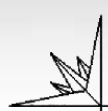


November 2023 spotlight



ANECCC
Association of North East
and Cumbria Car Clubs



ANWCC
Association of North Western Car Clubs

ANCC
Association of Northern Car Clubs



ANCC
.CO.UK



Alex Summers



**Longton & District
Motor Club Ltd**

*Photo Courtesy
of Denise Moore*



Margaret Malcolm Memorial Sprints Weekend

www.sd34msg.org.uk

Volume 14 : Issue 11 : November 2023 : © Maurice Ellison

Front Cover :- Longton's 2 day Trac Mon Sprint

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



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



Garstang & Preston MC
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High Moor Motor Club
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Chairman's Chat November 2023



The end of the year is near... possible the end of the world with the current wars?....

I am at an age where now that I know I cannot change what is happening out in the world.... only my reactions to them!

It was very refreshing that, during the first two weeks of October, I did take a little time out and was entertained by Brian Molyneux's book 'The Best Rally in the World' **see page 23** And how today it is still very relevant!

I also Zoomed in this week to the ANECCC quarterly meeting at which It was discussed... (Amongst other items) about the departing of Andrea Richards after 35 years service to motorsport.... I remember Andrea starting at the RACMSA just after the move to Colnbrook. I have always been grateful for the help and assistance Andrea has provided me during her time at the MSA and how she continued to do more and more work and increase her all-round involvement with the clubs and volunteers that run motorsport events. The annual radio renewal was just one of the many jobs that Andrea was involved in! As well as Insurance, Forestry, Championships, Council and Committee administration! And possibly lots more!

It was said at the ANECCC meeting that Andrea was one of those who knew her job and helped those that contacted her and she did actually get back to those making enquires; or pointed the enquiry to the correct person. It will take several year of training, for a new person to replace Andrea, if ever? Andrea will be missed by those club members that knew her.

Whilst looking back in one of my files I came across a letter I had wrote some 34 years ago to the RACMSA, about Junior Autotesting!....**See page 41.**

Hopefully you are planning a season in motorsport for 2024 as Competitor, marshal or organiser, if so please remember to join the SD34MSG & ANWCC Championships and support your local clubs.

ANWCC is now after all members clubs 2024 event dates - [2024 Club Events here](#)

SD34 MSG - members clubs only need to fill in the above form. **Let us save some volunteer's time!**

Or see; <http://www.anwcc.co.uk/>

And finally, a note from 1988.

SD (34) Motor Sport Group

To unite clubs in a friendly rivalry, promote pride in club membership and create an opportunity to assist club funds.

J.Gavin Frew - President SD(34) Group.

Steve Johnson : SD34MSG Chairman

What's the difference between a poorly dressed man on a tricycle and a well-dressed man on a bicycle?

Attire.

What has four wheels and flies?
A garbage truck!

What do sea monsters eat?
Fish and ships.

How many tickles does it take to make an octopus laugh?
Ten-tickles.



ANWCC

Association of North Western Car Clubs

It's now getting to that busy time of the year when we are coming to the end of one year's championships and getting everything sorted for the next one. We are continuing with our tried and test formulae but for 2024 there is one major change, in that the SD34 Championships are being incorporated into the ANWCC events – so all ANWCC Championship events that are organised by a member club of SD34 will also be an event qualifying for the SD34 awards, unless the club opts out. For organisers they just have the one registration form to complete, and this is linked from the ANWCC website. Competitors will still be required to register separately for the SD34 awards as well as the ANWCC Championships, and can do that via the SD34 website.

Registrations are now open and the links to the ANWCC championships can be found on our website, click on the box at top left of the website home screen. 2023 saw no less than 286 registrations, so let's see if we can beat that! Club officials have been contacted to register their club officials details, club events and also to renew their subscription and initial reaction has been very good. If you are a club official please read the notes on [page 87](#) of this Spotlight.

Proposals for regulation changes are published on the Motorsport UK website and there is a consultation process before the proposal becomes cast in tablets of stone, otherwise known as the Blue Book. My belief is, and not confined to MSUK matters as seen with regards to the Welsh 20mph farce, the authorities have committed regardless of any consultation comments received – R1.1.11 last year being a case in point. Recently there has been a proposal regarding classes on stage rallies, with all clubs told they must adhere although with some allowance for amalgamation of the 26 (yes, that many) classes. Seems the reasoning is to try and get down to homologated cars only, although there are some classes for the club level cars. By the same token, the proposal stated that Associations can continue as they were, in our case 6 classes based simply on engine size or whether or not 4WD. Some clubs have already used the new classes, or a variant, and it does cause some confusion when converting the entry to our classes, which is why you will find some of our event results on the website are showing both the event class and the championship class. However ... there is some good news and someone must have listened, as I have heard rumour that the new classes will be kicked out, and status quo maintained.

Another proposal was for all stage rally cars to have the WRC style door numbers fitted – seems there have been comments about how difficult they are to read, when you're sat in your car 30m away doing radio duties. I have heard that rule has been thrown out as well, and all cars must have the big black numbers on white squares – common sense prevails again!

Elsewhere you will have seen that Motorsport UK has parted company with one of their best employees. With my involvement in ANWCC championships and also my involvement with North Wales Car Club over many years I have always found Andrea Richards to be extremely efficient, pleasant and helpful – three qualities that make running motorsport a pleasure to deal with. I am sure many club officials have similar views, and whatever the reason for her departure I know she will be missed.

By next month we should know who most of our Champions are for 2023, and I look forward to receiving registrations for the 2024 championships, the regulations are on our website and the calendar will be finalised on 31st December after receiving the submissions from our member clubs.

2024 Championship Registration Form Below

(or visit the ANWCC Website - It is there - top left corner)

https://docs.google.com/forms/d/e/1FAIpQLSfNda6BrCihceigkSS9Ib_PmDOHYpGW5DrrwDK0EN4WFOeWEQ/viewform

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

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





October Meeting : Reports

Andrea Richards no longer works at Motorsport UK and this will be a huge blow to all event organisers and club officials for whom she has provided an excellent service. Who is now the Contact at Motorsport UK is unknown at the moment. Paul Parker asked Hugh Chambers directly, what had happened to Andrea Richards. Hugh replied that Andrea had said that with the move to Bicester, Andrea had said that she would give the travelling a go but has found the commute of over an hour each way to be too much and did not relish facing the forthcoming winter, so she made a decision to leave. It was commented that the loss of all the knowledge Andrea had been a sad occasion. A card was passed around for the delegates to sign, which would then be sent off to her.

Whilst affecting not just forest rallies, there are several regulation changes currently going through the consultation process which will affect both competitors and organisers.

First is the regulation which will bring in tyre limits on stage rallies both Single and multi-venue events. This will limit competitors to a maximum of 10 tyres on a 45-mile event. This has been brought in mainly for environmental reasons to reduce the number of tyres used in rallies and try and reduce the air pollution caused by tyre wear and reduce the damage to forestry roads. Draft guidance is being prepared and 2024 will be an experimental year but will affect scrutineers, organisers and competitors.

The controversial proposal to revise the seeding on events which would result in virtually all historic competitors having to run at the back of the field, and to not allow organisers to have the option of using reverse seeding, has been withdrawn. This was after MSUK received possibly the largest ever response to a consultation paper and during 2024, various ideas will be put out by MSUK rallies executive for further consultation and consideration.

The problem for radio marshals of not being able to see competitor numbers particularly in wet middy forest conditions has been considered by Rallies committee who have decided that all events should use the traditional style numbers on a white square rather than WRC style numbers.

Rallies Committee were told that on the 8 major championships there were 113 different classes used, and a list has been produced designed to produce a uniform approach which reduces the classes to 13 for non-historic cars, and 15 for historic cars. This will be implemented in Jan 2024.

Sprint & Hillclimbs : The committee have been making changes to the regulations to encourage more newcomers to the sport. Junior classes, Newcomers classes and Standard car classes will mean you can take part on a ClubSport License without fireproof overalls.

Club Development Fund: Clubs are encouraged to apply for grants from this fund; some of the ideas are Website development, storage, equipment, the development of a new event, Gazebo's with Club / Event logos etc. If Clubs require any information or assistance with their application, Future they are encouraged to contact Sofia McBeth at Motorsport UK. 3

Future Webinars: There is a planned webinar entitled Safeguarding for non-Safeguarding Officers. The idea is to provide everyone with training on how to deal with issues etc.

Regions were asked to contact Motorsport UK if they had any specific topics for future webinars.

Surface Damage Insurance: Clubs running Closed Road Events may wish / need to avail themselves of this, however they need to indicate this in their permit application.

Jonathan Jackson is to look at the Rally Permit Structures especially regarding the mileage split with the possibility of a fee for a Rally under 30 miles. This review will also look at the requirement of a 20% change in route and the use of a track no more than 12 times.

Carmarthen MC

Autumn Rally

23rd/24th September

Greg Harrand : Lampeter & DMC

Round seven of the Welsh road rally championship was held on the 23rd and 24th of September with Carmarthen motor club organising the Autumn Road rally. Unfortunately due to the stormy weather conditions a last minute reroute was done, losing the sections that were intended to run on OS map 146, but even so a tough but enjoyable 110 mile route greeted competitors on OS maps 145, 158 and 159, including using road not previously included on rallies for a number of years. 86 cars began the event out of the original 90, due to some last minute withdrawals with Car 1 going to the previous years winners, the Peugeot 206 belonging to Huw Jones and Shaun Richards. Sadly they would not repeat last year's performance with the car breaking a drive shaft a mile or so into the event.

The first section of the event was a short loop south of the A40 a couple of miles away from the start venue. Everyone gained penalties on this tricky opening section. Doing best over it were car 2, the Mk2 Ford escort of Ieuan Evans and Dafydd Sion Lloyd. Second best went to Carwyn Jones and Steffan Thomas who were debuting a new Proton compact, purchased only a week before the event, managed 1 minute and 20 seconds. Third were Richard Jerman and Ian Beaumont in their escort on 1 minute and 28 seconds, Richard's regular navigator unable to sit with him on this event due to being Clerk of the course.

The second section of the event took place to the West of St.Clears where Time controls 4 and 5 were, many passed through this part without gaining any penalties so it was over to the next section which were in the lanes North of Pendine. Here there were three more Time controls plus the start clock, all of which were tricky. Time controls 7 and 8 were timed to the second, and 9 was timed to the minute. Cars 2 and 5, the escorts of Ieuan Evans and Dafydd Sion-Lloyd and George Williams and Cadog Davies both tied on 59 seconds here, Richard Jerman and Ian Beaumont close behind them on one minute and 1 second. Most competitors gathered a minute or 2 of penalties at Time control 9, although cars 4, 5 and 6, the Peugeot 206 of John Davies and Eurig Davies, plus George and Cadog and Richard and Ian in their escorts, managed to pass through penalty free.

Continued on Page 9

positive
about motorsport



Catherine Williams Catering

carbonpositive-motorsport.com



Photos Courtesy of Joseph John Gilbertson

Autumn Rally : Continued from Page 8

There followed another relatively short section from Tavernspite to Whitland followed for Time controls 10 and 11 which didn't give anyone problems, so it was over to the east of Whitland where the next section began, which ran to the North and would include several tight sections. Unfortunately this section had to be cancelled due to car 23, the Renault clio of Wayne Jones and Owen Rowcliffe, drown out passing through a ford which blocked the road for the following competitors. A reroute was arranged which saw the action restart at Time control 18, located near Cwmfelin.

Here the route went South briefly to Gellywen before going back North towards Trelech. After this competitors would briefly join the B4299 before heading South-East in the lanes around Pen-y-bont and Talog. Time controls 23, 24 and 25 were located in this section and would see competitors gather penalties, with Time controls 23 and 25 being timed to the second, and Time control 24 timed to the minute. Car 9, a Mk2 Ford escort belonging to Rob Stephens and Kieran Price did best at Time control 23, with a penalty of 46 seconds here. Ieuan and Dafydd were hot on their heels at 50 seconds. Two cars managed to pass through the following Time control without incurring any penalties, John and Eurig in their Peugeot and George and Cadog in the escort, who would also take the rally lead here from here, having been tied with Richard and Ian. It was the escort of Martin Curzon and Richard Williams who were running at car 8 that did best at Time control 25, gaining only 23 seconds of penalties, they were followed by car 22, Nathan Summers and Scott Marshall in their escort, who had 46 seconds.



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

The petrol halt at Cynwyl Elfed followed, current rally leaders were George Williams and Cadog Davies with 5 minutes and 14 seconds. Rob Stephens and Keiran Price were second with 5 minutes and 25 seconds, and John Davies and Eurig Davies were third on 5 minutes and 47 seconds. Leading expert class at this stage were Tomos Evans and Emyr Jones in seventh overall with 8 minutes and 31 seconds. Semi expert class was led by Rhodri Lewis and Trystan Leyshorn who held fifteenth overall with 13 minutes and 54 seconds. Carwyn Jones and Steffan Thomas were the novice class leaders in thirtieth overall with their penalty count of 21 minutes and 51 seconds. Sadly there were already many retirements with both escorts of Iwan Jones and Andrew Lowe and Mike Roberts and Andrew Edwards retiring early on with broken gearboxes

The second half began with a section between Cynwyl Elfed and Carmarthen, with Time control 28, located just South of Abernant, where competitors gained more penalties. Rob and Kieran did best here in their escort with 30 seconds gained. They were followed by Ieuan and Dafydd on 36 seconds. Unfortunately, Richard and Ian would slide off into a ditch just after here and lose 35 minutes trying to regain the road, they would have been over time limit but due to the terrible weather conditions the organisers had decided to extend maximum lateness, allowing them to continue, although they would fall far down the leaderboard.

