35 out of the stage ?. There follows some confusion before eventually Car 36 is reported also parked up at around Junction 32. It's disappointing to see only 38 cars starting the event after the previous years loss of the venue and all of the hard work of the CDMC team.

By just after half nine, SS2 is live and the action resumes and the airwaves are soon full of messages as cars hit trouble throughout the stage. At my location I report Car 3 as mobile but with a flapping tailgate and probably numerous gallons of water ballast as they exit the water and up the ramp. More seriously Car 9 is reported as traveling slowing on hazards and exits into service. Hardly has Stuart time to call 'control is clear', before Car 11 is called in by Gem 59 off with a broken drive shaft. Next Car 18 pulls off into service and then Car 25 drowns out in front of me, before finally restarting.

Completing the misery of SS2, Car 38 begins a trend of stopping after each run through the water in clouds of steam, only to restart a couple of minutes later. Our final loss in SS2 is Car 40 who stops with a cracked manifold, although they return to continue through later stages sounding like an old tractor on about three cylinders !. By 10:02 we have 27 cars out of this second stage and it's time for the first stage changes.

After a slick set of relatively minor changes and the CoC's permission, SS3 starts at 10:38 once again with Car 1. With multiple cars benefiting from copious amounts of WD40 or similar in service, this time we see 32 cars attempt this third stage of the planned ten. Unlucky Car 13 only manages about 100m from the Start line before pulling off the stage, all witnessed by Gem 55 the Start Radio. After a calm middle section of this run, the later cars hit trouble of various types. Car 38, stops once again, possibly water related, but does eventually manage to continue off of the stage. Car 41 is then called in by Maverick 31 as "off into the trees", around Junction 15 but is reported as OK. Car 42 than loses drive around Junction 31, making for 28 cars out of the stage by 11:04.

A couple of minutes later we have the CoC go ahead and SS4 starts at 11:06, with the fast and so far reliable Car 1. With lunch beckoning, by some miracle it looked as if all of the 29 starters for this run will be OK, that is until Car 42 stops with a lost driveshaft at Junction 31. The stage is over in double quick time and we all head for a well deserved early lunch break, just as the sun breaks out, yes at Weeton in February !. After a much appreciated lunch break and the chance for another natter with Chris and Stuart, I head back to my location around Junction 36, ready for a planned half twelve restart. In the end SS5 starts at 12:39 and the mornings action resumes.

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Hall Trophy Stages ; Continued fromn page 77

With the lunchtime service interval, a few more cars are dried out and we eventually see a total of 31 cars into the stage. Although there are no real incidents in stage, a couple of cars do shortcut off route into the service area meaning a total of 29 cars recorded as out through the Stop Line.

A mere five minutes from the last car through the Stop Line and Gem 55 announces that SS6 is now live, once again with Car 1. Rather strangely an odd pattern then develops with one car deciding to do an extra lap for what turns out to be three stages on the trot, maybe water got into the co-driver ?. Anyway, Car 37 stops around Junction 21 with electrical issues, not a real surprise given the watery landscape, whilst Car 40 also stops at the same location with a puncture but then cuts into service meaning 29 cars out.

Another slick turnaround means that we are ready for SS7 to start a couple of minutes after 2 o'clock. By now the immediate field is down to only 26 cars and by some miracle the airwaves stay quiet and all of the cars make it safely in and out of the stage by 14:21. For some their luck runs out on the next run when SS8 starts at 14:30. First to hit some sort of trouble is Car 20 who is reported by Gem 9 as "off into the trees". There is an anxious few minutes wait before the marshals report back via Keith that the crew are thankfully out and OK. Our familiar extra lapper does is again and then Car 42 pulls off the stage after only one lap with sort of mechanical issue.

For the final two stages of the day, a reversed direction means that the cars come though Junction 34 and into the deep water, before having to turn 45 degrees right up to Junction 35. This latter part of the route hasn't been used so far and given the challenges of the deep water I relocate my position to the base of the ramp facing directly into the water. Oak 8 relocates to my previous post at Junction 36, thus between us covering this part of the stage, with Gem 59 on the other side of the lake. Sensibly a couple of marshals also relocate, to cover this tricky section of the stage, although perhaps 'lifeguards' might have been a better choice !.

SS9 starts at 15:33 and unfortunately Car 1 doesn't get very far before stopping around Junction 34, just before the beginning of the deep water. Subsequent cars can just about pass the stricken car, which is eventually pushed a little further off route by the busy marshals at this location. The differing styles of this new route through the water seem to boil down once again to a binary choice, accelerate and damn the consequences, or slow and steady. I'm given a grandstand view of this action, parked as I am on the ramp immediately opposite the water channel.

Whilst I'm kept busy, Gem 9 reports in that Car 29 is off the stage, around Junction 9 but OK. In the end this makes for some 25 cars in and 23 cars out of this penultimate stage.

On the stroke of four o'clock the final stage of the day, SS10 starts with Car 4. Barely have it seems we have got going before Gem 16 calls in a 'safety' that the stage appears blocked around Junction 28/29 ?. A very confused scene then emerges as reports come in that a couple of cars have collided, blocking the stage and that nobody can pass the blockage. Thankfully nobody appears hurt, but with all bar one of the remaining cars into the stage, Chris quite rightly orders that the stage is stopped. As the confusion clears it appears one car went off or stopped and was then hit by another competing car, creating the problem. In the end the stage is scrubbed and the cars are rerouted back into service, avoiding the deep water.

Not the end to the day that was planned, but the 2024 Hall Trophy Rally was definitely one to remember at Weeton. The event was very well organised and run by Clitheroe DMC and their team and it was enjoyable to come back to Weeton, after last years unfortunate 'owl' break. The venue lends itself to a compact single venue tarmac rally, although the camp roads are deteriorating somewhat. Venues like Weeton are hard to come by and I hope that organising clubs and the various regional associations can work together with the MoD and MSUK to at least maintain the venue for future use. I for one will be looking forward to the next rally here, The Heroes Rally scheduled for the 4th August, where next time I will be running Control.

Ian Davies : Gem 23 and MSUK Radio Controller.



Radio Mutterings

February 2024 Part Two

East Riding Stages Rally

Sunday 25th February

Ian Davies GEM 23

Saturday afternoon and I make the trek across from the West coast to the East coast and a bed for the night in Hull Marina, ready for the closed road East Riding Stages Rally 2024. After my first attendance at the event the previous year, I decided to join the event again, this time allocated to the Coom Hill pair of stages.

After a pleasant evening in Hull and a good night's sleep, it's an early alarm and out into a very cold and frosty morning, for the 25-minute drive to signing on prior to entering SS2 Coom Hill. Thanks to Beverley & District Motor Club and their supporters for the marshal's goody bag, including for this year a rather fine notebook. Coom Hill is a 7.5 mile stage, through flat and narrow roads, many of which sit high upon earth banks with deep ditches on either side. I'm allocated to Junction 3, one of four chicanes in the stage, through a farm complex. I arrive early and park up, safely off the stage but with good visibility of the chicane complex. I'm soon joined by a party of regular marshals, who advise that in previous years the junction has seen plenty of action. Before the road officially closes, the first action of the day is a visit from the 'chicken lady' who comes to feed the chickens in the large sheds behind me. She later advises the marshals that she will have to return later in the afternoon to feed the birds again and she is advised of the stage times.

By just after eight o'clock the road is legally closed and there begins the entry of the various officials vehicles, including road closure car with red beacons, accompanied by Police bikes to ensure all is safe. The more usual Spec Safety, Safety Delegate and zero cars follow into the stage as we head towards a due time for first car.

Before we can start any competitors there is the need to recover a stricken marshal's car off the stage at Junction 3a, just up the road from me. Extractor 2 Recovery is soon dispatched from the Stage Start to recover the embarrassed marshal back to my location. He won't be the last marshal to be caught out by the water-soaked soft ground conditions.

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Radio Mutterings
East Riding Stages
Continued from page 78

With the Recovery Unit back at the Start and the final 00 and 0 cars clear of the stage, at 09:52 the first competitor Car 2 roars off the start line and SS2 Coom Hill is live.

Almost immediately cars begin to test the limits of the chicane as Car 3 hits one of the large square bales set to protect the farm buildings on the exit from the chicane, only seconds later to be reported by Loughborough 5 at Junction 4 as having wacked the chicane at their junction. After 13 cars into the stage, Car 1 reappears, apparently having been stopped previously on the road section from SS1 ?. The car is certainly not at full chat and sounds really rough as it passes through Junction 3. Cars continue to glance off the chicane, although Car 27 hits the bales somewhat more directly, but does continue with some inevitable front-end damage. There are quite a few spectators now at the Junction, but the marshals do a first-class job, and everybody is well behaved and is kept safe. Silk 24 at Junction 12 then calls in that Car 27 is stopped with them in clouds of steam, almost certainly due to their hit on the chicane, although they do eventually rejoin the stage.

The action is fast and furious on this second stage, with some fine and not so fine car handling as cars attempt to slow down for the entry into the chicane and the flick out past the farm buildings. Worksop 4 out at Junction 8 is next to make a 'Safety' call into Cat Control as Car 51 goes straight on at their 90-degree right junction and drops into a ditch. The crew of the car are out and Ok and there follows a struggle with the elements as spectators and marshals wrestle to pull the car from the ditch, all rewarded for their efforts as the car eventually rejoins the action and is crossed off the recovery list in Control. Gem 62 at Junction 17 then calls in Car 77 off at their location, although hardly has the call been made and car manages to get back running.

After Car 99 is through the stage we have a brief stoppage as one of the Interim Safety Cars has to escort a resident from Junction 5 to 7 and then clear of the stage. In the end this slick operation only takes circa 7 minutes and the stage restarts with Car 97 at 11:25.

After the restart there is a heart stopping moment as Car 92 is reported off in the vicinity of the Flying Finish. Thankfully after an anxious few minutes the OK button is pushed on the vehicle tracker and the stage is reported as passable, crew OK. Later it transpires that they have left the stage into some trees and have damaged the radiator. More drama at my location sees Car 114 lock up into the chicane and into the trees head on. The car, a Mazda RX8 suffers significant front-end damage, but the crew manage to reverse out of the trees and rejoin the stage.

A more serious 'Safety' shout is then made by Maverick 12 at Junction 9a, as Car 120 rolls at their location and ends up on their roof down about five feet off the road into a ditch.



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Radio Mutterings : East Riding Stages

Continued from page 80

The crew are mercifully soon out of the car, apparently shaken but OK. With the crew out of the car and the stage passable, there is no need to stop the stage and the action continues. Silk 8 at Junction 15 then reports that they have Car 128 with them in clouds of steam. Despite assistance from spectators, a new fan belt and donated water the car is eventually reported as needing a straight tow at the end of the stage. By now we are heading towards the end of the field for this first scheduled run through Coom Hill, seeing in the end by 12:15 a total of 124 cars into the stage and a very creditable 121 out.

As with other rallies a Course Closer now runs through the stage to mark the end of this competitive run, however the roads remain legally closed awaiting the scheduled return of competitors for SS8, about 13:00 onwards.

After a brief lunch break and a chance to stretch the legs we all prepare for the re-run of the safety cars and the next run. In the meantime an assessment of the recovery of Car 120 is made and it looks as if this will be a difficult recovery and take an hour plus, so is pencilled in for the end of the day. The first group of safety cars enter the stage from 13:11, but then mysteriously Control asks Summit 6 at the Stage Start to 'hold' Car 00 ?. A short while later, Cat Control advises of a call for "medical assistance for a competitor" and Omega Rescue on 'blues & twos', makes for a spectacular run in their American ambulance / rescue unit through to Junction 9a. On scene at 13:26 Omega soon report back that they are standing down and that the competitor can be transported by one of the Interim Safety Cars back into Service.

As speculation grows as to what is happening we are then advised that the stage is being shortened and that a new Stage Start will be set up at Junction 10 (post Car 120 in the ditch). This all means that the start line crew and equipment all need to relocate, although Summit 6 relocates to the Arrival Control and that means Summit 7 at Junction 10 will assume his duties. For everyone prior to Junction 10, this means that the cars traverse through the stage non competitively to the new Start Line. We all need to remain in position as the road needs to remain closed, until all of the competitors have got to Junction 10. Rather frustratingly we settle back to watch the cars slowly pass along the stage and through the chicane at Junction 3, although that small pleasure is removed with the chance as the set up crews take advantage of the non competitive section to begin to strip the road of stage furniture. Mustn't grumble too much as this should mean we can leave the stage later on, at an earlier time.

With all of these changes the stage is delayed a little, but Car 2 does commence the second run through a shortened SS8 at 14:16. Listening to the radio, Car 53 hits some sort of trouble and exits the stage at Junction 13. Next to have a problem is Car 54, also with Rede 43 at Junction 13, as the car loses all of its oil just in the braking area into the Junction. Understandably a verbal warning for the oil spill is then issued via Summit 7 on the new Start Line. Silk 8 then calls in Car 104 off into a ditch at Junction -16, but crew OK. A mechanical issue then hits Car 106 with Summit 5 at Junction 18+ and the car proceeds no further. More seriously Silk 8 calls another 'Safety' as Car 114 comes off the stage and drops into one of the deep roadside ditches. Although the crew are eventually reported as OK, they can't exit the stricken car as the doors will not open sufficiently against the walls of the ditch !. With very few cars left to enter the stage, Control moves to direct one of the 'spare' Recovery Units off the rally route and up to Junction 16, in response to the incident. In the end we hear that a total of 112 cars have made it to the start of the shortened SS8 and 108 out. With all of the cars into the stage, all of the radios and marshals prior to Junction 10 are stood down and allowed to exit the stage, although for now the roads remain closed as the organisers set about the various recoveries, not least of which is Car 120 from the first run and now Car 114 from the second.

For me it's time to head back though Hull and across the M62 back into Liverpool, after a most enjoyable first half to the rally but a somewhat frustrating but necessary end to the second half of my Coom Hill adventures for 2024.



GEM Rally Radio : 2024 Events Calendar

RALLYING

Golden Microphone Trophy

O/A	Call Sign	Operator	Score
	G 4	Ian Winterburn	points
	G 9	Keith Lamb	points
	G 11	Mark Wilkinson	points
	G 12	Richard Jones	points
	G 13	Stuart Dickenson	points
	G 16	W & R O'Brien	points
	G 21	Derek Bedson	points
	G 23	Ian Davies	points
	G 24	Paul Henry	points
	G 25	Chris Woodcock	points
	G 25A	Heidi Woodcock	points
	G 26	Mark Dickenson	points
	G 27	Roger Schofield	points
	G 28	Andrew Taylor	points
	G 30	Ian Ackroyd	points
	G 31	Duncan Stock	points
	G 32	Bryan Flint	points
	G 33	John Ellis	points
	G 37	Jermaine Jackson	points
	G 38	Sean Robertson	points
	G 41	Jerry Lucas	points
	G 50	David Peaker	points
	G 51	Gerry Morris	points
	G 55	Steve Broadbent	points
	G 56	Tony Jones	points
	G 58	Geoff Ingram	points
	G 59	Maurice Ellison	points
	G 62	Colin Evans	points
	G 65	Brian Eaton	points
	G 69	David Brough	points
	G 70	Davis Mainprize	points
	G 71	Phil Smith	points

2024 Calendar

Date	Event Name	Location
14 th April	Altratech SMC Stages	Anglesey Circuit
18 th May	Plains Rally	Bala
1 st /2 nd June	Menai Stages	Anglesey Circuit
30 th June	John Overend Stages	Melbourne Airfield
7 ^h July	Greystoke Stages	Greystoke
4 th August	Heroes Stages	Weeton
18 th August	Gareth Hall Rally	Trawsfynedd Ranges
13 th October	Harlech Stages	Llanbedr Airfield
26 th October	Cambrian Rally	Llandudno
2 nd November	Neil Howard	Oulton Park
3 rd November	Malton Forest Rally	Dalby
17 th November	Cadwell Stages	Cadwell Park
23 rd - 24 th November	Glyn Memorial Rally	Anglesey Circuit
December	Christmas Meal	TBA

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

Email control@gemrallyradio.org.uk



Mere Court, Saturday 3rd February

The awards night was held at the Mere Court, same venue as last year. Easy to find, off the M5 at J20 and follow the A50 towards Knutsford. I know where it is because I pass it on my way to the Kilton Inn for the ANWCC Meetings. To be on the save side I punch the post code in the SatNav .

All fine down the M6 and all going fine down the M6 with traf-
 fic flowing well - looks like I am going to be 5 minutes early
 according to the SatNav.

After croosing the Thelwall Viaduct over the Manchester ship
 canal I pull into Lane 1 ready to take the turn off at Junc 20
 onto the A 50 but it tells my to keep on the M6. I thought its
 going to take me to J 20A and onto the M56 off at J7 and
 down the A556 (probably 30s faster!) but no 'keep on the
 M6'.

My SatNav has live updates of traffic problems so maybe
 there was a problem on my usual route. Get to J19 and it
 tells me to leave the M6 and take the 3rd Right at the rounda-
 bout. I think its taking me down to the traffic lights at Tabley
 and then turn Left to Knutsford and then up the A 50 to Mere.

No it say straight on down the A556. A mile or so further on I
 am told to turn left and head towards Plumley and then left
 again at Smithy Green (onto the B5081) Somewhere on the
 B5081 my Sat Nav tells me I have reached my destination -
 A lonely farmhouse!

I check the SatNav and I had punched a 9 into the destina-
 tion rather than a 0. First Junction is Signposted Knutsford so
 that's the way I go. From Knutsford I follow A 50 SPs until I
 come to the Mere Court Hotel.

Other than my detour a good night. Picked up the Marshals
 Championship award and was surprised to also receive the Bob Milloy Trophy

Saturday 10th February

I should have been at Hexham & DMC's John Robson Rally
 but my son was getting married (This was his 4th attempt - all
 to the same young Lady - the previous 3 attempts all got can-
 celled because of Covid) My thoughts of doing the same
 trick as I had for a youngest daughters wedding (I left the cel-
 ebrations at 23:00 in my wedding suite complete with button-
 hole and cravat and then marshalled 2 controls) were aban-
 doned when he told me the wedding was at 16:00

Photo right - My two daughter, My Son (the groom), The
 Bride, 3 Grand daughters, one grandson & my wife's sister
 and various partners. The weather prior to the wedding was
 terrible but on the day the sun came out and everyone had a
 good time in Windermere (God favors the righteous but the
 Devil looks after his own)

Grumpy Old Git

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



Grumpy : Continued from Page 83

Saturday 17th February Weeton Camp, Hall Trophy Set-Up

The 'Whats App Group' message said 'Meet at Weeton Camp gates for 09:30. We were maybe 10 minutes late and whilst driving down the M6 had missed a further message saying "we are having breakfast at Greggs (in the Shell Service Station just off the M55 at J3)" so whilst most (not all there were a few more like my car full) missed out on the delights of Greggs and made do with our homemade sarnies.