From here the route ran parallel to the B4299 and bypassed Meidrim. Time control 33 was located here and it would be a three way tie between Ieuan and Dafydd, John and Eurig and Richard and Ian who all achieved a time of 31 seconds at this control, with George and Cadog were right behind 35 seconds. The final control of the night, Time control 35, which was just to the West of Bancyfelin would see everyone add to their penalty count, with car 13, the escort of Tomos Evans and Emyr Jones do best with 25 seconds gained, they were followed by Rob and Kieran on 28 seconds and Ieuan and Dafydd on 29 seconds.

Back at the finish of what had been a very tough rally in incredibly challenging conditions it was the escort of George Williams and Cadog Davies that took a narrow victory of 5 seconds over the escort of Rob Stephens and Keiran Price. George and Cadog's penalty count being 7 minutes and 28 seconds, Rob and Kieran's being 7 minutes and 33. Ieuan and Dafydd finished third with 8 minutes and 20 seconds. Expert class winners were Tomos Evans and Emyr Jones who finished in an excellent sixth overall with 11 minutes and 50 seconds. Semi expert class went to Rhodri Lewis and Trystan Leyshorn who finished in fourteenth overall with 20 minutes and 28 seconds. Novice class winners were Barry Quibell and David Lee who finished in twenty-fifth overall with 35 minutes and 6 seconds.

Trackrod MC

Rally Yorkshire Trackrod Historic Cup 22nd/23rd September '23

Paul Commons

A controlled and consistent performance from Jason Pritchard and Phil Clarke saw the Welsh / Anglo pairing top a close fought historic battle in the North Yorkshire forests to claim Trackrod Historic Cup victory.

The penultimate round of the British Historic Rally Championship would see the crews return to the forests of North Yorkshire for the second time in 2023 but this time utilising the additional classic tests of Dalby, Staindale and Langdale, with Dalby also run in the dark on the Friday evening to provide extra spice to a challenging total rally distance just shy of 57 miles.

Pleasingly a mammoth capacity entry list had been put together by the organisers with a more than healthy contingent of historic category machinery and it was George Lepley (with Dale Bowen in the co-drivers seat) who would continue his recent strong form by holding a commanding early lead of over 22 seconds by the end of stage 2!

As expected, the all wheel drive Mitsubishi Galant VR-4 was well suited the long straights and 90 degree bend nature of the North Yorkshire stages however it was not to be for the young Nottinghamshire man who encountered gearbox issues in Cropton and was forced into early retirement. Whilst disappointing for Lepley and Bowen, their retirement did however open the battle for victory right up with Seb Perez's Porsche and Nick Elliott's Fiat 131 amongst a whole host of Ford Escorts now in with a genuine chance of top spot.

Perez, in the Category 2 Porsche 911, was in sublime form, setting second quickest time through Dalby on Friday evening and then fastest in Cropton to sit less than 1 second from the lead of the historic field after 3 stages. And the Chesterfield man would definitely have been in with a shout of victory had unfortunate engine issues not slowed the Global Brands backed machine through the two long afternoon stages. But with the Porsche visibly smoking through the Langdale finale he and co-driver Gary McElhinney would have to make do with Category 2 top spot and 5th overall which still represented an excellent result.



Continued on Page 11

Trackrod Historic Cup **Continued from Page 10**

Matthew Robinson and Sam Collis would return to action on the Trackrod in their formidable MK2 Escort and after the demise of Lepley would find themselves in the lead of the rally after stage 3. Dropped time in Staindale and Dalby would put pay to their victory challenge however, with fastest time through the 13 miles of Langdale not quite enough to overhaul the eventual winners; the duo ending the event in second just 5 seconds behind the similar machine of Pritchard.

Pritchard and Clarke meanwhile are 3 time British Historic Rally champions for a reason and whilst their speed is unquestionable it is their consistency which has delivered the titles. Having only entered the Trackrod as a pre RAC shakedown, the RS1800 crew were fastest through Staindale to take the lead of the event and quick again in the second running of Dalby to hold a relatively comfortable 8 second lead heading into the Langdale finale. The pairing would not drop outside the top 5 fastest stage times throughout the two days as they went on to claim a second BHRC success of the season.

Another crew returning to action on the Trackrod were Paul Barrett and Gordan Noble and the Omagh based crew were in the mix for a podium position aboard their Ford Escort as they sat in 4th with just one stage remaining. The Northern Irish duo would sadly not emerge from the final Langdale test however but on this showing should be right up at the sharp end come the RAC Rally in November.

This left the evergreen Steve Bannister aboard the infamous red-striped white Ford Escort to pick up the pieces; the 'Malton Missile', with Callum Atkinson alongside, taking advantage of Barrett and Perez's misfortunes to climb from 8th overnight to an excellent 3rd by the end of the rally with 5th, 3rd, 6th, 7th and 3rd fastest times through the Saturday stages.

The RSD prepared Fiat 131 of Nick Elliott and Dave Price is perhaps not best suited to the North Yorkshire stages but were able to keep their championship hopes alive with a solid 4th whilst Gareth James and Daniel Petrie would put in another strong performance to round out the top six in their MK2 Escort.

In Category 2, Stefaan Stouf and Dai Roberts may well have given Perez a run for his money (having sat 3rd overall overnight) but for their rally coming to an end in Staindale. This left Jeremy Easson and Mike Reynolds to claim the runner up spot with 12th and Warren Philliskirk and Garry Green to round out the podium positions in their similar MK1 Escort.

Continued on Page 12



Trackrod Historic Cup **Continued from Page 11**

Meanwhile in Category 1, top spot would go the way of Richard Aczel and Allan Harryman in their Porsche 911 (although potentially listed in the wrong category) whilst Terry Cree and Richard Shores would wrap up the 2023 category 1 BHRC title with second aboard their Mini Cooper S.

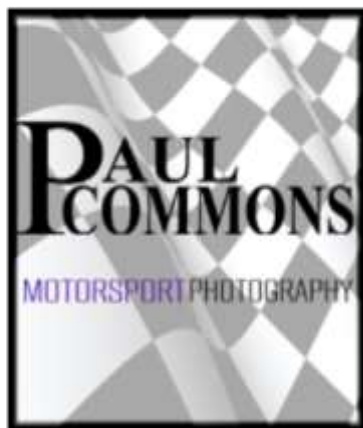
Elsewhere, in the Trackrod Forest Stages event Elliott Payne and Tom Woodburn (Fiesta Rally 2) would claim a close fought victory after overhauling early leaders Arron Newby and Jamie Edwards (Skoda Fabia R5) over the afternoon stages, whilst WRC regulars Adrien Formaux and Alexandre Coria would take a poorly supported BRC Rally Yorkshire victory by a comfortable 45 seconds

Paul Commons

Paul Commons **Motorsport Photography**

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

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



Product

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

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

paul.commonson@yahoo.co.uk

Or visit the website

<http://paulcommonsmotorsport.com>



Clitheroe & DMC **CLITHERONIAN**

Road Rally 23th/24th September

Corey Powell-Jones : De Lacey MC

It's that time of year for my favourite night rally event, The Clitheronian, one of the first events I ever did as a navigator with my grandad in our Peugeot and have done every year since, this year however the Peugeot is having a 'rest' and I was lucky enough to be offered a seat with Pete Wilkinson in his very bright Suzuki Swift – also known as the flying banana!

After an extra long lie-in, we packed the van ready to go and set off to Blackburn/Darwen Services, for scrutineering and noise at 19.00, having been seeded car 17 (my highest seeding yet!). Arriving early, I caught up with last years championship rival Dylan Griffiths, and chatted to competitors and organisers as well as the man himself, Maurice! On receiving a call from Pete who had arrived at noise I went to meet him, leaving my grandparents to go on and sign on for marshalling duties, which as always, we're extremely grateful for.

Car sailed through noise and scrutineering, then we grabbed a Maccies and chatted while we waited for the drivers briefing at 21.30pm and the route handout at 22.17pm, which consisted of 3 pages of 6 figure references, which we would swiftly plot (no pun intended!), leaving us with half an hour to check over the route. Once happy with the route we lined up for MTC1 and got ready to go.

From MTC1 we long run out to TTC2, section 1 used some very nice roads which flowed really well even with a slightly damp surface, after reaching STC5 it began to lightly rain as we queued for NTC6, from there would be a section over Lythe Fell, where we would drop the most time across the event, as it was rather foggy in some areas which hindered our vision slightly together with the vast amounts of crests that make up the road, we arrived at STC9 having dropped around 3 minutes due to the conditions!

Next, we arrived at TTC10 where the rain came down a little heavier, however this did not hinder us at all as it would lead to my favourite section of the Clitheronian, Haylot Farm, finishing at STC13 where my grandparents were marshalling their first post of the night.



Continued on Page 14

Then onto a quiet drive through Caton up to NTC14, where we would immediately slot 90 right onto a slippery single track lane, we had a quiet steady run through and dropped no time, finishing at STC16 where we headed to fuel having only picked up 3 minutes overall. After fuel we travelled quietly through Borwick to MTC17, this was the shortest section only covering 3 miles but consisted of a 1km white (which wasn't very rough), after arriving at STC19 we then headed to STC20 which started on a very rough white road that lasted for approx. a mile and a quarter but posed no threat to the mighty Suzuki, and arrived at STC23 picking up a minute and 47 seconds, which was the last time we dropped any time over the event.

We then made our way quietly through Clapham to NTC24, where we would have a heroic drive over the moors to Gisburn Forest, where we were welcomed by Maurice at the next control, we then proceeded through the forest which was very slippery due to a mixture of leaves and rain, to finish this section at STCS27. We made our way to TTC28, heading onto Pete's local roads, with now only 3 sections left to go we prepared to push for a decent finish in class. Whilst approaching STC29 we had a close encounter of the 4 legged variety, when a deer decided it was his right of way and not the big metal can coming towards him on 4 wheels, thankfully the deer thought better of this and decided being breakfast was not a good option for him and moved out of the way! In the next section between STC30 and STC32 was a mixture of single track gravelly roads, quiet and lots of sheep! Arriving at STC32, we received a warm welcome from my grandparents who were on their second marshalling post of the night, we then proceeded quietly through Barley to NTC33, this section was practically in Pete's back garden but we decided not to stop for a cuppa figuring we might drop too much time! Between NTC33 and STC34 would be some very narrow, twisty roads through some trees with 2 NAMs in car parks, however, we would be one of just 7 cars to pick up no time on this section. We then made our way to Blackburn Brewers Fayre for a lovely breakfast – after a night like that the breakfast was banging!!

An hour later the results started to come in and we headed home believing we were 10th overall and 3rd in class – a result we were extremely pleased with – however to our surprise on checking the results again when I got home, we finished a brilliant 6th overall and 2nd in class, my highest finish yet and my first time out in the expert class.

I'd just like to say a massive thank you to the organisers who put on a great event, all the Marshall's who braved the weather and ensured a safe night of motorsport, special thanks to my grandparents who as always supported me and spent the night marshalling at 2 posts finishing at 5.30 in the morning! And a huge thanks to Pete for letting me sit in, it was an awesome night and the flying banana definitely flew!



Photos Courtesy of Jez Turner



Hero Challenge 3

7th October

Phil Savage : Kirkby Lonsdale MC

After a busy September competing on a series of Welsh road rallies, I found myself with a free weekend for the running of the Hero Challenge 3 based at Garstang country club. With the event being based locally, I put my name in the hat to assist with marshalling duties.

10 days out from the event, I took a call from Andy Pullan, clerk of the course for the event. This seemed unusual, but as Andy would reveal, he had a driver with an entry but didn't have anyone to sit in the "silly seat"

Historic and regularity rallying is something I've dipped my toe into but am far from experienced in, however, as the driver, Noel Kelly and his Volvo 122S, was a customer of Savage Motorsport and with the main man unavailable, I took up the opportunity.

Noel and I arrived (early) at Myerscough college on the Friday afternoon for noise and Scrutineering checks, driving the measured distance and then heading to Garstang country club to pick up our documentation. I've kept an eye on Hero for a number of years, however, this was my first time competing on one of their events, so had to pay my membership to the club on signing on.

A brief look through the roadbook and some agreement on how to read the tests to suit Noel's driving, I headed home to put some time into working out how the hell to go about not showing myself up the following day.

We set off as car12, leaving Garstang for the back lanes adjacent Lancaster university. The first regularity taking us past Forrest Hills, onto quernmore and up to jubilee tower before turning down towards Abbeystead and up the hill to Hawthornthwaite, dropping just 4s at 3 timing points settled the nerves a little. We transported through "The Trough" and on to regularity 2 down little bowland and onto longridge fell. Much of this was beginning to look (reassuringly) familiar to me, not only as regular road rallies routes but I'd organised a 12 car on these exact same roads just over a week before.

Dropping 3s on reg2 and after a couple of tests at Volker Stein at Preston, we arrived at the morning coffee halt lying 4th.