The rain held off until about 2pm and I don't think it stopped until 1pm on the Sunday - consequently the water splash was very deep by noon on the day of the rally and some cars had problems. By the end of the day there were only 23 finishers out of 43 starters with Mike English taking his first Overall win in his Fiesta R2. The marshals who all parked up at post 31 looked after posts 30, 31, 32, 33 & 34 and reported back to me (GEM 59) of breakdowns and offs as well as changing the stages round with great efficiency plus lots of jokes thrown in. Very enjoyable day.

Friday 23rd February Dishforth Targa. Set-Up

Keys to the gate at Dishforth were collected by CoC Ian Daws at 07:30 and by 08:00 the 8 man, plus two women + one 4yr old were on site and ready to put hundreds of cones and loads of red & white barriers (and a lot of Straw bales) into place. As night started to fall everything was in place and everyone was 'cream crackered'. Off to Thirsk to book into the Hotel and grab a bite to eat. "What time do you want us in the morning Ian?" someone foolishly asked. "I am collecting the keys from the Guard room at 07:30" was the reply So an early night for everyone

Saturday 23rd & Sunday 24th February Dishforth Targa and then the Clean Up.

Everything all ready nice and early. Bacon & Egg sarnies eaten and all marshals dispatched to their posts. The day all seemed to go to plan and competitors appear to be enjoying themselves. Congratulations to Ian Daws (CoC) on his first time as Clerk (to be honest it was his second but seeing as the first event was at Acaster Malbis which the landowner pulled the plug a month before, that does not count). After the awards its back to the hotel and off to The Bengal Kitchen in Thirsk for a cracking meal for very little money Sunday and another early start to tidy up the site. Thankfully all the marshals had broken down their Junctions and it was a relatively quick job to pack it all up. On our way home by 14:00 hrs

Time to read reviews of the event on Social Media - Looks like it was very well received by the competitors



Inside the Industry

March 2024

with Paul Gilligan

2023/24 Charity Challenge

I make no apologies by putting this one at the top this time. Because we (the Mountain Dog & I) have pretty well done it. The revised target was to reach Palermo AND walk a 45 mile lap of the Targa Florio Circuit by February 29th. We arrived in Sicily Feb 10th, Palermo, the original target, on Feb 21st, and as I'm typing on Monday 26th we've done of the total of 2177 miles with three full days to go 2165, so only 12 to go in three days.

I'm not going to be as blunt as that Mr. Geldof was at Live Aid, let me politely say I do this to raise money for the Eden Valley Hospice so any donations would be very much appreciated. Target is £2177! I've set up a Just Giving Page, to donate :-

https://www.justgiving.com/page/paul-gilligan-1708960436839?utm_medium=fundraising&utm_content=page%2Fpaul-gilligan-1708960436839&utm_source=email&utm_campaign=pfp-email

I know if you read the PDF version this link won't work but I'll send a separate email out with the link so there is no escape!

2024/25 Charity Challenge

For this one I've been looking for something that is EXACTLY 2000 miles (in 12 months not the 13 I've used this year) Looked at all sorts of routes but all were under and over miles Then when watching the recent Ferrari film I was struck by the bleeding obvious. So we're going to (virtually) walk the Mille Miglia route twice. Starting with the 1955 route won by Sir Stirling of course then the last and tragic 1957 event. I'll keep you posted.

Will There Be A European Car Industry In 5 Or 10 Year's Time?

Or will the Chinese have destroyed it? Personally I think this is very possible. Last year European factories made about 11 million cars. China produced almost double that. Their home market is almost 22 million cars a year, Europe supplies only 400,000 of those. In 2019 Chinese made cars took only 0.1% of the European Market, by 2022 it was 1.3%. In 2019 European brand cars took 28.5% of the Chinese market (many of them built in China), 2022 down to 24%. Both figures are only going one way. China's great advantage is in electric cars and in their low costs. Almost two thirds of the cars they send to Europe are electric. And as I've said before the prices they can achieve are beyond belief. BYD have just launched a Fiesta sized electric car in China with a retail price of £8500 including local taxes. Dacia are just about to launch the cheapest electric car yet seen in the UK at £17000, just double the BYD figure.

My belief is Europe and the UK must either impose heavy tariffs on the import of Chinese cars pretty soon or see their own car industry disappear. Of course there sectors where the Chinese won't compete like those occupied by Rolls Royce and Ferrari but as far as the mass market is concerned?

However there is no doubt that the Chinese industry is very reliant on electrics. They control 75% of the World battery production and 90% of lithium refining. However if electric isn't the dominant power source (see below) then perhaps the picture isn't so bleak. Although they can still make cheap petrol cars.

Continued on Page 86

Whats' Happening To Sales Across The World?

Last year UK sales of new cars and vans combined were 18% up on 2022. Just behind Italy at 19%, ahead of France 15%, Japan 14%, USA 13%, with Germany 8% and China 6%. All in all the manufacturers had a good year. Electric cars took 15% of European sales, still well below the 2024 UK target of 22%.

Worldwide Toyota remain clear number one with over 8M sales, then VW Group just under 4M, Honda and Ford just under 4M with Hyundai close behind. No sign of General Motors you'll notice. I was pleased to see that Jaguar only shifted less than 4000 F Types Worldwide, rarity will hopefully slow the depreciation on ours particularly now they're not making them anymore!

UK Scores for January

UK new car sales were over 8% up on last year. Good news? As ever until you dig. Fleet sales were 30% up. Private sales were 16% DOWN and Small Business 18% DOWN. What recovery? And this level of retail sales is only being achieved with heavy subsidies. Finance deposit allowances of 10% of the retail price are common, sometimes they are even more. £9000 is the highest I've seen. Electric cars took 14.7% of sales, remember manufacturers get fined vast amounts if they don't hit 22%. Will this actually happen? We're also seeing manufacturers putting more discount on electric models than on ICE. Vauxhall for example will give you £2000 more deposit contribution on electric cars than on petrol.

March numbers with the new plate will be critical. If non Fleet sales are still down then there really is a problem. One UK manufacturer boss pointed out recently that there are a lot of sales people now working in dealerships who have only ever known the last 4 years of short supply and have no experience of a market where there are more cars than customers. Hopefully they will listen to the old lags who've seen both.

Are The Batteries Going Flat?

It does seem that various governments can do what they will, but persuading customers to buy electric cars is proving difficult. Price, range, recharging network we're all familiar with these problems. And the needle simply isn't moving now. In the UK only generous tax allowances for company car drivers have got us to where we are, which is about a third less than the Government would like. And this is happening all over Europe and in the US. Both BMW and Mercedes have announced they are slowing the move to 100% electric, both now mentioning 50% by 2030. Both are speeding up the development of hydrogen cars. Ford in the US are reported to be "drowning" under thousands of unsold electrics nobody wants to buy with dealers refusing to order any more. Ford too are looking at hydrogen and further internal combustion engine developments.

In the UK the industry association has asked that VAT on electric cars is reduced to 10% from 20%, bringing the cost to a private customer down by say £2500. Would that work? Well any price reduction stimulates demand but given the size of what's required I'd say there are two hopes and one is sadly not with us anymore.

Government Tax Changes Turn Pick Up Market Upside Down Then A U-Turn Puts It Back to Normal

The UK is one of the biggest markets in Europe for new Pick Ups and our tax rules are largely the reason. Pick ups are classed for tax purposes as commercial vehicles provided they have a one tonne payload which almost all do. This means that businesses buying them can reclaim all the VAT on the purchase price and enjoy a 100% capital allowance against profit tax. Employees including company directors have to pay only a very low Benefit In Kind (BIK) Tax if they are provided with such a vehicle as a company car.

This has not surprisingly made them a popular choice and led the manufacturer to offer high specification versions with all the features of a luxury car. Leather, Climate Control, Auto Box, Cruise, Big Alloys and over 200 bhp are all common.

The BIK sums are astonishing. With the vehicle classed as a commercial vehicle the cost to a 20% tax payer even if they are also provided with fuel for private use is under £1000 a year. If the pick up was re-classified as a car the cost to the employee would be over £16000 a year, and double that for a 40% tax payer! So you can see why many employees chose the pick up – like me for one. Then on February 14th HMRC announced that from July 1st this year Double Cab Pick Ups would be reclassified as cars for all tax purposes. There would be transitional arrangements for those already using one so they would keep current tax benefits until April 2028.

This caused panic amongst users and many just looked at the headline not the details, so we spent most of the following days explaining things and discussing options. Then on February 20th HMRC said that having listened to representations from business and industry they had changed their minds and double cabs were commercials after all, although they reserved the right to look at it again in the future.

Why the sudden change of mind? Well one of the most affected groups would be farmers. Every farm has at least one of these vehicles these days. No doubt the NFU etc made their feelings obvious. There are two facts that I am 100% sure had no bearing on the decision. The first being that a recent poll showed the Tories are losing the rural vote. The second being that the PM was due to address the NFU Annual Conference on the 21st. As I say you can all rest easy that these two would not have even crossed the minds of our lords and masters?