Continued on Page 16



Hero Challenge 3 : Continued from Page 15

Reg3 used lanes I was less familiar with around and through Inglewhite, 2 further tests at Volker Stein under our belts, we headed to the Trax venue at Preston Docklands for two tight, twisty, entertaining tests on the kart track marshalled by CDMC and guests.

Reg4 crisscrossed the motorway adjacent to Kirkham before heading to Skippool (through a series of Fyldes finest road works) and Thornton Lodge for a very tasty lunch and the less tasty news that we'd lost ground to 13th o/a. Test times on this event are graded by class, penalties are added based on position in class, unfortunately the Volvo was struggling against more nimble Triumph TR4's and Austin Healey's on the tight twisty tests.

Reg5 would turn out to be cancelled after the overnight heavy rain caused localised flooding. Leaving just two regularities, a map extract across the undulating Fylde peninsula and a jogularity through Scorton and Nicky Nook.

A bumpy but uneventful reg6 saw us pick up just a few seconds of time faults heading to Reg7 and back to my recent 12 car route. A good run through the first two timing points brought us into the fords of Nicky Nook, where, within a mile of final timing point on a single track lane we encountered a wedding photographer, bride, groom, two shirehorses and ornate white wedding carriage. Not prepared to risk the wrath of ruining a brides wedding day, let alone her wedding dress in the narrow lane mud, we dropped over 3minutes reaching the final time control.

This time would be adjusted by the "joker" facility, costing us 15s in the end.

A confusing end to this section on a tricky triangle caused many crews to also lose significant time.

Hero are a classy operation and on return to rally HQ, we were greeted by a large gantry arch and chequered flag photo finish.

Despite our misfortune, the last two regs had caught out a number of crews allowing us to sneak a top10 finish in 8th O/A.

Picking up an award for 2nd in class topped off by best newcomer navigator award capped a very enjoyable debut in Hero events.

A big thank you to Noel for an excellent drive and allowing me the opportunity, Andy for his thoughtful phone call and also to the organisers, marshalls and fellow competitors without whom we couldn't have enjoyed such a great days sport.

Phil Savage : Kirkby Lonsdale MC



Photos Courtesy of Gavin Ithell
Gavin.Ithell@hotmail.co.uk

Fresh Challenge

Wigan racer Tony Lynch will take up a fresh challenge during the final weekend of the Motorsport UK British Rallycross Championship 5 Nations Trophy season after confirming a switch into the RX150 class for the Lydden Hill event.

Tony has been competing in the Retro Rallycross Championship this season with his own Landsail Tyres Team Geriatric outfit and successfully wrapped up the 2023 title with two rounds remaining - the second successive season in which he has secured the Retro crown in his Toyota MR2. Having already taken the decision to sit out the event at Valkenswaard with the title secured, Tony has now elected not to contest the final Retro Rallycross round of the year and will instead try out an RX150 buggy at the spiritual home of Rallycross.

The lightweight RX150 machines are powered by a 200bhp, 1000cc engine that drives the rear wheels and have been a popular addition to the rallycross scene and have also appeared at major events such as the Race of Champions.

As a result, Tony joins an impressive list of drivers who will have competed in an RX150, which includes the likes of F1 champions Jenson Button and Sebastian Vettel, Le Mans legend Tom Kristensen and multiple WRC title-winner Sebastien Loeb.

Tony's entry into the season finale in early November will see him join forces with the RX Racing team and will mark his return to a one-make formula for the first time since 2013, when he secured the BMW MINI Rallycross Championship title.

"I've always fancied a go in the RX150 but with our own championship battles to consider, it's never been something that was actually possible," Tony said. "Winning the Retro title with two rounds to spare this season means that I have the luxury of being able to sit out the final round, and it means I'm able to make an entry in the RX150 instead. "Racing a buggy will be a lot different to the MR2 but I can't wait, and there is no better place to do it than at Lydden Hill given it is the home of rallycross. There's no expectation when it comes to results, so I'll just aim to have as much fun as possible and enjoy the experience."

News of Tony's outing in the RX150 comes on the back of an appearance with the Toyota at his local circuit Three Sisters, where the title-winning MR2 was on show during the final rounds of the Drift League GB season.

It provided Tony with the chance to show off the car to the new audience, whilst also offering the opportunity to get up close to a vastly different form of motorsport.

"Drifting isn't something I'm very familiar with, so it was interesting to see what it's all about," he said. "I've always been a fan of getting a car sideways in both rallying and rallycross, but they took things to a different level and there is certainly some skill involved with that they do!"

"It was also good to show off the car and our partners in the paddock across the weekend, and hopefully some of the fans will come along to a rallycross event in future."



BEATSON'S BUILDING SUPPLIES MR MULLRALLY 2023

2300 MC

‘Mullin Around’ Friends Reunited! Nelson Cricket Club 28th September

The 2300 Club's eagerly-awaited 'Mullin Around' reunion saw a capacity crowd at Nelson Cricket Club enjoy a trip down the memory lanes of Mull.

Thanks to the sell-out and an amazing raffle, led by Arlene Calvert, the evening raised over £1300, which will be split between the Brain Tumour Trust, in memory of club member Simon Bibby, and Pendleside Hospice.

The evening was organised by 2300 Club members and Mull stalwarts Neil and Arlene Calvert, Stuart Pye and Pete Kenyon.

"It was a fantastic evening, and brilliant to see so many famous names from the past - and present - there," said Arlene.

"The club was so pleased that Simon's father and brother, Stuart and Gareth, were able to join us on the night to support the fundraising in memory of dear Simon.

"I must admit I was amazed at the numbers and just how successful the whole evening was. We've had lots of messages of appreciation afterwards.

"The raffle was a big success too and we must thank all the companies who supported us with donations. They were Tesco's in Burnley, who donated the main prizes, Towneley Garden Centre, WH Smith, MiniSport of Padiham, Sainsbury's, M&S and Boots the Chemist. We even had one or two donations from guests on the night."



Mull CC
Beatson's Building Supplies
Mull Rally
13th - 15th October

Dave Brodie : Kirkby Lonsdale MC

A different format this year which drew some criticism, but in the end looks to have worked as there were far less cancellations than last year. The "weekend" started shakily on Wednesday with ferry cancellations and the need to book an extra night on the island with no assistance at all forthcoming from CalMac. Thursday saw equipment collection, familiarisation of the stages we were covering and JB delivering some training whilst I collected our paperwork, and we then checked into our organised accommodation before attending the Safety Car briefing followed by a meal with friends old and new.

On Friday morning we drove through the stages we were covering on Friday afternoon before returning to post 2 of SS1 for the road close time and putting the chicane bales on place. We then followed the set up teams through to the start of SS2 where our duty was changed and we remained at the start for the full run through. After a quiet stage, we returned back through SS1 after it had closed for food at the Little Bespoke Bakery in Salen - they did quite well out of us this weekend!

Saturday morning saw an early getaway to the Mishnish Lochs stage for a run through putting tape up and moving a few spectator cars - it was fantastic that every one was more than willing to do so and with good humour. At the FF, JB carried out some on-the-hoof timing training to the marshals who were unfamiliar with the system before we took up residence on top of the Hill Road, interrupted only by a trip to the TC for SS6 so JB could walk up to the FF of SS5 to do some more training on the clocks. We were then asked to switch to be the Roads Open car for SS9 as the official car was stuck behind a recovery, so a quick change of door plates and a red light on the roof and we ran through - several vehicles on the road in front of us towards the end, I really don't know what more can be done to educate people. A quick pit stop for fuel for both the car and us in Salen, then onto Our duties for Leg 3 - watching for tyre warming on the public road at Kinloch and covering the two southern stages. There were less than a handful of transgressions and the two stages ran faultlessly twice, so all that was left was to run through behind the Sweeper after the second run before being stood down at 0130 - early for Mull! A couple of whiskies may have been partaken of....

So we're now back in the Bakery having a late breakfast before returning kit and awaiting the (hopefully still running!) ferry back to the mainland. Many thanks to Richard Crzr and his team for a belting event and asking us to be a small part of it.

Dave Brodie : Kirkby Lonsdale MC

BEATSON'S
BUILDING SUPPLIES
MULL RALLY
2023



Mull CC
Beatson's Building Supplies
Mull Rally
13th - 15th October

Shona Hale : Saltire Rally Club

This years assault was just like every other!!

2 full on weeks of preparation of car and crew to tackle what is, in our opinion the hardest tarmac rally in the uk. We had alternator issues to understand and overcome from our previous event, never great timing when planning mull with the longevity, the bumps, jumps and running the lamp pod for long periods. With help from various sources to try and identify a brand that's not junk! (not easy in this world) and a bit of engineering science from engine builder Billy's Page Faulkner we were in good shape, as ever it took the whole team to help us and manage my OCD on 'is it ready to go or am I missing something', as ever it was good to go but this time it took Potter spending a day cleaning and polishing for it to finally sink in that's it's fit for the rock in the North West of Scotland.

With some road closures due to floods we headed off on Monday to start our recce in the 4 speed 206 recce car. (Don't ask)...

Changes to the route and format made recce slightly easier than previous editions and we found the pace notes to be very good needing less work than the usual marathon overhaul, Potter made around 350 changes across the 135 miles of stages. (sorry)

The team were all on the island by Thursday we settled in for tea at The Gallery Restaurant. Damian Mc Dougall however wasn't having tea he was ready for a full assault at the Tunnocks tea cake eating contest.... a little past 9.45pm and 30!!!! Tea cakes later WE WON!!!!!! well.... He won

Next up on Friday morning, shakedown!! New to us, we spend a couple of hrs in changeable conditions tweaking suspension settings and tyre choices ready for the start of the event.

We had a good clean Friday leg, the car was simply awesome!!!! In the changeable conditions we were sitting 2nd in class by only 5.5 seconds. Game on!

Saturday dawned dry.... wet... damp, windy and hailstones.. this was all before the 9.30am start . Wets it was and we went into the 'lochs' as hard as we dared to make up time, it worked, fastest in class!

Continued on Page 21



Photo Credit : Colin Smith 2023

Mull

Continued from Page 20

Over the next 2 stages both Ogg and Kev unfortunately retired, back to service with a bit of a lead in the class Toshi and Dommy jumped to the car and I sat down to lunch from Gemma and Kirsty looking after the whole squad for the week! Whilst planning a safe pace for loop 2, In bursts Potter who tells me at that current point we were 9th overall .. I thought he was asking if we should bolt on the intermediate tyre, now it's faster but it's a risk if the rain came back, or to stick on the 'safe option' wets. I pondered over it and said let's go inters. I was then informed they were already on and he was telling me not asking me!!!

We went into the same 3 stage loop and loved every mile, the car was perfect, we worked in car perfectly and everything just flowed! An epic feeling! End of leg 2 14th overall and 1st in class... AND!!! Dare we say it... fastest front wheel drive car on the island! .

After more food and a wee sleep we were ready for the longest Saturday night leg in 15yrs, a marathon 8 stages. Lots of phoning to various people across the island for a weather report, the lads bolted on the right rubber and we went at her head on! We found this loop very hard, I wasn't driving well, Potter didn't feel he was reading well (but he was) we just worked away as best we could, a squeak from the alternator belt sent my brain into overdrive in stage 11 this stage has loads of left or right JUMP over crest, concentration has to be huge but I struggled to process the notes as I talked myself through 20 different alternator belt bush fixes. I was 40 odd miles from the lads in service, but if I didn't listen there would be no car to fix!! We made it through ok.. onto the longest stage of the rally 16 miles and it was more suited to my driving and the belt hadn't made any more noises! We got through there with another great stage time, over the lochs and we're now up to 12th overall!

Service in Caignure was food and water, interviews and tyre choices ready for the last loop of 4. We now just looking after the car trying to keep concentration when not driving at 100%.. (it's actually easier to crash going slowly) we got her round and finished. 12th overall

This year we also provided on event support to Dave and Cammy in the Max. For this we were joined by Lochlan, Craig and Lucy, fairly bit squad but It was a grand weekend. Thanks to everyone involved in our wee team it's simply incredible

what we can achieve. Thanks to the organisers and everyone involved in running the rally. A huge thanks from us all.

Just so we're clear.... Toshi has now retired from the tea cake competition

We finished the Mull Rally! Again!! 36th overall!



Photo Credit : Colin Smith 2023

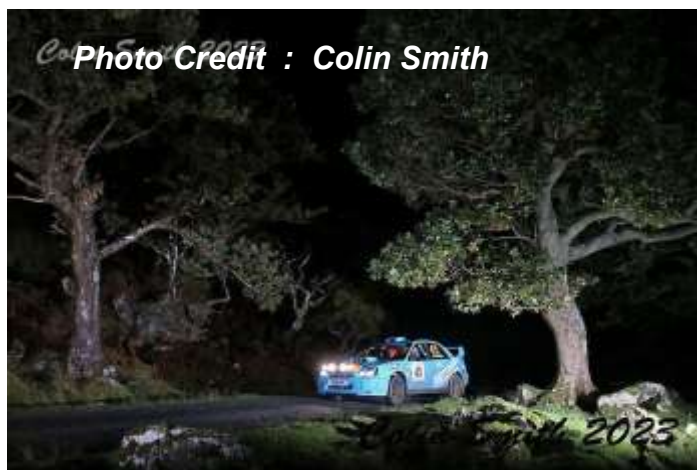


Photo Credit : Colin Smith 2023



Photo Credit : James Officer



Continued on Page 22

Mull

Continued from Page 21

Rally Sunday prize-giving!

We were delighted to find out we have won the Group N Award!

That's 2 rallies, 2 awards for the Blue Subaru!

We went out on Hankooks for the first loop of Saturday stage, lost the tail-end on a L6, visited a ditch, and carried on. The Hankooks were replaced by MRFs and they stayed on for the rest of the event.

If anyone sees a blue fog light blanking plate on Tuath, give me a shout. Failing which I'll have a look tomorrow

We encountered every climate on our event, hailstones included, and happy to report we got through every stage with no cancellations or notional times. (Big change from last year and probably due to running much higher up the order)

We brought the big blue Subaru home in mainly one piece, and I am in awe of how Jimbo threw her round the tight hairpins towards Ensay. She was some hurl!!

Big thanks to Jamie, Robert and Amanda looking after us in service. Thanks to Bayview Garage for the facilities too.

It wasn't the traditional Mull Rally, it lacked atmosphere and the scheduling was not as perfect as it could have been. Hopefully this year will be a one-off and we can revert to tried and tested next year

Des and Potter Craig - absolute legends, brought the 206 home in an amazing 12th overall and 1st FWD. Great result and reward for the massive effort the whole team puts in!

Dave and Cameron got to the end, having had power-steering issues and completed the Super Rally in the C2R2 Max on Daves first Mull Rally.

Stevie and Steven...unfortunately broke a shaft and failed to finish

My "family" of G, Ross, Stuart and Drew - thank you for taking care of my Secco to allow me to play. I hear she saw 5 stages, two beaches and a few muddy puddles!

To each and every marshall - thank you very much from Jim and myself. Your efforts are much appreciated.

Shona Hale : Saltire Rally Club



WANTED A LARGE TOW CAR

Something like a Landcruiser, Patrol, Pathfinder etc.

Needed to pull the Chrysler this season to VSCC Trials, and while the Mondeo is legal to do so, it's a little unhappy with all the weight!

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

Andrew Wright <andy@eamont.net>



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



THE BEST RALLY IN THE WORLD

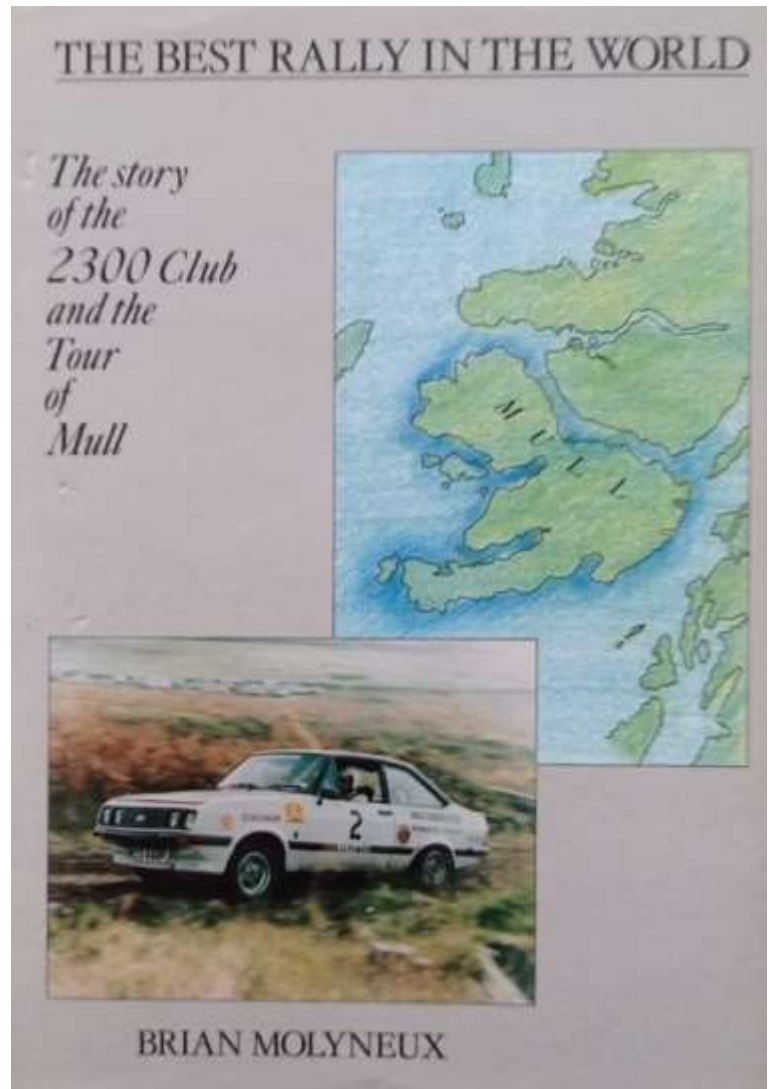
Steve Johnson : SD34MSG Chairman

I have had this book on my read list for years, and only managed to read the book this month!.... Well, being October it was an appropriate month!

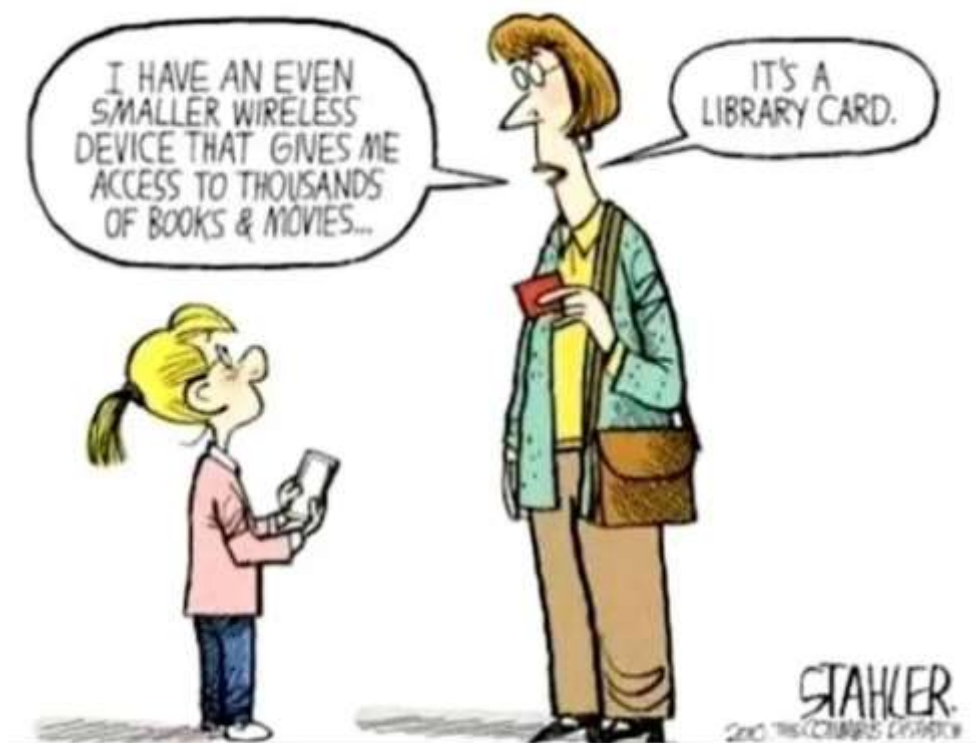
I did get to know Brian Molyneux when attending SD34MSG - (2300 are a founding member club of SD34) and ANWCC meetings over the years from the mid 1980s. Brian was always a gentleman with a great deal of knowledge and motorsport organising skill, happy to contribute to the discussion at meetings. The book does give note, that these types of event need many 'helpers' to ensure the safe running of the event. It notes those other motor clubs and their members, marshals and competitors, who helped the Mull Rally, without this, the Rally could not have been run.

Whilst the foreword by Ian Grindrod in 1989, gives the book the title, I did find the issues that 2300 club and the organising team had to overcome was something of a pathfinder to the many organising teams that are now trying to put on a closed road events since 2019, some 30 years later!

This book is a reading must, to anyone that 'thinks' they know what is involved in running a motorsport event. Indeed anyone who wishes to know how to run an event and what is needed to happen in the background.... to enable some cars to play out! The sheer dedication of the 'professional volunteers' that run motorsport events comes shining through in this book! I shall not do any spoilers about the book.... Just read it if you can, it is well worth it - in my opinion!



Steve Johnson : SD34MSG Chairman



Mull CC
Beatson's Building Supplies
Mull Rally
13th - 15th October

Dan Harper : Clitheroe & DMC

From leading the pack to an unforeseen turn of events! It was an exhilarating ride while it lasted at the Mull Rally.

Starting the evening's leg in pole position, our hopes were high, but sometimes even the strongest machines can face hiccups. A wheel bearing issue about 2 miles in reminded us of the unpredictable nature of rallying.

While it's heartbreaking to have retired early, we cherish the electrifying moments we had leading the rally and the sheer determination that drove us. They say "that's rallying," and they're right. We'll regroup, raise a toast to the challenges faced, and come back even stronger. Cheers to resilience and the spirit of rallying!

Dan Harper : Clitheroe & DMC



Harlech & DMC
Toyota Harlech Stages
Llanbedr
15th October

Lauren Hewitt : Wigan & DMC

Without a doubt the most enjoyable rally I've competed on in a very long time - fast flowing stages, lots of splits and even more nadgery bits made for an interesting day!

We soon got to grips with the venue, with Greg driving without fault all day, executing more than a few self titled "touring car" style overtakes, having several moments and plenty sideways, we finished a very respectable 7th overall and 2nd in class - incredible for a fairly standard car.

Lovely to come in from every stage albeit knackered but with a smile on our faces and having a good laugh - it's days like these that remind me why I love the sport

Proper job!

Lauren Hewitt : Wigan & DMC



Harlech & DMC Toyota Harlech Stages Llanbedr 15th October

Terry Martin : Clitheroe & DMC

I've done this event twice before, both times in a Darian, and had two top five results, so you would think I would like the venue, Llanbedr airfield, but I hate the place. It always seems like it takes eleven hours to get there, so when Rob suggested we go there for a pre South Yorkshire stages shake down, my reply was "If we must" and rolled my eyes!

Entry in, hotel booked, meet at scrutineering on the Saturday afternoon, all sorted. After my three hour journey to get there (seemed longer) I get there as Rob is queuing up outside the

hanger, for noise then scrutineering, in the ComLink Fire & Security sponsored Fiesta R5, both go without a problem.

We borrow a couple of bikes of Darrell Taylor, who is servicing next to us, and go for a ride round, and mark my stage diagrams up, it starts to rain just as we finish, put the Fiesta back in the pod, and we leave the van and trailer at the venue. Brian and Dean (service crew) seem to be in a bit of a rush to get to the hotel, and I find out why, as they head for the bar, while I go through the paperwork! Rugby, Wales are playing someone. The bars are all packed.

Sunday, six stages 48 miles, its sunny but cold, a soft slick tyre is chosen, for SS1. Its really slippery, Rob is a bit cautious, its still only our forth event in the car, and were fourth fastest, losing a little time catching another car.

SS2 a longer version (4 laps 9 miles) of the first stage, still on a soft slick, but they start to go off on the third lap, Robs driving brilliantly though, we catch and pass two cars on this stage and third fastest.

SS3 another 9 miles, and harder Pirelli fitted front and rear, Robs flying, third fastest again. SS4 Same tyres, but the brakes start to go on the last lap, but were up to 2nd overall, about 25s of first (Taylor in another R5) Dean and Brian bleed the brakes, and there is a bit of air in the system.

Two stages to go, we set fastest time, even with a soft brake pedal, but only by 1s.

Third placed car is over a minute behind, discretion is the better part of valour, especially

when you're not 100% confident of your brakes, fourth fastest, but second overall, first in class, and maximum WAMC Tarmac championship points, a good test for the car, and no damage, were all happy with that. Rob decided it was the co-drivers job to stop and collect the trophies, even if he has an eleven hour drive home.



Photo Courtesy of Kevin Williams

Rob Tout - Terry Martin. Clitheroe & DMC / Ammanford MC.

ComLink Fire & Security Ford Fiesta R5
<https://www.youtube.com/watch?v=7EBCHfwDGFI&t=11s>

Rally Revival M.C.

Rally Revival

Clubmans Targa

7th/8th October

Neil Raven : Ilkley & DMC

Day 1 of Rally Revival started off well in the early morning Welsh sun. Two runs on the first test, both under the bogey time, and some wonderful handbrake skids got us off to a great start.

The first run on test three, up a very rocky track, brought the reality of rallying down on us like a slate hammer! Bang bang over an unseen rock and the passage control marshal confirmed my fears, two punctures

We continued to the end of the test, got a time then pulled up in a lay by with lots of foul language in it. As we got out to assess the damage, the steam coming from the bonnet was an added concern!