Imagine

Imagine we lived in a world where all the cars were electric. Then along comes a new invention called the “Internal Combustion Engine”! Would this concept sell?

Well just consider: The ICE cars would be half the weight and half the price. Because they are lighter they would do less than half the damage to the roads. They can be refuelled 90% more quickly, and have a driving range before re-fuelling of up to four times as long, and this range wouldn't be affected by weather conditions. The new ICE cars wouldn't be reliant on the use of environmentally damaging rare minerals mined by African children, and their construction would use far less steel and other materials.

Would people like this new technology? Would the ICE cars sell?

20 MPH Limits

In 2018 4,272 fines were issued in the UK for motorists exceeding a 20 mph speed limit. Last year it was 18,395! At say £100 a time that's an extra £1.4M of revenue! In October the PM announced he was stopping the “War on motorists” and that he would stop “Hare brained schemes like blanket 20 mph limits”. However in spite of this more and more 20 limits have been introduced and it is now estimated that 40% of the population live in an area where their local council has introduced at least some of these limits.

However most motorists are unlikely to suffer. 97% of the fines issued since 2018 were in Avon & Somerset and London combined. London Mayor Sadiq Khan apparently personally ordered the Met Police to “crack down”. Lancashire, West Mercia, Cleveland, Humberside, Warwickshire and Lincolnshire have NEVER issued a single 20 mph ticket between them. So it's not what you do, it's where you do it.

Ford To Cut 2500 Jobs In Germany

The Ford plant at Saarlouis in Germany currently employs 3500 people. Next year when the Focus, the only model being built there ceases production that will drop to only 1000 workers. The next generation car which will replace focus will be built in Valencia in Spain. However unions are powerful in Germany.

Continued on Page 84

There will be no forced redundancies until 2032 although workers can leave before then on what are described as “Attractive and well-funded severance deals”. The trade union involved stated that they were disappointed not to be able to force Ford to keep the plant open so had settled for the next best alternative “Making job cuts as expensive as possible for Ford”.

In my time in the Ford world there were three product launches that stood out. Fiesta Ford’s first mini car in 1976. Then Mondeo replacing Sierra in 1992 and Focus replacing Escort in 1996. Both of these were massive steps forward on the models they replaced. Mondeo is long gone, Fiesta ceased last year, now Focus is to stop. I’m sure they know what they’re doing.....

Paul Gilligan

Gilligan

Vehicle Consulting Ltd

GVC

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.

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CONTACT US
pg@gilliganvc.co.uk
 01768 484 185

Honda Accord Hatchback

An impressively well appointed hatchback that provides remarkable comfort. And engineering features like front-wheel drive, transverse-mounted engine, and rack and pinion steering. Our maintenance reminder and electronic warning system are standard on all Accords. There's also plenty of luggage room and fuel economy.



Honda Accord LX Hatchback

All of the Accord Hatchback refinements, plus air conditioning, digital clock, variable-assist power steering, non-slip cover, and Michelin steel-belted radials. Tactful luxury that includes elegant seat fabric, plush carpeting, equipped lower door panels, and side rearview mirror with remote control. Quite simply, affordable luxury.



Honda Accord 4-Door Sedan

Roominess and comfort like a big sedan, with Honda's engineering and fuel efficiency, too. Four doors provide ease of entry, and a large trunk accommodates more than you'd expect. Lush interior appointments, and standard features like variable-assist power steering, tachometer, electric clock, and remote rear door locks.



Honda Prelude Sport Coupe

A power-operated sunroof for the openness of a sports car. With front-wheel drive and fully independent suspension for sportive handling. And an all-new cockpit design and interior trim for the look and feel of refined sport. Our 5-speed automatic transmission, with variable-assist power steering, is optional.



**A Police Officer
 came to my house
 and asked me where
 I was between 5 & 6.
 He seemed irritated
 when I answered:
 "Kindergarten"**

72hrs of Chaos



Updated documentation for 2024

Good afternoon,

Please remind all your Event Organisers to check the Motorsport UK Website/Resource Centre to ensure that all documents for 2024 are the current versions. For example, the Officials and Marshals signing-on undertaking has changed and should be used from 1st February onwards.

We are aware that some Events have already set up their online signing-on for forthcoming Events with the 2023 version; however, for future Events (from 1st March onwards), please ensure that the new version is used.

The text in the undertaking has been updated in several areas including a new statement; "I do not have any disabilities or mental health conditions including use of any drugs on the WADA Prohibited List or medication that may affect my ability to carry out my duties". An amendment to Section G of the Yearbook will be issued in the coming days.

You can find the updated documents on the links below:

[Officials' & Marshals' Signing-On Portrait Form](#)

[Officials' & Marshals' Signing-On Landscape](#)

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HOWEVER :-

The above links don't work

These links (below) do Work !

Marshals Signing On Forms (Portrait)

<https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2024/01/Officials-Marshals-Undertaking-v1.0-L.pdf>

Marshals Signing On Forms (Landscape)

<https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2024/01/Officials-Marshals-Undertaking-v1.0-P.pdf>

AND - It would appear that MSUK are still at Colnbrook and not at Biscester

YOU COULD NOT MAKE IT UP !!!

The document on the left was (as far as I am Aware) published on the 31st of January .

NB page 92. Also Published on the 31st of January ' Your chance to improve Accessibility at Venues

On the Friday the 2nd of February the following revised statement was issued (again as far as I am aware both dates are correct)



Dear Marshal,

From 1st February 2024, there are changes to the Marshals and Officials signing on declaration and we wanted to let you know about these before you see them for the first time at an event.

What we have done is;

- Incorporated the parental consent for officials under the age of 18 into one form

[Click here to see the full signing on document](#)

Some events may be using the previous forms, and this is fine for the next couple of weeks, but they will change to this new form after that.

Why have we made these changes?

The primary reason is to reflect current best practice when supporting individuals with any disability or mental health condition. This is a self-declaration form for each marshal and official to sign. By signing you confirm that the role you have been allocated for **that specific event** is one you feel capable of performing in a safe way for yourself, the competitors and your colleagues.

The health and wellbeing of all our volunteers and competitors is so important and we should be comfortable asking for a different role should the need arise. For example, if someone has had an operation which may affect their mobility, then an active incident type role would not be best for them or any else until they are fully recovered. In this instance, it would be best for the marshal to discuss with the Chief Marshal the need for them to be allocated to a different role than their normal one until they are fully fit.

Continued on Page 90

Signing On Updated Update : Continued from page 89

Also, if someone has suffered any form of mental trauma whether stress related or otherwise, they may prefer to be in a role where they are unlikely to be faced with an incident which could trigger or exacerbate feelings of concern.

We would always suggest you talk to the Chief Marshal about other roles that may be suitable or ask them to suggest a different role for the time being.

For anyone who is concerned with regard to prescribed medication, check with your GP if it is on WADA Prohibited List and if so, please contact our medical department for further guidance and instruction on WADA@motorsportuk.org.

The main thing is to keep yourself, the competitors and your colleagues safe at all times.

The usual Marshals Bulletin will be issued on or around the 15 February as normal but in the meantime we wish you a great 2024. As always, any queries please email Sue Fletcher via marshals@motorsportuk.org.

Kind regards,

Motorsport UK Marshals Team

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VAT no: GB242304895.

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**Looks like they have moved
back to Bicester too !!**



Officials' & Marshals' Signing-On

To prevent compatibility issues please view this form with Adobe Reader

Organising Club: _____ Permit No(s): _____
Event Name: _____ Event Date: _____

All Officials and Marshals who volunteer at an Event must identify themselves by signing on in order to obtain Personal Accident Insurance cover. They must also sign the following undertaking

I agree to act in an official capacity at this Event and in consideration of this the Organising Club(s) have effected for my benefit a Personal Accident Insurance Policy for death or benefits as prescribed more specifically by the AGN.

I have been given an opportunity to read the General Regulations of Motorsport UK and, if any, the Official Documents for this Event and agree to be bound by them.

I declare that I am physically fit to carry out my duties and that I do not have any disabilities or mental health conditions including use of any drugs on the WADA Prohibited List or medication that may affect my ability to carry out my duties. I will inform the Organisers immediately should any change in my condition occur which I have reason or ought to have reason to believe would affect my ability to carry out my duties.

I acknowledge that I understand the nature and type of Competition and that I may be exposed to the potential risk and dangers inherent in motor sport and I will undertake my duties with their associated risks with due and proper regard for my safety and that of others.

Further, I understand that all persons having any connection with the promotion and / or organisation and / or conduct of the Event are insured against loss or injury caused through negligence.

I hereby agree to abide by all AGN Codes, Guidelines and Policies and where applicable those of the FIA.

I understand that my personal data is being processed and retained by the Organisers and Motorsport UK solely for the purposes of running this Event and will be handled in accordance with the Motorsport UK Data Protection Policy which can be found at www.motorsportuk.co.uk/data-protection. I understand that I can withdraw consent to process my personal data at any time by contacting the Organisers and/or Motorsport UK but that this may affect my ability to act as an Official.

MEDICAL PRACTITIONERS. All doctors attending Motorsport UK Events as medical officers must be fully registered with the General Medical Council, must be members of a recognised medical defence organisation and be covered for work outside a hospital. Doctors must be competent in the field in which they are working and must be aware that they are expected to provide themselves with such equipment as they deem necessary for the proper performance of their duties (S15.1).