Claire immediately got on to the rally vehicle support team and I tried to work out how the one spare wheel we had was going to fix both punctures. Where's Jesus when you need him?! Fortunately we had left two spare wheels outside our digs 15 miles away in Mold so the recovery guys arranged for the boyfriend of their bosses daughter to pick them up and get them to a pub just down the road. Some of you may recognise it from a trip to Wales we did a few months ago, the Raven Inn! (Oh how Apt)

I wasn't laughing though! Even a couple of Welsh cakes and a coffee Claire Nevar bought me from the local shop couldn't raise a smile. I wasn't a happy bunny because it was me that was going too fast! The steaming bonnet was down to the expansion tank cap being dislodged when we hit the rock which in turn let all the water out! Fortunately Neil and Simon Jones were behind us and handed us a bottle of water as they drove round for their second run.

With the tank refilled we set off to the pub with one replaced wheel and one flat. As we started to move there was scrubbing noise coming from the wheel I'd just put on! After another bout of rally Tourette's and several stops to check the wheel it dawned on me it was the balancing weights stuck to the inside of the wheel catching on the caliper! Annoying but not rally ending.

We waited at the pub for the wheels and the two lads appeared in a cloud of diesel Seat Leon smoke carrying the much needed inflated rubber. *Continued on Page 26*



Rally Revival Clubmans Targa Rally **Continued from Page 25**

One on the car, one in the boot and the flat ones put in the Seat. On we went.

We missed three tests and went in to the first regularity behind the course closer. But we continued through, following the pre plotted route and hoping we'd get back on track. Two very steady tests in a quarry followed by another regularity where we started before the course closer took us to lunch.

Another visit to the quarry after lunch, where we picked up a bit of momentum, then the final regularity of the day. We started before the course closer this time and enjoyed another blast through the Welsh roads. Two final tests were all that stood between us and the day 1 finish ramp in Mold town centre, which had been closed off for the event.

The first run was steady, to check for naughty rocks, the second a hell of a lot quicker and great fun and uneventful. We both breathed a sigh of relief, Mrs Rave more than me as she has had to manage the maps as well as a very unhappy husband all day!

We parked up with the rest of the competitors in the holding area before driving in to Mold in a convey a parking up in the Main Street with the crowd flanking the street. A fantastic atmosphere and wonderful way to end an extremely challenging day. A huge thank you to the Jones's and the recovery team and extended family. Geoff Bateman has lent us one of his spare tyres for tomorrows run which is extremely appreciated. And of course to Mrs Rave who also started to swear at one point.

Day 2 next, I hope it's a better day, we are currently last overall and doubt we'll improve but we are still going.

Back home after a challenging couple of days on the Rally Revival. No mechanical dramas on day 2 with three regularities which took us through Worlds End and stunning Welsh scenery.

All the controls and code boards were found and a couple of fords kept everything cool in the unseasonably hot sunny weather.

We got to the final two tests and were warned by a couple of competitors that it was rough. They were right and we took it very steady through the car bruising mile long test coming in 15 seconds under the test maximum. We returned to the start for our second run and just asked for a start time but didn't go in, we turned round and went to the finish. We were third from last so had nothing to gain from another run.

I don't think I can ever remember not attempting a test, or being so sensible It must have been the thought of the 2 hour drive home in a broken car that put me off!

We've had a memorable weekend, met some great people and learnt a thing or two, especially the bit about carrying two wheels

Thanks to all the organisers, officials and marshals for all their hard work to make the event run. A big thanks again to the support team who kept us in the rally and to Joe Mallinson for somehow getting a result out of the various bits of paperwork he received over the weekend



Electric Car Experience

Brian Morrison

OMG What a night I just had with my new electric car, only 6 months old.

Driving home from Kilsyth around 10pm when my car malfunctioned leaving me with no brakes, engine off button not working etc car was driving BUT

I could not brake or stop car.

Driving through red lights with hazard lights on and trying to make other drivers aware of the issue

I rang my partner to come quickly in car and help alert traffic ahead until I could stop the car ... but car would not stop or slow down even driving up hills.

Dialled 999 and within minutes, I saw blue lights coming towards me in every direction.

Police cars were stopping traffic at roundabouts and traffic lights to give me a clear passage until they could decide how to help stop the car.

The decision was made by police after 15 minutes, instructing me to crash into back of one of the police vans driven by the police inspector further up the road at as slow a speed as possible on a 60mph road ... and police van would then brake slowly to force my car to stop.

It was terrifying to be in this situation.

Here is some photos which were taken of me with police patrols all round me and inspector in police van driving by my side trying to calm me down and telling me the plans to help stop the car.

After coming to a stop, the car just started moving on its own again as soon as police van moved forward so police officer jumped into my car and once again we had to force car to hit the police van to stop the car moving.

It was like the car was driving on its own, and having no control was really stressful.

5 hours later, RAC turned up to rescue me and got home at 5.30am ...

Well, at least I am safe and well and have lots to thank these police officers for with their calm head in deciding a safe way to bring my car to a stop.

Brian Morrison



Mission Accomplished

Waugh aims for next step after winning BRC season



Just over 18 months after starting his rallying career, Steve Waugh heads into the off-season with a British Rally Championship class title to his name and his sights set firmly on progression after a positive season in the UK's top tier.

Piloting a Fiesta R2T in the BRC4 category, Waugh and co-driver Mark Broadbent (Airedale and Pennine MCC) had one goal this season; gain experience for the future, thanks to a confidence-boosting performance throughout the year, the 28-year old from Dyserth in Wales is already working on 2024.



Aside from a last stage off in Ulster, Waugh hasn't shied away from the challenges of a BRC campaign, taking many 'firsts' in his stride, including tackling a closed road asphalt event, recce and overseas event. Having only started rallying in 2022, the former lead technician for the M-Sport World Rally Team is delighted with how the year has gone.

"To secure a BRC class title is a great achievement and one that I'm very proud of," he says.

"So much goes into a season behind the scenes that people don't see, from the financial struggles, finding sponsors to the all-nighters we sometimes work to get everything ready for the rally, especially when the previous rally ended prematurely. Then of course there's the personal commitment of preparation needed to compete at this level, physical fitness, learning the Recce techniques for the first time at the Malcolm Wilson Rally and learning how to drive flat out without risk and with very limited seat time.

"Back in 2017 when I was working as a mechanic with M-Sport, winning the World Championship as a team felt amazing and I could only imagine then what it would be like to be in the driver's shoes, so to be here and have a BRC class title feels quite special.

Adapting to the challenges of a British Championship has not been easy, and although it may have been a rapid ascent, Waugh thinks it was the right thing to do.

"This season was primarily a learning year for me, with very little seat time in the new car arriving at the season opener, I had to learn the car on the go. I think it's been a brilliant decision to come to the BRC, I feel I've gained great experience from each event, having more mileage, my first taste of night stages and also my first time on asphalt events. The final stage of Ulster aside, I think my performance has been very good this season but every day is a school day and there's always something new to learn. "

Progression was always a theme of the Welshman's assault on the season and now that's very much been mission accomplished; what's next?

"Our plan is still to progress up the ladder of the BRC to hopefully be in a Rally 2 car in the not too distant future, but you have to walk before you run and it's crucial for me to experience and learn the cars at each level. I feel this year in the Fiesta R2T has been a success and I completed our objectives for the season. Next season we will look to move up to 4WD machinery with the Rally 3 car. Our plan will be to compete in the BRC once again, and also get more seat time in the car away from our championship events to learn and test, so we are fully comfortable and getting the most out of myself and the car. "

Roberts Garages Jersey Rally

13th - 14th October

Ashleigh Morris

What an incredible week at Jersey Rally!

After recceing on Wednesday and Thursday, the rally kicked off on Friday afternoon. We had a great start and were sitting 3rd in class after the first couple of stages, before losing out on SS3 due to the car in front getting stuck at a hairpin. I was a bit more cautious on the first couple of night stages but we were still holding on to 3rd in class after SS8. We were going well on SS9 before I missed my braking point which put us off head on into a wall with considerable damage and we retired from the Friday part of the rally.

The G&M Mechanical Services Rally Preparation team then worked through the night to get the car repaired ready to be re-scrutineered for the Trophy Rally on the Saturday. I can't thank the guys enough for working through the night so we could get restarted after travelling all that way! Massive thanks to everyone who offered to help out and to Sion Humphreys who lent us his workshop late on Friday night. We ended up only missing one stage and took part in the Trophy Rally on the Saturday, finishing 10th overall.

Jersey has been on my bucket list for years and it certainly didn't disappoint! Really technical stages and low road mileage made for a really enjoyable rally (warm weather was very welcome too!)

Massive thanks to Emma Morrison for sitting in with me, we had such a laugh and she was spot on with the notes. Thanks again to G&M and everyone else who helped us out, to Simon for the advice, and to the organisers for putting on such a great event.

Thanks as always to my sponsors threebrand, Elanders UK, Carbon Positive Motorsport, Morris Lubricants and Demon Tweaks Motorsport - I really appreciate your ongoing support.

A really special event - we'll definitely be back

Ashleigh Morris



Hexham & DMC Mull Weekend

13th – 15th October

The hotly anticipated **Mull Rally** certainly didn't disappoint. Debuting a new format and a new CoC, it continued to be as challenging as ever. Competitors enjoyed stages in daylight as well as darkness and everyone had to deal with some typical Scottish weather. Those who marshalled got to see some very committed drives, but also had to put in long hours to make the event possible.

The clubs three co-drivers, who all had top seats, kept their cool throughout the event and earned themselves excellent well deserved results.

Josh Davison, who was alongside Craig Rutherford, brought their Subaru Impreza to the finish in a fine 10th overall.

Chris Dodds guided Ross Hunter, in their hired Fiesta R5, to a brilliant 6th overall. Apart from a little spin on Saturday morning they enjoyed a trouble free run.

Hannah McKillop and Scott MacBeth had a fantastic event, despite a minor issue with a troublesome starter motor on Saturday morning. Their service crew quickly fixed it and they continued a very strong run finishing 4th overall.

Hannah commented that it was a very rewarding weekend and made extra special for her and husband Josh to both finish in the top 10, on the island where they got married in 2019.

What a brilliant achievement by all three co-drivers, Mull is not for the faint hearted and all did amazingly, well done!

Whilst the Mull Rally was drawing to a close, the **Dansport** was just getting going. Our three mini crews were getting acquainted with three regularity sections in the dark around the twisty Derbyshire lanes.

Wet and slippery roads made for a challenging evening. Lynsey Procter and driver Graeme Cornthwaite stopped to pull another competitor out of a ditch mid regularity. This caused them some unwanted time loss, but what brilliant sportsmanship.

The second leg of the event was all in daylight and very welcome dry and sunny weather after the wet evening. Some of the test's definitely weren't mini friendly as there were ruts and pot holes equal in size to that of the minis, but all three managed to get their cars through unscathed. On the flip side however, the tests around the grounds of Steve Perez's house were well suited to the nimble British classic, and were very much enjoyed by our club members.

BEATSON'S BUILDING SUPPLIES

MR MULLRALLY 2023



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Hexham & DMC

Continued from Page 31

After eight regularities and eight tests Sallyann and Mark finished 47th, Lynsey and Graeme finished 13th, whilst Ali and Paul finished 8th.

Mark Lewis and Sally Ann enjoyed the sunshine in Derbyshire last Sunday after a challenging Friday night of regularities, which were all timed at 30 mph. These proved a severe challenge in the speed department – all I can say is, it's a good job penalties were capped at 60 seconds! Also, not having to find any code boards helped too. Being one of the later runners, unfortunately all the chips had been eaten by the time we eventually got to the pub.

The Sunday was an ideal day for the Peak District with horses, walkers and cyclists all coming out to enjoy the sun. We thankfully didn't meet a tractor, which dented another crews ambitions. The straightforward navigation saw us only make one error on direction – on time however we were rather more wayward. I do occasionally press the zero button on the trip when I shouldn't.

Sal coaxed the mini up a bridleway, but only on the second attempt, I thought we would be stuck all day! It was a shame the best section had to be cancelled at the last minute as the marshals didn't have a time schedule available, so we all had a relaxed tour of Derbyshire.

The tests were our downfall this time, the first caused some unusual noises from underneath, and when another mini overturned on test 4 we decided that discretion was the better part of valour and drove for a finish. At least there was some dinner left this time.

We finished more or less where we started, 47th overall, but the car is all in one piece

Other club members who were also out competing on Sunday, we just didn't know about it before the weekend, were Luke and Simon Stewart. They headed over to Carlisle Airport to join in with **Spadeadam's autotest**. This was a cheap afternoon's motorsport where the art of car control can be learnt, as well as giving navigators practice at calling tests.

They finished 10th overall and really enjoyed throwing their Vauxhall Corsa around.

It was quite a weekend (21/22 October) for Hexham Club members with two wins from two events, and of course a championship title to boot!

Friday nights part of the Carlisle Stages were sensibly cancelled with the presence of storm Babet.



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Hexham & DMC

Continued from Page 32

Thankfully, just as forecast, the weather calmed in time for Saturdays stages to run without issue. The stages were manned by many willing volunteer marshals, a number of which were from Hexham.

Chis Purvis, Mike Cook, Christopher Dolan, Rob Renwick and Hilton Robinson were all out there making it possible for the crews to enjoy the forest roads.

On the servicing side of things Luke Tait was out there helping keep Derek Belbin's Escort running perfectly. Derek finished 15th in the National rally. Also in this part of the event was Josh Davison, in another Escort, he and his driver finished 5th.

The Interclub Rally, a slightly different part of the same event, was where our two members would be fighting it out for the Scottish championship.

Unfortunately for Hannah and her driver Jock it wasn't to be. They suffered a puncture on stage 1 and that caused some further damage to the steering arm from which they couldn't recover. The pair had led the championship from the outset until this point and had to settle as championship runners up. Despite their problems they still finished the event 5th overall.

It's been a fantastic year for Hannah so far who is making a real name for herself in the co-driving world, there will clearly be many more opportunities in the future.

Not encountering any problems was David Henderson. He scored his third successive win on championship events, and with it clinched the overall Scottish Rally Championship Title for 2023. It was a last stage showdown where David and co-driver Chris Lees came from behind snatching victory at the last moment.

A fantastic result for David who had some less than ideal results earlier in the year, but has had a tremendously strong finish to the season. Huge congratulations from everyone at the club. To see full in car footage from this event, check out David Henderson Motorsport Facebook page.

On Sunday the action headed west to the karting track at Rowrah, in the Lake District. Ed Graham was on stewarding duties, observing the whole event and thankfully not having any reports to write, a successful event then. Also on official duties was Greg Bates, who was marshalling on test 5.

The Wigton Motor Club run Solway Targa Rally saw 38 crews line up at the start. There were a mix of historic and modern cars entered all looking to attack the varied tests that included the kart track itself, a wind farm, some derelict sites and various farms.

Chris Dodds and Liam Charlton opted to change car from that detailed on the entry list, so it was the Proton Satria that would be subjected to a days abuse. Unfortunately they picked up a wrong test penalty early in the event which would cost them dearly in the final standings. It was all due to a cone that's position differed significantly to that shown on the test diagram, so an easy mistake to make. Their position at the finish was 10th.

With no change of car, Ali & Lynsey Procter enjoyed thrashing their Toyota MR2 around the tests. A clean run and some impressive times resulted in overall victory for the couple, following a really close battle all day. That's their second win in a row on the NESCR0 targa series, congratulations.





COLLEGE & UNIVERSITY CENTRE
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BEATSON'S
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M R
MULLRALLY
2023



We are thrilled to announce that our talented motorsport students have been awarded the Gary Brett Memorial Service Crew award at the prestigious Mull Rally!

Their exceptional skills, dedication, and unwavering commitment have earned them this well-deserved recognition not only with us, but by the event organisers.

Their ability to swiftly address mechanical issues, perform efficient repairs, and provide essential assistance to the driver and co-driver played a vital role in the success of the team.

This incredible achievement is a testament to their hard work and commitment to their studies at Myerscough. We couldn't be prouder of this accomplishment!

Join us in congratulating Bailey Coupe, Joseph Ellershaw, Gwion Morley and Jacob Neil for their outstanding achievement at the Mull Rally! Let's give them a round of applause for their dedication, teamwork, and professionalism!





**Longton & District
Motor Club Ltd**

Margaret Malcolm Memorial Sprints

**Trac Mon, Anglesey
September 30th & October 1st**

The final events of LDMC's competition year, the Margaret Malcolm Memorial Sprints took place at Trac Mon on Anglesey on September 30th and October 1st. Both days attracted an excellent entry which included competitors in the British Sprint Championship, running under a national permit, the Classic Marques Championship and the Caterham and Lotus Seven Club who both ran within the interclub event. For the first time, LDMC organised a track day on the Friday prior to the event and a number of the weekend competitors took the opportunity to become familiar with the circuit prior to the weekend's competition.

The weather for the Friday track day was quite pleasant which is more than can be said when it came to Saturday morning. Constant rain and a strong wind meant conditions were far from ideal and there was little improvement during the day. Sunday was slightly better with the rain easing as the day wore on.

Competition on the Saturday began promptly at 09:30 and took place on the national circuit. Once practice had been completed the timed runs began and with very few incidents two timed runs, including the first round of the BSC championship, were completed before the lunch break. The marshals were glad of the break having been on post for quite some time valiantly braving the inclement weather.

After lunch the competitive runs continued and the organisers managed to offer five timed runs in total. In spite of the rain and wind, the competition was fierce and there were some titanic battles for class honours. The BSC class was bolstered by the addition of hillimb stalwart Alex Summers who, on his first visit to Anglesey in his AFS P4T.

Fastest time of the day in the National event went to Alex Summers who, given the conditions, recorded a super 54.41. Second overall went to John Loudon who revelled in the conditions and took second spot ahead of BSC championship chasing, Graham Blackwell.



Alex Summers mastered the tricky conditions to take fastest time of the day on Saturday and Sunday



Paul Davies in the Radical SR1 coped well with the windy and wet conditions on both days



Matt Bramhall in the Caterham Super 7 Zetec took the class honours on Saturday's event



Solid runs from Russell Thorpe in the trusty Renault 5 GT Turbo saw him challenging for class honours

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Margaret Malcolm Memorial Sprints

Continued from Page 35

In the Interclub event, competition was close and fastest time went to Dave Greenslade driving his Radical SR1 with a time of 57.57. Dave had a battle royal during the day with fellow Radical pilot, Simon Clemow who took the second spot with a time of 58./91. The final podium position was taken by Simon Rogers in his Caterham GSXR with a time of 59.56.

The Autumnal Anglesey weather was slightly improved for Sunday's event which was run on the challenging international circuit, but still the conditions were extremely tricky and our marshals were kept very busy dealing with plenty of spins and off track excursions. The marshals work to extricate the spinning cars was made all the more difficult due to the trackside grass being largely waterlogged.

The mix of poor weather and plenty of spins, particularly in timed run 2, meant the officials had no choice but to limit the number of timed runs. Anglesey circuit has a time limit for racing which meant the event had to be limited to three timed runs. Fastest time of the day in the national event, as on Saturday went to Alex Summers who, given the wather, recorded a super time of 76.42, over three seconds faster than second placed Stephen Miles. Third spot was taken by Pete Goulding in his Mygale.

There were plenty of titanic tussles in the interclub event and fastest time of the day went to Ian Rowlance in his Reynard. Second fastest was Dave Greenslade in his Radical and third fastest was Adam Phelps in his Westfield Megablade. Interestingly Ian Rowlance was also entered in his MG Metro 6R4 and in it he took the honours in the rally car class ahead of Adam Cooper in his Ford Escort.

That brings down the curtain on LDMC's 2023 competition season and another super season it has been. The organisers are already looking forward and planning for the 2024 events when we all travel once more to the season opener which is on Anglesey circuit in April 2024.



Dom Wilson presses on in his beautifully prepared Renault Clio



Roger Fish took his Porsche Boxster to a Classic Marques class win on both days



Adam Cooper in his Ford Escort performed consistently in the rally car class and revelled in the conditions

**Photos Courtesy of
Denise Moore**

Report by Chris Winstanley

How to confuse a vegan



Malton MC 12 Car Rally

Round 2 of the Winter Series 2nd October

Neil Ravem : Ilkley & DMC

Round 2 of the Malton 12 car winter series started off on a very damp dark side road off the A64, a stark contrast to the first round two weeks earlier

After our encouraging third place on the first round, we splashed our way up the lane to get the final instructions and time card to take on Dr Bob and Nick's event. We were in the MX5 again and I'd replaced the Amazon £30 spot lights for the PIAA units which warm up the hedges and trees as we pass

A convertible summer queen was probably not the best car to be out in the rain but we were dry and cosy inside, although the windows were steaming up quickly! We were keen to get going and seeded at car two we didn't have long to wait! Andrew Johnson and Kev Bardon were car one in Andrews Porsche Boxster S, another car you wouldn't expect to see on the start line of a 12

car Unfortunately they retired virtually straight away due to a medical issue, not related to the event, which was dealt with quickly resulting in a good recovery.

This left us out in front, on roads I'd never driven, in weather only fit for ducks and the hardy Malton marshals This elevated position didn't last long as Tom Hick and Sam Spencer caught and passed us in the first couple of miles The first time they passed us we managed to keep up as they were slowed by a local, driving steadily and after we'd all passed over a very tight bridge we came to a junction with three options. Straight on, left or right. The flying Saxo and steady local went straight on, we went right, but the control was to the left We found our way back after a few 3 point turns and set off on the rest of the route with the MX5 getting a tickle on her belly as we passed along roads that hadn't been pruned for a while

Our little wrong slot had left us last and as we arrived at the mid point regroup we handed our time card in, got the next one to the front of the clip board and drove to the start point. 3, 2, 1 go! And we were off again within a minute of stopping Perfect timing!

Poor old Claire Nevar had no rest and my bladder was itching to add to the standing water but we had to press on. 2 miles in and the Saxo spotlights were starting to warm my retinas and we let the guys through and watched them splash their way ahead. I tried to keep up but the snow tyres fitted to the soggy MX5 we're struggling to maintain any form of grip on the wet slippery surface. I was starting to wonder if the 60 laps of Croft circuit maybe hampering the performance of the tyres They were a bit worse for wear after that fantastic day in the sun

The rain continued to pour and the brilliant marshals did their best to keep the ironically named summer time card dry but it was getting a bit damp. The other challenge we had at the controls was that when we stopped the car immediately steamed up!



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Malton 12 Car Rally

Continued from page 37

It was like setting off to work on a frosty morning every time we had to hand the not so summery time card to the marshals Claire was a bit frustrated with the wrong slot earlier on but I had a huge grin on my face, splashing from one puddle to the next. Watching the dashboard light up as the Mazda brain tried to cope with the wheel spin and sliding information being fed back to it from the wheels. Before you start unfriending me or throwing your phone down in disgust I must explain it was virtually impossible to drive the car in a forward direction without the gizmos turned on. The tyres that had been tortured on the Croft tarmac were now gulping for gasps of grip in the water covered roads, a rudder might have been a better optional extra. I was having a ball

Just for fun the weather added a bit of fog in to the mix and with the last route check somewhere in the vicinity it was time to dip the spots and take the last bit steady to make sure we got a full house of code boards and the route correct. We'd made a bit of a cock up early on but the rest had gone well but we were resigned to a lowly position in the results. As anyone who has competed on any type of event knows, if you get something wrong then in your head everyone else will have got it absolutely spot on, with no errors or issues We all know that's not the case but it's what we all think. We were confident we'd got the route right and all the code boards but had no idea how our times would look after the steady splosh through the North Yorkshire countryside.

What we did know was where the finish pub was and enjoyed a fantastic stew and pint as we waited for the results to come in. The pub was the Ham and Cheese, just off the A64, somewhere Claire had passed hundreds of times as a kid travelling to Filey but never stopped at. That brought a smile to her face as did the results. Starting from last the crew names were read out, I reckoned maybe 8th or an optimistic 7th out of 9 finishers, but our names weren't called out at that point. Third place was announced and it wasn't us! I was gob smacked. Then we were announced as 2nd overall having got all the controls and code boards with 19 minutes 55 seconds of lost time (being late in to a control.) U-may-zin!! 1st place were Tom Hick and Sam Spencer who only lost 5 min 57 seconds

Another fab night for us out in the lanes and a totally unexpected result. Mrs Rave was very pleased with herself and rightly so. The bits of paper with the navigation being posted through the window had an added difficulty of soggy-ness but she got the right route and we visited all the marshals, who were the stars of the night, thank you all . A big thank you also to the organisers, Dr Bob and Nick, for a great event, well set out and thought through. Some brilliant roads and huuuggge puddles

The next one is Monday 23rd October, starting near Sutton Bank, and there are still a few spaces left if you fancy having a go. I can recommend them for beginners to experts, who knows, there could be snow on this one

Neil Ravem : Ilkley & DMC



Malton MC 12 Car Rally

23rd October

Neil Raven : Ilkley & DMC

Fun night in the lanes around Sutton Bank and some other places that flashed by! Some very fast flowing roads with a bit more belly tickling for the MX5 on the narrower lanes and a drive up through the Caydale Mill ford to clean her underside ready for the MOT inspector tomorrow

A big thank you to Sam Spencer for putting on the event and to the marshals who braved the cold to confirm we were on the right route but not necessarily at the right time. Fortunately we had to whizz off before the results were announced, to drop the MX5 at the garage for her check over. I say fortunately because tonight was another learning session, coping with confusion in the dark whilst bumping down single tracks looking for a stream you can drive in

Neil Raven : Ilkley & DMC



Hexham & DMC Autumn Trophy 27th October

The Autumn trophy event was organised by Jonathon Webb and Chris Dodd's and was in a format similar to a full road rally but on a shorter route.

The weather however proved to be the biggest challenge of the night, with fog and rain being the main culprits. at times the visibility being down to just a few feet.

11 cars started the event, with Barry Pinkertons navigator being stuck in traffic and was unable to make it to the start on time.

The expert crews were given the route as they left NTC 2, and the novices got the route 30 minutes previously at MTC 1, along with the beginners who got a marked map.

Grid lines were the order of the day for the first section, taking the crews around from near the Syntax and around the back of Shotley Field.

A small transport sections then took the crews to the first of the regularity sections, a 2.5 section past Knitsley, where the navigation was given in the form of pictures of the map where the route checks were located, it lead straight into a herringbone taking the crews south again towards east and West Butsfied.

It was then back north towards the next regularity, where the route descended into the hairpins at Muggleswick, where the instructions asked crews to leave each grid square in a north, south, east or westerly direction.

With two sections left to go, the weather really took hold with a number of crews taking wrong turnings or missing junctions as they became very difficult to spot.