License No:	Official's Role:	Tel:
Full Name:	Signature:	Date:

I confirm I have read the above declaration: ☐

Emergency Contact: (Required by Emergency Services in case of serious accident)

Name:	House No:	Postcode:	Tel:
-------	-----------	-----------	------

Parent/Guardian Signature (if Official is U18)

Name:	Signature:
-------	------------

Last Updated: 31 January 2024

Version: 1.0



What we have done is;

Incorporated the parental consent for officials under the age of 18 into one form

Updated the text in several areas including the following statement; "I do not have any disabilities or mental health conditions including use of any drugs on the WADA Prohibited

List or medication that may affect my ability to carry out my duties".

Why have we made these changes?

The primary reason is to reflect current best practice when supporting individuals with any disability or mental health condition. This is a self-declaration form for each marshal and official to sign. By signing you confirm that the role you have been allocated for that specific event is one you feel capable of performing in a safe way for yourself, the competitors and your colleagues.

The health and wellbeing of all our volunteers and competitors is so important and we should be comfortable asking for a different role should the need arise. For example, if someone has had an operation which may affect their mobility, then an active incident type role would not be best for them or any else until they are fully recovered. In this instance, it would be best for the marshal to discuss with the Chief Marshal the need for them to be allocated to a different role than their normal one until they are fully fit.

Continued on Page 91

Signing On Updated Update : Continued from page 90

Also, if someone has suffered any form of mental trauma whether stress related or otherwise, they may prefer to be in a role where they are unlikely to be faced with an incident which could trigger or exacerbate feelings of concern. We would always suggest you talk to the Chief Marshal about other roles that may be suitable or ask them to suggest a different role for the time being.

For anyone who is concerned with regard to prescribed medication, check with your GP if it is on WADA Prohibited List and if so, please contact our medical department for further guidance and instruction on WA-DA@motorsportuk.org.

The main thing is to keep yourself, the competitors and your colleagues safe at all times.

The usual Marshals Bulletin will be issued on or around the 15 February as normal but in the meantime we wish you a great 2024. As always, any queries please email Sue Fletcher via marshals@motorsportuk.org.

Kind regards,

Motorsport UK Marshals Team

.....
Following the above Initial Statement and the various updated statements (I think there have been 2 updates and they are suggesting there may be more) Motorsport UK have received a lot of flack on Social Media and rightly so.

There has been no consultation (that I am aware of) with any of the Associations or Marshalling bodies. In truth for an organization that has more people working in Safeguarding and Communications than they have in issuing Event Permits the Communications have been a disaster and you would think that no thought has been taken as to the effect on Marshals most of which are ex- competitors that due to age must be vulnerable.

On the plus side (and yes there is one in my opinion) the MSUK have eventually realized that we marshals need to have our wellbeing taken into account. It is not that long ago that MSUK said that all marshals were marshals first and if a radio marshal was the only marshal at a non mandatory post he/she had to forgo the radio duties and revert to being a marshal despite any medical condition. Not all radio marshals have disabilities but some became radio marshals because they could still play a role and help - this was being ignored to satisfy marshalling number requirements.

I am fairly confident that the changes have come about by Insurance requirements not by MSUK being nice to marshals but surely that didn't just happen at the end of January. MSUK should have had plenty of time to consult Associations and Marshalling bodies such as BRMC and formulate a plan to release the information and the benefits to their customers. We marshals are MSUK Customers and a valued supplier of services are we not? They are always telling us how they couldn't run their events without us.

The way this has been handled by MSUK has already alienated a lot of the Orange Army.

What are MSUK going to do to remedy the situation and ensure that it does not happen again

By the time this edition of Spotlight gets distributed we may have an answer but that does not get round how the powers that be managed to get it all wrong in the first place.

Update (Sunday 4th Feb) Hugh Chambers has issued an Apology from the Donington Seminar stating that the wording on the New Signing On Sheet will be reviewed - My Gripe is not the wording as such, more to do with the handling of it all. The wording will not alter the intention methinks. We wait and see!

Your chance to improve accessibility at venues

Tuesday 30 January 2024

Motorsport UK is working with Nimbus Disability and the Motorsport UK Disability and Accessibility committee to understand experiences of disabled people at motorsport venues, with the ultimate aim of removing as many barriers to participation as possible.

As part of this work we are launching a survey and running a series of focus groups to understand challenges disabled people face when at motorsport venues, in their capacity as a competitor, volunteer or as a spectator.

Continued on Page 92

Signing On Updated Update : Continued from page 91

Focusing on the experiences of those with physical disabilities and also the neurodiverse motorsport community, we will use this information to work with our venues and offer advice and guidance to support access requirements.

We would like to hear from people with access requirements about both positive and negative experiences at our venues.

If you identify as disabled, or want to share a story on behalf of someone, please follow the link below to share the story. All of this information will be kept anonymous and we will only contact you further if you wish to get involved with our in person and virtual focus groups.

Fill in the survey <https://forms.office.com/e/0MZsDVjTN8>.

Please note that in this instance the research is based on your experience at permitted venues not as part of getting your license or the sporting side of events. These are also important workstreams that are being worked on beyond this project.



Motorsport UK event signing on clarification The Updated, Updated, Updated, Update

Motorsport UK acknowledge the concerns expressed over the last 72-hours regarding changes to the 2024 Officials' and Marshals' signing on declaration and recognise that communications to the community should have been clearer and the wording of the form better expressed to be consistent with our policies

The signing on declaration serves as a prompt for you to ensure that you are signing up to a role that is suitable for you on the day. We are all conscious of the need to be physically and mentally competent when we sign on, and capable of performing our role as required. This was already reflected in the 2023 (and previous) versions of the signing on form.

Why did we need to make this change for 2024?

During 2023 there were reports raised by the volunteer community concerning some events and related to various aspects including physical capability, mental health concerns and substance use of colleagues. This led to a series of meetings held with the various Committee Expert Groups to consider the best course of action.

On the advice of the Chief Medical Officer of Motorsport UK it was deemed necessary to be more explicit in asking those signing on to consider the effect of any medication. For clarity, it was not the intention to require individuals to provide details of their medical condition or any treatments to Motorsport UK. That is between them and their medical practitioner. If anyone does have any questions in relation to this matter, they can seek advice from the CMO of Motorsport UK.

The initial 2024 wording did not properly reflect this intent and has therefore been changed. We have now reworded the relevant part of the declaration (V2) to make this clearer:

"I declare that I am physically and mentally fit to carry out my duties and that I do not have any disabilities or mental health conditions that may affect my ability to carry out my duties. I declare that I have not consumed any substance which may adversely affect my ability to carry out my duties.

I will inform the Organisers immediately should any change in my condition occur which I may have reason to believe would affect my ability to carry out my duties."

With a pedigree like this the new RS Fords are bound to be winners

From the Ford Rallye Sport stable come three exclusive cars. The new high performance RS Mexico, and RS 2000. And the RS 1800, first launched last June.

They're exclusive because they carry the RS marque and are hand finished; because they're bred from the race track to the road – and not the other way round; and exclusive because they combine competition performance with comfort and fuel economy.

And they're the latest in a line of thorough-breds that began when Ford put their famous sixteen valve BDA racing engine into the Escort RS 1600 and started a new breed of car.

Since then, Rallye Sport Escorts, with Roger Clark and Timo Makinen have chalked up just about every major rally win in the book.

And the new Rallye Sport cars have been given added luxury – with the opportunity to order from a wide range of Performance Parts. While Ford Rallye Sport dealers give the owner of a very superior car a service to match.

Visit your local Ford Rallye Sport Dealer – a full list appears on the opposite page. Or write to: Rallye Sport Marketing, Dept. CCC1, Ford Motor Company Ltd., Eagle Way, Brentwood, Essex.

RALLYE
SPORT



The RS 1800. A road version of the current rally winning RS 1800. 0-60 in 8.2 secs. Top speed 115 mph. Competition bucket or high backed racing seats. Fully trimmed interior. Excellent sound insulation.



The RS Mexico. Updated 16 liter OHC engine, 95 PS (DIN) at 5750 rpm, 0-60 in 10.3 secs. Top speed 106 mph. A high performance luxury saloon with refined suspension and superb road holding and handling.

The RS 2000. 1993cc OHC engine-bore 30.8mm, stroke 36.95mm, compression ratio 9.2:1, maximum power 120 PS (DIN) at 5500 rpm, maximum torque 118 lb/ft at 4000 rpm – giving 0-60 mph in 8.7 seconds, 111 mph top speed and 50 mpg plus (Ford estimate). Seats with lateral restraints. Fully carpeted and trimmed.



ITV4 set to screen Probite British Rally Championship in 2024

The [Motorsport UK Probite](#) British Rally Championship [BRC] will return to free-to-air terrestrial television in 2024, after signing a multi-year deal with ITV4 and [ITVX](#) to broadcast the six-round series across the UK and the Republic of Ireland.

An enhanced media package for the UK's premier rally championship will include a dedicated one-hour high-lights show on ITV4 after each round of the series to be broadcast at prime time with further repeat broadcasts and an end of season round-up programme.

In addition to the ground breaking prospect, the programme will also enjoy availability on the accompanying online catch-up service ITVX, ensuring the championship action can be enjoyed long after each round ends.