The next section was a long 29 minute run from Pow Hill country park, north past Derwent Reservoir, up to the east side of Slaley and through Broomley Fell plantation and finishing at the junction with the A68. The instructions were just 3 grid references to cover the whole section. Most crews managed to complete this section without issue.

Tulip diagrams gave the route of the final regularity, a 2 mile section from north of Broomley, down to the A695, back up the B6309 and through the ford to New Ridley.

The final results which were worked out while the crews and marshals tucked into the buffet saw 1st Overall taken for the first time to Bob and Tommy Henderson in their Proton Satria. A big congratulations from the organisers to both of them!

1st Expert Crew was Ian Guthrie and Roy Hewitt in their MGB.

A special mention also goes to Car 11, Steve Canning and David Lithgo in their Ford Fusion who on their first ever event managed to win the beginner class.

The biggest well done and thank you goes to all the marshals who braved the cold and wet weather to offer their help. We couldn't have done it without you!

The next Hexham 12 car isn't far way on the 15th of November. The regulations being available to download on our website here: <https://www.hexhammotorclub.co.uk/novemberhandicap>

RIP

Lock Horsburgh



Lock Horsburgh died on Monday the 23rd of October. It was sudden..

Lock was known to so many people in motorsport. It's difficult to put into words quite how extensive his involvement in the sport was. Lock was so deeply embedded and committed to the sport that motorsport was written through him like a stick of rock.

He was a Stage Commander on the Jim Clark Rally and too many other events to mention and Chief Marshal on several events, including the Mull Rally. He was an enthusiastic radio marshal - Tartan 57 - and was a keen competitor too.

Lock was a founder member of Glenrothes Motor Sport Club and a member of several other motorsport clubs.

Alongside his many marshalling commitments, he was previously on a number of committees for Motorsport UK, most recently as the regional representative for Scotland.

He was also an instrumental part of the management team of the Scottish Association of Motor Sport Clubs for many years, undertaking both the secretarial role and running the website.

Lock was passionate about communicating with the grass roots of motorsport, and ran a valued mailing list before this was superseded by social media. Whilst latterly he was often a key senior official, he continued to volunteer across the board, as comfortable running a control on a navigational road event as being chief marshal on another.

His passing leaves a huge hole in the sport, and he will be missed by a great number of people.

Rest in peace Commander Lock. You're clear to stand down.

Carlisle Stages Rally

21st October

Set-Up for something different



Neil Raven : Ilkley & DMC

A 4am start to put the final touches to the Carlisle stages

Mark Dickenson was on the road book today guiding us round in car 00. We spent all day helping open each stage and checking it was ok before the competitors came through.

Once the event was finished we put our gloves on and set about taking the stages down. A huge thank you to all the marshals who took all the tape, boards and arrows down and separated them all at their junctions, it helps so much.

We finally returned back to the digs 15 hours later after a fantastic day driving around the roads and stages. Loads of laughs and plenty of sweets to keep us going

Scruiteneering ran well and accommodating all competitors who have struggled with the weather to get here.

Carlisle seems to be in a climate of its own with very little rain through the day and relatively mild wind speeds. The night stages in Keilder were cancelled which gave us the chance to do the final set up and get a head start on Saturday

Some fantastic cars lining up, representing the past and present of rallying



Neil Raven : Ilkley & DMC

Junior Autotesting

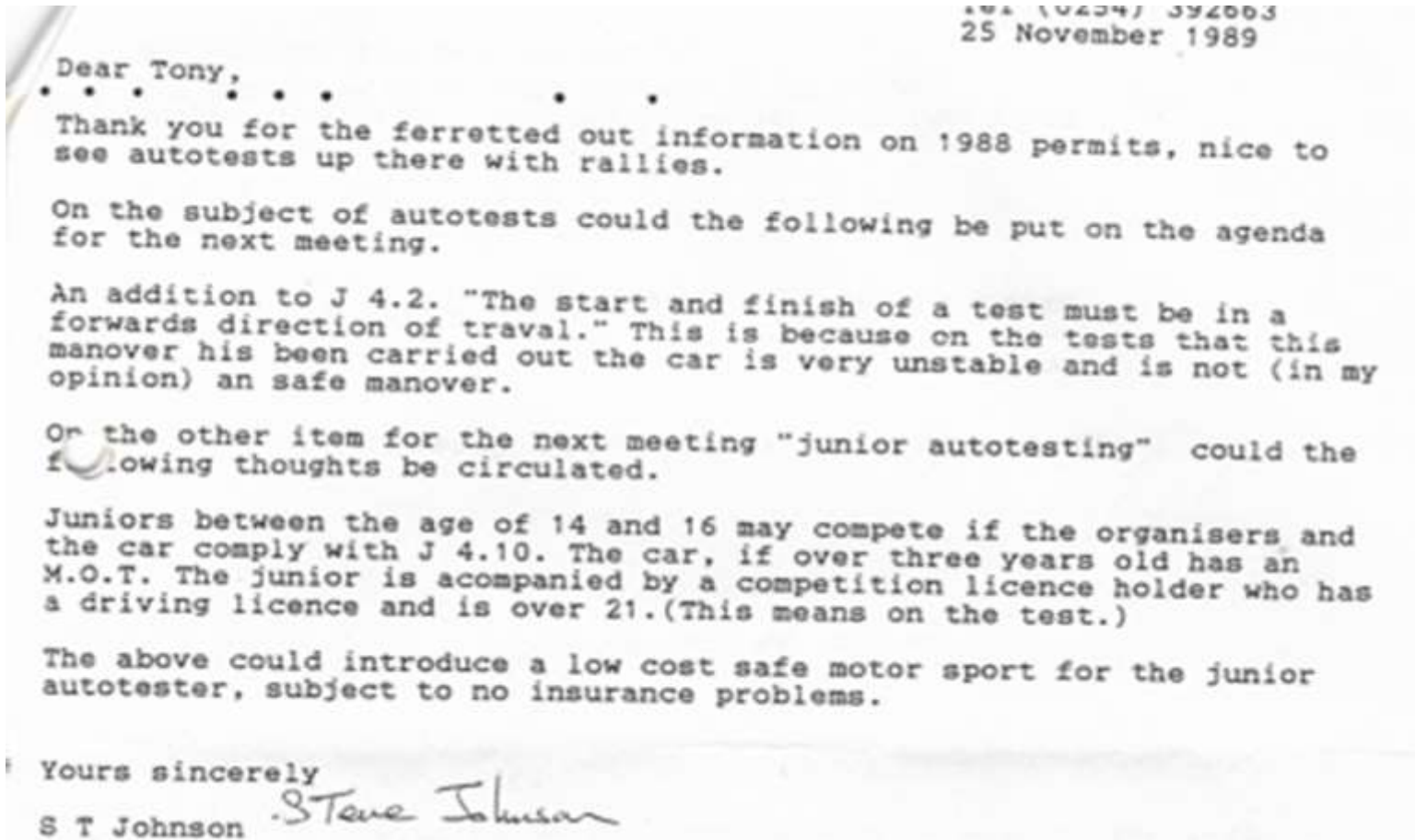
Steve Johnson

An item of useless information that I found whilst looking through my old files was this letter written in November 1989.... To Tony Newsum who had just taken over from Chris Belton/Les Needham as the Autotest Executive. The RACMSA had only just moved to Colnbrook, Slough, in 1988 from Belgrave Sq in Central London! Now that was a meeting place!....



Grass Roots Motor Sport

The letter was sent before 'Spell and Grammar' checker!.... and even word processors!... So, I will let you find my 1989 errors.... Every day, is a school day!



I have always been passionate about bring new drivers to our sport and whilst it may take time for others to see the light, the above was the start of the Production Car Autotests discussion, that was completed by 1996! This allowed the easier birth of 'AutoSOLO' around 1999 as most of the rules for standard cars in Autotests had been formulated. Us 'professional volunteers' should/must persevere with our thoughts, for if we do not, the sport will not continue.

Steve Johnson



The Dusty Romer Navigational Run

12th October

Sion Mathews

First round of the new season kicked off well on the evening of Thursday 12th October 2023, starting and finishing in the Holland Arms Hotel in Pentre Berw. Lee Matthews and John Evans went and put the symbols out an hour ahead of the crews, whilst Sion Mathews and Endaf Davies signed everyone on and gave them their packs. Lee later went to fetch the symbols down and amazingly they were all still there. Big thank you also to Jamie Jones and John B Roberts for their assistance.

The route was divided into four sections. The rules were important on this event so some crews, although they found the symbols, wrote them down in the wrong section on the record sheet, or picked up the duds. Grid references were used along with some NAM's (Not As Map) to define the 30-mile route.

Section 1: Nant yr Odyn direct to Llangaffo, starting off with a simple section to get the crews into the swing of things. Section 2 Tacla Taid to Dwyran, where the crews headed towards the back of Dwyran and then looped around to get through the housing estate in the middle. Section 3 Brynsiencyn West to Brynsiencyn East. A few tricky roads and junctions to navigate through, then a loop around to the other side of the village using the white near St Nidans Church where NAM 1 had crews driving around the big tree. Section 4 Bryn Celli Ddu to Hotel, more NAM's in this section along with a couple of mapped tricky bits, heading toward Llanddaniel, Star, Lon Ceint, Gaerwen, then to the Finish.

1. Congratulations to the winners, Carey and Tom, who found all the symbols, but like every other crew wrote down the first symbol, which was a dud, being 100m before the start point of Section 1. This meant losing 2 points, and they ended on 80 points from a possible 82. We included this dud as a tricky decider to get a winner, but everyone got the 2-point deduction, making it irrelevant.

Second, Duncan and Kay, only missed one symbol, the first symbol on Section 2 despite going the correct way, finishing on 79 points. Third, Dion and Cory got the furthest cleanest tie on 78 points. They missed one of the three code boards in NAM 4 near the end in the Holland Arms Quarry entrance along with a tricky "3" in the grass verge near the "wheel in the wall" junction south of Llangaffo in Section 3.



The Dusty Romer Navigational Run : Continued from Page 42

Fourth, Emyr and Aron on 78 also missed the "3" but were relegated to fourth place after missing a sneaky double ode board, one of which was in the opposite gateway to an obvious one, in the opening section.

Fifth, Lee and Sion got the furthest cleanest tie on 71 points. Their errors included writing down a B road dud on SS2 by the Dwyran hump backed bridge, and missing the housing estate loop in Star. Sixth, Jill and Paul, 71 points.

Wrong plotted the depart of Section 2 and picked up the relevant off-route dud and missing the two on the correct route, costing them 5th place. Seventh, Mark, Ella and Justin on 69 points picked up the Section 2 B road dud, in Section 3 missed a small loop on the outskirts of Brynseincyn, and on Section 4 missed the star village loop.

Eighth, Tomos, Caron and Wills were on 68 points, generally missing the sneaky ones along with a dud on the short way round of NAM3, the grass riangle on the Ceint road. Ninth, Iwan and Gabi ended on 66 points, by recording the Section 2 B road dud, failing to go around the tree on NAM1, missing a mapped white in his own village, and also got the dud on NAM3 near Ceint. Tenth, Yvonne and Winnie on 62 points, missed a lot early on due to poor visibility, along with a poorly navigator, got better as the event went on. Picked up the Section 3 dud on the B-road down to Sea Zoo, and missed the "8" on a Brynseincyn triangle. Eleventh, Kyle and Jacob got 60 points. On Section 3 they wrote a dud down along with missing some loops, including a mapped white in Llanddaniel Fab. Twelfth, Geraint and Cameron on 59 points. They missed a few along the route, Including the tree "Cymru M" Bonus symbol, the two symbols in the Section 4 Star loop and the two on the Gaerwen industrial estate NAM right at the end.

Results were fairly close as we chose a fairly simple route to start the series with, and will gradually get harder, as this event was aimed at beginners. The tall grass and soft ground at this time of year made the code boards a little harder to see than we would have liked, and maybe John was a little heavy handed with the hammer. Something for us organisers to think about going forward.

Thanks to the Holland Arms Hotel for hosting the start and finish. Thanks to Lee Matthews and John Evans on code boards set up. Jamie Jones and John B Roberts on Driving Standards duties, making sure everyone was driving appropriately, and Endaf Davies for signing-on.

Nice to see new faces coming into the sport as well as the regulars. The next round is the Brown Leaves Navigation Run on Map 115 Thursday 02/11/2023, more details at [Brown Leaves Navigation Run](#)

RESULTS

1. Carey Lindley/Tom Parkes	Polestar	80 points.
2. Duncan Littler/Kay littler	Caddy	79.
3. Dion Rowlands/Cory Thomas	Corolla	78.1
4. Emyr Owen/Aron Jones	Mazda 6	78.
5. Lee Threadgold/Sion Jones	Peugeot RCZ	71.1
6. Jill Clarke/Paul Clarke	Nissan Qashquai	71
7. Mark Campbell/Ella Camobell/Justin Campbell;	Ford Mondeo	69.
8. Tomos Roberts/Caron Thomas/RhysWills	VW Polo	68.
9. Iwan Evans/Gaby Tsantanis	Ford Focus ST	66.
10. Yvonne Matthews/Winnie Chen	Nissan Micra	62.
11. Kyle/Jacob	Renault Clio	60.
12. Geraint Jones/Cameron	Suzuki Swift	59.