SD34MSG Awards Night Saturday March 9th

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.**



Championship 2023 Award Winners



Stage Rally

Driver

1st Overall	Mark Johnson	AMSC
1st Class B	Daniel Poole	CDMC
1st Class C	Mike Riley	Wallasey
1st Class D	Andrew Potts	CDMC

Co-Driver

1st Overall	Jack Morris	BLMCC
1st Class A	Steven Butler	AMSC
2nd Class A	Callum Young	CDMC
1st Class D	James Swallow	BLMCC
2nd Class D	Dave Wilkinson	CDMC

Road Rally

Drivers

1st Overall	Stephen Holmes	CDMC
1st Expert	John Gornall	Regardless
2nd Expert	David Pedley	CDMC
1st S Expert	Peter Wilkinson	CDMC
2nd S Expert	Ben Mitton	CDMC
1st Novice	Neil Raven	WCMSC
2nd Novice	Peter Sharples	PMC

Navigators

1st Overall	Adam Griffin	CDMC
1st Expert	Grace Pedley	CDMC
2nd Expert	Ian Graham	CDMC
1st S Expert	James Swallow	BLMCC
2nd S Expert	Barry Allman	CDMC
1st Novice	Andrew Millington	Knutsford
2nd Novice	James Sharples	PMC

Marshals

1st	Maurice Ellison	CDMC
2nd	Jim Livesey	U17 MC NW
3rd	Dave Barratt	AMSC

Brian Molyneaux Award

Paul Coombes Trophy

TBA

TBA

Non Race / Rally

1st Overall	Scott MacMahon	U17 MC NW
1st Class A	Andy Williams	U17 MC NW
2nd Class A	Ben Briggs	U17 MC NW
1st Class B	Daniel Millward-Jackson	U17 MC NW
2nd Class B	Gary Sherriff	BLMCC
1st Class C	Lauren Crook	U17 MC NW
1st Class D	John Jones	AMSC
2nd Class D	James Robinson	U17 MC NW
1st Class E	Phil Clegg	AMSC
2nd Class E	Philip Wardle	U17 MC NW

Sprint & HC

1st Overall	Matt Bramall	Longton
1st Class S	Peter Messer	CDMC
2nd Class S	Dave Goodlad	Knutsford
1st Class 1	Steve Wilson	Longton
2nd Class 1	Jonathan Baines	Liverpool
1st Class 2	Nigel Fox	CDMC
2nd Class 2	Chris Bramall	Longton

Individual

1st	Ben Briggs	U17 MC NW
2nd	Matt Bramall	Longton
3rd	Scott MacMahon	U17 MC NW

Under 18

1st	Ben Briggs	U17 MC NW
2nd	James Sharples	Preston MC
3rd	Milo Unwin	U17 MC NW

League

Overall	Under 17 MC NW
Division A	Liverpool MC
Division B	AMSC
Division C	Boundless by CSMA NW

Scrutineers' Bulletin - 219

February 2024

Clubs at the Heart Webinar with David Richards CBE and Hugh Chambers

We kicked off 2024 in style Last week, when we hosted our annual webinar with David Richards CBE and Hugh Chambers. With presenter Paul Woodford, they talked all things motorsport, including what to expect from Motorsport UK for the upcoming year as well as reflecting on all the adventures that took place in 2023. If you missed the webinar, don't worry! You can catch up by clicking the link below and watching the recording.

[Watch Here](#)

Also, we would love to hear your feedback on the webinar itself. Simply click the link below to fill in a brief questionnaire to share your views on the quality, content, format and more.

[Provide Your Feedback](#)

Stage Rally Tyre Limit Guidance (R)48.5.11

New for 2024, this process has been designed to be as simple as possible, without adding a significant cost burden, or additional workload onto Event Organisers. A self-declaration scheme has been designed with the onus on the Competitor to complete their forms and submit these at the end of the event.

For Scrutineers, Motorsport UK requests that a spot-check is undertaken periodically throughout the event to ensure compliance with (R)48.5.11.

Should a competitor be found to be in breach of (R)48.5.11, they are to be reported to the Clerk of the Course for penalising under the existing penalty structure.

Complete guidance, and the Tyre Limit forms in A5 and A4 format is available in the [Resource Centre](#) under Clubs & Organisers. Or you can access them directly using the links below.

[Stage Rally Tyre Limit Guidance](#)

[Tyre Allowance Form](#)

Observations / questions / feedback should be shared with rallies@motorsportuk.org

Fuel Tank Fillers

(Q)13.1.1 makes it clear that fuel tanks and fillers are to be isolated from the vehicle occupant for Circuit Racing, and for other disciplines (J)5.2.1, (J)5.13.3 and (K)6 are equally clear.

The example shown below, of a car presented for Circuit Racing, has the fuel tank located in the rear of the passenger compartment. Providing that both tank and filler are suitably encased so as to prevent passage of fluid or flame then such is acceptable.

However, in this example the fuel tank is encased (bag tank in a metal box) – which is good – but the filler itself is not



In this instance it could be corrected by the filler pipe being extended so that the cap is outside of the driver/passenger compartment, and the filler pipe would also need to be covered. This is often done using a metal concertina pipe to cover the fillers, and this is acceptable providing the construction of the cover is sufficient to create a flame and liquid proof seal around the pipes.

Continued on Page 96

FIA Helmet and Protective Clothing Guidelines

The FIA have published two new guidance documents which are available to view on the FIA website. These documents provide a lot of excellent information for Scrutineers on FIA equipment standards, so please take time to read them carefully. **However, note that there are some differences between Motorsport UK National Regulations and FIA International Regulations, so the sections regarding acceptable standards and validity periods should always be read in conjunction with the requirements detailed in the current [Motorsport UK Yearbook, Section \(K\)](#).**

The new sets of standards Guidelines -

the first of which cover Protective Clothing and Helmets - will bring together all regulations governing equipment into user-friendly and accessible documents



FIA safety regulations in relation to equipment are spread across several different sets of regulations, from FIA Standards and FIA Homologation Regulations for Safety Equipment to the International Sporting Code and specific Technical and Sporting Regulations.

Additionally, as the regulations are carefully written to avoid 'grey areas', it means that until now there has been no single, user-friendly manual to help competitors and scrutineers easily understand how they can comply. The two new sets of guidelines, and those to come in the future, do just that. Each one lets drivers know what they must have and how it should be used, or not used, while also providing scrutineers with a handy guide to what to look out for.



1. FIA Standard Guidelines – Protective Clothing. This provides competitors with information on the importance of using the correct competition wear, tips on selecting the right products, explains how to correctly use homologated clothing – including race suits, balaclavas and undergarments – and offers advice on customisation, maintenance as well the correct fitment of accessories such as biometric devices and padding. The scrutineering section, meanwhile, gives officials an overview of pre-event control, including technical lists, the correct positioning of FIA labels, what they should feature and a handy checklist to ensure compliance.

2. FIA Standard Guidelines – Helmets. This follows a similar format, featuring references to all helmet regulations, showing the standards recognised by the FIA and offering advice on selecting the right products and warning competitors about some of the most common, and critical, mistakes made in modifying helmets. Once again, the scrutineers section presents pre-event control advice, with a visual guide to accepted standards.



More sets are planned for the coming months and the FIA Safety Department is currently finalising guideline sets that bring together the regulations around seats, safety harnesses, racing nets, karting clothing, extinguishers, ADR, FHR devices and safety fuel tanks. Each will also be updated as standards are changed and improved.

These new sets of guidelines are 'living documents' and will be updated as new safety updates are implemented and as new regulations are written and applied. You can visit the [FIA.COM Safety News](#) webpage to view the latest guidelines and all prior communications from the FIA Safety Department, including ASN Safety Bulletins and ASN informative notes. For direct downloads of the two guidelines, please use the following links: [FIA Standard Guidelines – Helmets LINK](#) [FIA Standard Guidelines – Protective Clothing LINK](#)

BRMC On-line Training Programme

Don't forget the next module in this year's BRMC Training Programme takes place on **Tuesday 27th February** commencing at 19:30 and should last between one and one and a half hours. The forthcoming module is:

FIRST MARSHAL ON SCENE (PATHWAY CODE GE01G) AND FIRE THEORY (PATHWAY CODE GE01A).

This training can be used for upgrade or retention purposes with a certificate being issued.

The programme will continue monthly covering Motor-sport UK modules, the codes shown reflecting the marshal's pathway modules.

When you join any of our training sessions can you ensure your screen name clearly identifies who you are. This is used to authenticate your attendance.

All training dates are now showing on the BRMC training page, to enrol please go to the BRMC website, <https://www.brmc.org.uk/training>



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@mediachoices.co.uk

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

Practical Marshal Training in the North West.

Practical training sessions are back again in the North West. These sessions are open to new marshals and any marshal wishing to refresh their skills.

The Lymm sessions are planned to give you hands on training at a live motor-sport event! We have 24 places available at the training event.

If you are unsure of what the session consists of, then please read the report from the SD34 Spotlight magazine about the 2023 training event.

Date	Saturday 20 th April 2024 & Possibly 10/11 th August 2024
Time	2pm to 3pm
Venue	Poplar 2000 Motorway Services, Lymm, M6 J20/M56 J9.
Topics Covered	Event Set up
Booking	North West Practical Training Sessions
Also see;	Event Regulations
Date	Sunday 21 st April 2024 & Possible 10/11 th August 2024
Time	9am to 3pm
Venue	Poplar 2000 Motorway Services, Lymm, M6 J20/M56 J9.
Topics Covered	Introduction to; Marshalling, Time-keeping & event management.
Booking	North West Practical Training Sessions
Also see;	Event Regulations

Please follow the booking links

Please fill in the form as an 'Entrant' as we need **your car registration number** for the ANPR system. - *Passengers follow the instructions below.*

Put your MSUK- Marshal number in the Licence No box.

Or 1234 if you do not have one, and put 1234 into any other data fields if you need to!

Unidentified Racing Car for sale

Some history.....

This car was found by Stuart Hands (who raced Austin Healeys) in the late 1960's, supposedly in a barn close to Castle Combe circuit. It was complete, and fitted with a JAP 500 engine, Norton gearbox and fully enclosed bodywork. Hands sold the car to Mike Cubbage who got it running and along with friends drove it around the car parks of an abandoned factory. By 1968 he had sold it to Tony Bianchi who didn't drive the car but removed the engine and gearbox which subsequently went missing. Bianchi told me he has photos of the car from this period but cannot find them. The rolling chassis was then sold on. Hands, Cubbage and Bianchi



all came from the High Wycombe area. The car at this time featured a single rear disc brake – a most unusual fitment for a 500 and both Cubbage and Bianchi mentioned this feature. It was a swing axle car with motorcycle type spring damper units at all four corners and the bodywork was painted pale blue – like Malcolm Campbell's Bluebird according to Mike Cubbage who kindly drew me a picture of the car as he remembered it.

The rolling chassis went through various owners all of whom seemed to plunder bits from it. It eventually reached Don Rawson (Austin 7 racer and builder) and then on to Ken Medlicott who sold the car to Steve Smith who started the restoration in 1997 and I purchased the part-finished car in 2009. I mostly completed the job and made temporary bodywork until such time as the Bianchi photos turned up (which they never did, unfortunately).

Original car description.....

Chassis is nicely made and all brackets are fitted 'through' the tubes i.e. brackets are fabricated and the tubing slipped through the holes in the bracket before being welded up. This shows that a lot of detailed thought went into building the chassis from the very start. The front suspension mountings show signs of being modified in the distant past. The pedals are fixed on a pivot tube which is welded into the chassis. It had a single brake cylinder – possibly early Morris Minor – which may help date the car down to an early build period as the 500 racers quickly started to fit twin cylinders. The steering seemed (from a blurred photo) to have been direct like a modern go-kart which may also indicate an early car. The front suspension was by double wishbones with motorcycle type spring dampers. The rear suspension was swing axle with motorcycle spring dampers which were AJS 'jampot' type. According to Mike Cubbage the dampers bolted onto a removable bridge-like structure fitted above the chain drive unit. The front wheel hubs were from a 1930's Wolsley Hornet. All four wheels were three stud Hornet fitting, laced to West London style rims.

The final drive unit (and disc brake) were long gone by the time Steve Smith got the car so no description is possible. The chassis gearbox mounts take a Norton box perfectly. However, if you fit a JAP 500 engine centrally into the chassis engine mounts the chain line does not match up. This suggests that the car was originally built to take a much wider twin cylinder engine such as a BSA or Triumph or possibly even a JAP V Twin.

According to Mike Cubbage the original bodywork completely enclosed the car apart from the open cockpit. It had an oval grill at the front and a further opening at the rear. There was a removable panel at the front above the driver's feet and a similar one at the back to allow access to the engine.

The original blue bodywork panels can actually be seen in one of the photos; flattened and stacked to one side of the dismantled chassis. According to Cubbage the car had a white gearknob.

The car must have been raced at one time and also crashed. The chassis has a very small twist at the front (about ¼ inch) at one corner. The wishbones at that side had been remade, in period, to take account of the twist rather than straightening the chassis!

Continued on Page 99

Car as it stands today.....

All main chassis tubes are original with the exception of the steering column mount tube and the rear angled tubes each side behind the driver's seat position – these had been removed many years ago. A roll hoop behind the driver's seat has been fabricated and fitted but this is bolted on and is removable if preferred.

Front end is fully rebuilt with new wishbones and newly fabricated hubs. The uprights are original. New spring-damper units are fitted but I feel these are about an inch too long and the car would 'sit' better if they were shorter. A steering rack is fitted but this needs fettling or perhaps moving as the car doesn't steer very well at the moment due – I think – to a lack of Ackermann effect geometry. It has a removable boss fitted to the column.

New brake cylinders and all brake pipework is new. Pedals are original.

The rear suspension radius arms were remade as were the axle tubes, chain drive unit and central bridge structure to hold it all together. New spring-dampers are fitted at the rear but it would benefit from firmer damping I think.

The wheels are the originals. Cleaned and painted with a few spokes replaced. They are in good order. Tyres are racing Dunlop but are old and need replaced.

The bodywork was intended to be temporary but looks OK. It is a mixture of riveted aluminium panels and a glassfibre nose section ex Cooper Mk 4, I think. A new seat was made and looks good.

The engine is a mid 1950's Triumph 650 pre-unit which has been fitted with hi-comp pistons and larger inlet valves and some mild porting. The head was professionally rebuilt with new valves, springs and guides. The gearbox is a Dollshead Norton, rebuilt with higher ratio first gear from a Manx or Inter. Clutch is Norton. The carb is an Amal. All correct period parts for an early to mid 1950's racing car.

Currently the fuel supply is via a very small tank with a low pressure electric pump to the carb.

The car is in 'barn find' condition having sat in my storage unit for the last 6 years untouched. It is dusty but is complete. It does need some fettling to be ready for the track but nothing major.

All the original parts have been kept and are included in the sale. Contact me by email first please

kennybairdie@aol.com



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A first attempt at some guidance around Targa tyres

No specific tyre brand/type guidance, just an overview of how things work.

The Motorsport UK side is fairly simple, things get far more complicated when it comes to specific Events.

All comments appreciated, I'm just trying to make this area simpler and easier to understand (and to avoid the deluge of tyre questions I receive).

What tyres can you use on Targas? One of the most asked questions.

Here's some guidance. Tyre lists begin on page 216 of the Motorsport UK Yearbook.

There are fundamentally four types of tyre relevant for Targas:

- tyres for asphalt use, which could be anything from an FIA tyre to a good road tyre,
- gravel tyres where allowed for rougher events (can also work well on asphalt when worn down),
- Winter tyres for a variety of events,
- Certain road tyres which work well on more slippery surfaces and grass.

First the Motorsport UK Regulations:

Wheels and tyres are free as long as they fit in the standard wheel arches. If a tyre isn't prevented from being used, you can use it. This provides a HUGE range of potential tyres to use, not just tyres on List 1a.

Tyres for asphalt use:

A wide range of Road tyres (including Winter) ****CAN**** be used. Tyres on the FIA Asphalt Tyre list ("slicks", document posted in the "Featured" section of the group) ****CAN**** be used. Gravel tyres marked for "competition use" ****CAN**** be used (better if tyres are worn).

Tyres on lists 1b or 1c ****CANNOT**** be used ****UNLESS**** they are on the FIA Asphalt tyre list.

Gravel tyres:

A wide range of gravel tyres ****CAN**** be used. If the tyre has for "competition use" markings it ****CAN**** be used ****IF**** it is on list 6 "Tyres for unsurfaced Stage Rallies" (gravel tyres)

If a tyre is marked "for Racing Purposes Only" it ****CAN'T**** be used on Rallies.

BUT** there are some anomalies, most of which are becoming less relevant on Targas:

- pre 1/10/90 registered cars can use Avon CR28 (Turbospeeds), the Avon CR6ZZ and the Pirelli P7 Corsa Classic due to an EU Regulation (these tyres are disappearing so not a long term option),
- the Yokohama A021R manufactured before 01/11/14 when they were E marked (very few still in existence and compound probably becoming extremely hard),
- the Yokohama Advan A052 (there are better tyres on the FIA Asphalt list).

That's it for Motorsport UK Regulations, a wide range of tyres can be used on Targas. I think that's pretty clear, apart from the "Anomalies".

Event Supplementary Regulations:**

These can apply further tyre restrictions in addition to the Motorsport UK Regulations, usually to restrict surface damage. Some events do not allow FIA Asphalt tyres to limit pace and protect the bogey.

This is where tyre selection can become complex. Tyres must first comply with Motorsport UK regulations. Events can then stipulate whatever they want, they could insist on pink wall tyres (but they'd probably get few entries).

Bear in mind that event tyre regulations can vary considerably around the country.

Decide on which events you want to do and where. This will highlight the tyres you need. There isn't one tyre which will be suitable for all Targas around the country.

Do respect the Organiser's wishes as ultimately they're protecting the venue for use in the future. The last thing we want is to lose venues.

If you prefer rougher events then a set of gravel tyres and/or a set of Winters should be on your list.

Continued on Page 101

Tyres : Continued from Page 100

If you prefer smoother events then FIA asphalt tyres or good road tyres should be considered, possibly with a set of Winter tyres if it's cold (Winter tyres usually work better than Summer tyres under 7 degrees Centigrade).

Some specialist surface events (grass) require less aggressive tyres, such as the Hatsford. These tyres can be good allrounders but can have relatively weak sidewalls (try to obtain XL tyres and add a little more pressure)

Gravel tyres are often excluded to protect the surface. The down side of these tyres is that they can be abrasive, but they are also more puncture resistant. Oh for a tyre with strong construction to ward off punctures, but a less aggressive tread pattern and compound to protect surfaces. The search continues.

Many events allow Winter tyres. The likes of the Sumitomo W200 is being used with good effect on many events.

The "South West" tyre list is widely used, but isn't maintained, meaning that some tyres are no longer available and new tyres aren't being added. A wide range of tyres are allowed. Change will be required for this list to remain current.

Some events require even less aggressive tyres. Recently the likes of Debica and Uniroyal RainExpert/Sport tyres have fared well on these events, but in the dry many tyres work well.

E marked tyres are only required in Wales, but some other events can require them.

Do consider that tyres get old. A newer tyre will maintain its compound as designed. Purchase tyres when they're needed (but not too close to the event) to have the optimum tyres for the Targa.

None of the above should be considered as recommendations, just examples of tyre usage.

If all else fails, contact John Davies at JD Motorsport Tyres who is supporting the BTRDA Targa Rally Championship <https://www.jdmotorsporttyres.co.uk/>

Here are the Motorsport UK tyre Regulations (yes L 3 should include R 21 (Targa Rallies).

Tyre lists start at Yearbook page 216 Section L (Yearbook page 212)

****Tyres for All Rallies****

****3. ****For Rallies, all tyres used on the Public Highway must comply with the relevant Motor Vehicle Construction and Use Regulations, in addition to requirements specified in R18.4.

(Road Rallies), R19.7. (Historic Road Rallies), R20.1.14

(Endurance Road Rallies), R.48.5 (Stage Rallies) and R49.10

(Historic Stage Rallies), and the following regulations.

****3.1. ****At all times during an event the tread depth must not be less than 1.6mm over at least three quarters of the tread pattern.

****3.1.1. ****Tyres marked 'For Racing Purposes Only' are prohibited on all Rallies

****Tyres for Road Rallies****

****3.2. ****For all Road, Navigation, Targa Road and Historic Road

Rallies tyres are free subject to the following;

(a) Tyres on the current FIA List of Asphalt Eligible Tyres are permitted; including sizes not homologated;

(b) Tyres on List 1B (from 2020) and List 1C are not permitted other than the Avon CR28, the Avon CR6ZZ and the Pirelli P7 Corsa Classic, for pre 1/10/90 registered cars, the Yokohama A021R (manufactured before 01/11/14), and the Yokohama Advan A052;

(c) Tyres marked for "competition use" are not permitted with the exception of tyres on List 6 and 3.2a.

****3.2.1. ****For Endurance Road Rallies only tyres on List 4 are permitted.

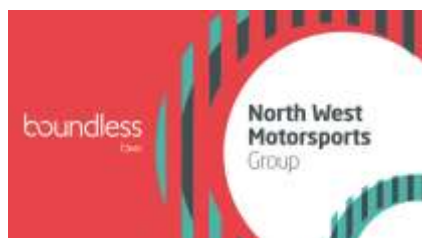
Section R (Yearbook page 324) **Wheels and Tyres**

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

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

****21.26. ****Tyres must comply with L3.2.

****21.27. ****Vehicles must have all spare wheels securely fastened.



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The Boundless by CSMA, North West Motorsports Group, Under 17 Motor Club North West and Accrington Motor Sport Club are joining together to promote 'grass root' motorsport events in the North West of England. See; - <https://linktr.ee/togetherinmotorsport>

All you need to do to get involved is:

- Join a motor club (visit anwcc.co.uk for more information)
- Get a free **Motorsport UK RS Clubman Licence** from MotorsportUK.org
- Enter the event. Registration links can be found on our Facebook pages
- Pay the entry fee (Blackburn - £35 and Lymm - £48)
- Bring your own road car
- Enjoy!

All you need is the car you drive every day! Big or small, come and have a go! Not convinced? Check out <https://www.youtube.com/watch?v=mFikKdmJZws>

All the event regulations and entry forms can be found at <http://anwcc.co.uk> or SD34MSG.org.uk six-eight weeks before the event date. Some of these do fill up, so an early entry is advised.

Please come along and have a fun day of motorsport with our team.

Dates:

21st April 2024

Lymm Truckstop M6/M56 junction

16th June 2024

Lymm Truckstop M6/M56 junction

11th August 2024

Lymm Truckstop M6/M56 junction

8th September 2024

M65 Junction 4 services

Contacts;

Tracey Smith – tracey.amscc@hotmail.com

Steve Johnson – 07718051882 – steve.amscc@gmail.com



The RYEMOOR TROPHY 18 & 19 MAY 2024



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

8 Rounds to Count

More info at : hellonerallychamp.co.uk



2024 Wern Ddu Gravel PCA's

Date	Venue
23 rd March	Wern Ddu
24 th March	Wern Ddu
19 th May	Wern Ddu
30 th June	New Grass Venue nr. Wexham
20 th October	Wern Ddu
24 th November	Wern Ddu
8 th December	Wern Ddu

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MARSHALS WANTED For The Legend Fires North West Stages

The 2024 Legend Fires North West Stages is fast approaching, and we need you to help support this fantastic event.

The event needs an army of marshals for Saturday 23rd March. Anyone wishing to help out, can you please head to

<https://www.rallystageteam.co.uk/default.aspx>

and register with the RST Team. We have availability on all the stages, including the exciting new additional stage for this year as well as the service area down at Myerscough College. It's going to be an amazing day with the top crews from across the country all heading to the Lancashire lanes.

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- **Protyre Motorsport UK Asphalt Rally Championship**
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- **Association of North Western Car Clubs**
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Wigton Motor Club

Forthcoming events 2024

• March 6th "Ferrari" film

at the Kirkgate Centre in Cockermouth. The Kirkgate has a bar so time for a chat before or after. Book on line.

• March 10th The first Cars & Coffee of

the year at the Motor House, near Cockermouth, 10 until 12. CA13 0QE

• March 23rd White Heather Targa at

Kirkbride Airfield. Scrutiny for race, rally and speed cars as well. Classes for historic and targa cars, single venue with no road mileage.

• April 14th Cars & Coffee at the Motor

House near Cockermouth, 10 until 12. CA13 0QE

• April 21st Drive It Day at Dalemmain House

near Ullswater. 11 until 2. All welcome £5 per car donation to charity.

• May 8th Cars & Coffee at the Motor

House near Cockermouth, 10 until 12. CA13 0QE

• May 12th John Peel Meander for pre

1950 cars. Starts at the Motor House near Cockermouth (CA13 0QE)

• Details of all our events are on our

website www.wigtonmc.co.uk



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- ANWCC All Rounders Championship
- ANWCC Ladies Championship
- SD34MSG Stage Championship
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- SD34MSG All Rounders Championship

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www.wiganmotorclub.org.uk

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Entries now open on rallyscore.net

All meals and usual White Heather hospitality included



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Classic Rally Organisation*

Historic Motorsport In
The North Of England & Scotland

2024 NESCRO CHALLENGE DATES LIST

Sat 9th Mar	Mull Classic	Mull CC/Saltire RC
Sat 23rd March	White Heather	Wigton MC
Sun 14th April	Shaw	Whickham & DMC
Sun 28th April	William Paterson	South of Scotland CC
Sat/Sun 4/5th May	Berwick	Berwick & DMC
Sat/Sun 1/2nd June	Rallye East Yorkshire	Yorkshire Wolds MC
Sun 7th July	Northern Dales	Hexham & DMC
Sun 11th August	Blue Streak	Spadeadam MC
Sun 1st September	Wearside	Durham Auto Club
Sun 22nd September	Doonhamer	South of Scotland CC
Sun 27th October	Solway	Wigton MC
Sat 9th November	Saltire	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
1st O/A Alex Willan

2023 Targa Challenge
1st O/A Chris Dodds



If you missed the 3 Recent 'How To' App Live Tutorials

They can still be accessed via the links below

TimingAppLive was on the 4th Dec

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

RallyAppLive was on the 11th Dec

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

TrialsAppLive was on the 18th Dec

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

Regards, John Clavey

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



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ANWCC

To Access all
of the following

2024 Championships Calendar,
Championship Registration
AND Championship Tables

Please Visit

www.anwcc.co.uk

SD34MSG

To Access the

Championships Registration

[https://
form.jotform.com/23255
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three sisters
CIRCUIT

threesisterscircuit.co.uk



Car Track Days:
18th March
22nd April
20th May

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)
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Oliver Waggett (HMC)	Dave V. Thomas (ANWCC)
Ian Harwood (KMC)	Geoff Bateman (WCMS)
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
David Yorke (Matlock MC)	Kirk Rylands Wigton M

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. 20th March 2024

7:30pm By Zoom

ANCC

AGM



Monday 4th March, 8pm

at Cleckheaton Sports & Social Club
BB19 3UD

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

www.ancc.co.uk



ANWCC

Association of North Western Car Clubs

Tues. May 14th : 8pm

Mere and Tabley Community Club,
Warrington Rd, Mere,
Knutsford WA16 0PU

<http://anwcc.co.uk>

ANECCC



Thurs. 25th April

8pm - In Person

Probably at the Dr Syntax

<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 March '24 Edition is

Tuesday the 27th of February

which is due out on

Thursday the 29th of February

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

NB : The Editorial team reserves the right to do their job as Editors and may amend articles and reports as they see fit