Sion Mathews


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Cloud Phone System
Virtual Phone Numbers
Conference Calls
Cloud Dialler
SIP Trunks
VoIP Phones
Free Trial



Matlock MC

Dansport Classic Rally

14th - 15th October

Corey Powell-Jones

This would be my second outing in the Porche 944 with Rob Clifton and my 4th historic/regularity of the year - I'm starting to wrap my head around the timing! On the Thursday I prepared my maps by using the old cut and fold method and mounting them onto hardboard, I then tested my potty and head torch and made sure I was ready to go. My previous outing with Rob had been at the Ilkley Jubilee where we'd had a really good run finishing second in class, but the car had shown a mechanical problem, having done some digging Rob found an issue with the fuel intake which has now been resolved and we were all set to go for Saturday. We met up at trailer parking in a field near Chesterfield – where we were greeted by the consequences of the rain we'd had all week which had resulted in a mud bath on the way in, after sliding around the field and unloading the car, we then took a run over the muddy ruts to get out of the gate and made our way to the Peak Edge Hotel.

Arriving at the hotel we then found our parking space, got the maps together and dared the measured mile, it was a short 5.13 mile run that took us 3 laps to get the trip right. We then headed to noise which we passed with ease and attended a very brief drivers briefing (which was held outside in the car park) where the lovely rain decided to join us once again! After the small shower was over, we got scrutineered and headed off to Rally HQ to collect the road book, 45 minutes later we were plotted for Saturday evening's regularities and most of Sunday with just the plot and bash left to do. We then had one last check over the car and got on our way for a decent 45 minute run up to Junction 37 on the M1 to my local area, Barnsley (where I've recently been doing my driving lessons!). Arriving at MTC1 I thanked the Marshalls and asked for my time and got on the way to the first reg start which went down some very familiar roads, after this we would go to Section 2 and start at Langsett Reservoir, during this section we arrived at NAM 1 only to be sent past by the Marshall as we were informed it was closed (more of this later).

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DAVSport ///
Classic Rally



Dansport Classic Rally

Continued from Page 44

Section 3 would use some very nice roads and some hidden NAM's but we managed to be right on time and pick up all the boards. After this we finished Saturday evening at the Three Merry Lads pub for a lovely pie and chips unfortunately this was when we found a penalty had been given for missing NAM1 and after putting in a query we headed home ready for Sunday (very strange being able to drive home within 30 minutes of a night section!).

After finishing Saturday in 42nd due to the unexpected penalty, I met up with Rob for breakfast and we discussed the marshals instruction the previous evening and set off with 'fire burning' to gain back as much time as possible and arrived at the Peak Edge Hotel to get ready for the morning's 3 tests and 2 regs before coffee where we would be 7th, 9th and 29th on the first 3 tests, with test 3 being very tight with the times across the board, over reg 4 and 5 we only picked up 30 seconds. We made our way to coffee where I would spend my time querying the results again only to find out there was nothing that could be done about the previous evenings penalty as only a few of the lower ranked competitors were affected. We then headed off to reg 6 where we would only pick up a further 45 seconds and a penalty. After stopping for a lunch of soup and a sandwich, we then proceeded to the last reg, only picking up 12 seconds, and then the last 5 tests - where we would have a top ten in 4 of them and a top 20 in the other which was test 5 (going around cones in a DFS car park) at the end of the day we arrived back at the Peak Edge Hotel for our evening meal of a nice Sunday roast and finished 2nd in class and 36th overall. Overall, the route was outstanding, the tests were brilliant, and I learned a lot and even though there was a couple of issues I would go back and do it

Corey Powell-Jones : Car 39 Navigator



Wigton MC

Solway

Historic & Targa Rally

22nd October

Stuart Bankier : Berwick & DMC

I have lost count of the number of Wigton MC's Solway rallies I have competed in. I first spectated on the event in 1979, navigated several times when it was stage rally and then returned as a driver in the mid 1990s when it became a historic event. I have competed in the event in a Riley Elf, Volvo Amazon, MG Midget, Mazda MX5 and now an Austin A40 navigated on occasions by both of my daughters and my two best pals. You could say I have a long association with the event and I can still clearly remember spectating in 1979 at Hadrian's Camp and Great Orton.

My A40's previous two owners are Wigton members and for a number of years prior to that it resided in Cockermouth so it too has an affiliation with the event and the area.

Based on the age of the car rather than the talent of the crew David Alexander and I we were seeded at 2 behind Jim Hendry and Euan West in their very early Triumph TR3. Behind us for some reason was an interloper, a Fiat Uno, followed by a gaggle of other regular historic crews and the event entry was split between eighteen historic crews and twenty two targa cars most of which were in T2. Some folk need to start building T1 cars – where have all the 1300 Nova's gone too ?

Sunday morning dawned and it was very wet, not great for a car with a demisting system that could be called marginal at best. 10.02 saw us leaving MTC1 for the first test which was a quick blast round a very slippery Rowrah Kart track followed by four good tests in farm steadings and muddy lanes which took us to a test on the windfarm access road near Lillyhall. This test on a gravel track was really excellent and despite being used three times during the day the surface held up really well. Another run at the Rowrah test completed the morning's proceedings and then it was time for lunch.

The weather had eased slightly by the time we booked out after lunch for another run round Rowrah before heading back to the windfarm. Four more tests on concrete followed at the old Alcan works and at Maryport before we had one final run at both the windfarm and Rowrah.

Rowrah is an excellent base for an event like this and Wigton had stitched together a really good rally with just the right balance between the type of tests as well as interesting road sections with plenty of code boards to keep the navigators on their toes.

Historic

1	Ian Maxwell	Alistair Maxwell	MGBGT	1328
2	Dave Short	Roy Heath	Escort 2.0	1346
3	David Alexander	Callum Alexander	Nova 1.6	1352

Targa

1	Ali Proctor	Lynsey Proctor	MR2	1184
2	Barry Lindsay	Martyn Petry	Peugeot 206	1204
3	Bob Hargreaves	Andrew Graham	BMW 318ti	1249



*Photos Courtesy of
Tony North*

Stuart Bankier : Berwick & DMC

Teifi Valley Motor Club

Rali Cilwendeg

21st - 22nd October

Greg Harrand : Lampeter & DMC

The 21st and 22nd of October saw round 8 of the Welsh road rally championship take place, being the ultra famous Cilwendeg, organised by Teifi valley motor club. As with tradition once again the mart car park in Newcastle Emlyn would be the start venue and saw a full field of 90 cars as well as hundreds of spectators gather for the night. This year's event would see clerks of the course Dafydd Sion-Lloyd and Chris Hill put on a route of some 110 miles, mostly focusing on the southern half of OS map 145, with the petrol halt this year being down in Glandy Cross, before a small section late into the rally venturing in the northern half of the map.

Car 1 went to previous years winner Arwel-Hughes Jones and Dylan John Williams, who would be using his new red Mk2 Ford escort on its first welsh championship outing having recently won a shakedown rally up in North wales. Car 2 would go to multiple Cilwendeg winners John Davies and Eurig Davies in their Vauxhall Astra and they were followed by Ieuan Evans and Dafydd Evans in another Mk2 Ford escort at 3.

Competition began at 11:45 with the first section beginning just outside of Newcastle Emlyn, which included three spectator points along its length, giving the hundreds that had gathered in the town great opportunities to catch the action safely early in the night. Going got serious just out of Capel Iwan with the first tight section of the night, which was the location of Time control 2. It was Mark "GT" Roberts and Dylan Jenkins in their VW golf running at 11 that did best here with 5 seconds of penalties, they were followed by Ieuan Evans and Dafydd Evans who were 10 seconds further back, the escort of Chris Hand and Shaun Richards were third with 19 seconds. From here the route went through Tanglwst and Cwmorgan where Time controls 3 and 4 were located. The majority of competitors managed to pass through Time control 3 without acquiring any penalties although Ieuan and Dafydd did gain 27 seconds here which dropped them down the running a little. Time control 4 was a lot tighter and everyone got penalised at this clock, with both Ieuan and Dafydd managing 40 seconds, which saw them climb back up the leaderboard, and Chris and Shaun also managing 40 seconds. Next best would be John and Eurig in their Astra with 51 seconds.

Sadly it would be an early night for a few, and that would include the escorts at car 11 and 12, with both Kevin Kerr and Kieran Price and Lewis Morgan and Marc Hughes both retiring early on.



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Rali Cilwendeg : Continued from Page 47

As well as this it was also a short night for Megan Wyn Williams and Andrew Davies running at 88 in their Nissan Micra who sadly rolled out of the event 5 miles in, although the car suffered minimal damage and both crew members were perfectly OK.

For everyone else the route would keep travelling further south and would include using the tracks near Clungwyn farm. This section was timed to the minute and would see most people gain 1 minute of penalties, however 2 competitors managed to pass through penalty free, and that was car 4, the escort of George Williams and Cadog Davies who now temporarily took the lead. Andy Davies and Michael Gilbey running at car 5 also passed through here penalty free. From here there would be three grass triangles to negotiate before the Section finish, unfortunately George and Cadog would overshoot one of these triangles so they would have a penalty count of 47 seconds here. Chris Hand and Shaun had a much better run through this section and would manage to get to the section finish without gathering any penalties. Both Richard Jerman and Alan James at 6 and Iwan Jones and Andrew Lowe also managed to get their escorts to the section finish penalty free.

The next section began about a mile south of Llanfyrnach and would include using farm tracks at Pantglas before looping round up to Rhydowen where there was a tricky slot harpin left corner that had a blind approach for competitors to negotiate. Time control 8 was located at Pantglas and here it was Ieuan and Dafydd that did best in their escort with 10 seconds of penalties, they were followed by the Astra of John and Eurig and the Impreza of Andy and Michael with 19 seconds, Chris and Shaun were one second further behind on 20.

There would be a very narrow section of road just before the Section finish which was at Garnwen just before joining the A478. Expert class competitors Max Hughes and Karl Ellis, running at 45 in their Peugeot 206, did best here with 12 seconds gained, they were followed by car 9, the escort of Mike Roberts and Nick Bloxham on 23 seconds.

The petrol halt followed and here and current rally leaders were Chris Hand and Shaun Richards who had a penalty count of 2 minutes and 53 seconds. John Davies and Eurig Davies were second but would retire in the second half, their current penalty count being 3 minutes and 6 seconds. Andy Davies and Michael Gilbey were 2 seconds further back on 3 minutes and 8.

The second half of the event would be longer than the first, but would start with a short section to the west of Pentre Galar. Some managed to pass through here without adding to their penalty count and that included current event leaders Chris and Shaun.

The fourth section of the rally was much longer, 25 miles to be exact, and saw competitors travel north past Rhos-y-llyn and Cwmcych. The front running competitors managed to pass through the next few Time controls without gaining penalties but that would change at Time control 15 at Bwlchygroes which would see everyone gain penalties. Matthew Jones and Osian Davies, running at 24 in their Vauxhall Astra did best here with only 9 seconds gained. They were followed by Andy and Michael in the Subaru with 26 seconds.

Time control 17 would be the next one which saw competitors gain penalties, here rally leaders Chris and Shaun did best with 31 seconds gained, they would be one second ahead of Ieuan and Dafydd, Andy and Michael and Richard and Alan who all had 32 seconds, Richard and Alan climbing up to third overall here.

From here the route would cross over to the northern side of the map, and the fourth section would finish outside of Llechryd. Section five would begin at Llandygwydd and would pass through Ponthirwaun, Brongwyn and Bryngwyn. The white at Wooden Mill would be used in a west to east direction before competitors turned left to the section finish at Brithdir. The rally was now very much on classic Cilwendeg roads and on there tricky sections previous experience can be a great help. Chris and Shaun extended their lead over this section and were awarded with a time of 18 seconds here. Andy and Michael, who were comfortably in second place, were next on 27 seconds, and they were followed by car 14, Rob Stephens and Will Atkins in another Mk2 ford escort, who had 32 seconds.

The final section of the rally began just outside of Hawen and would finish just north of Adpar, and included the white roads at Dolgain. Sadly Ieuan and Dafydd lost any chance of a good result on this final section as they had a penalty count of 6 minutes and 45 seconds. This dropped them out of the front running positions with no more sections to try and make up time. Chris and Shaun continued to set a blistering pace and stopped the clocks on 1 minute and 20 seconds, 16 seconds ahead of the next best crew, which was car 6, Richard and Alan.

At the finish of what had been a classic Cilwendeg, very challenging but very enjoyable, it was no surprise to see the event winners were Chris Hand and Shaun Richards who finished the rally with a total count of 5 minutes and 36 seconds. Andy Davies and Michael Gilbey finished in second on 6 minutes and 33, and Richard Jerman and Alan James were third with 7 minutes and 58 seconds. Class 2 winners were car 15, the Peugeot 206 of Llyr Williams and Ceri Davies that finished in sixth overall on 9 minutes and 34 seconds. Class 3 went to the Peugeot 106 of Joshua Weston and Gethin Jones who finished in twenty-eighth with 18 minutes and 43 seconds of penalties.

Thanks must go to Joseph John Gilbertson for the use of his images and Cadog Davies for the route info.

Greg Harrand : Lampeter & DMC

PRESCOTT SPEED HILL CLIMB

Season Finale

7th October

Keith Thomas

Speed hillclimbs at the two major venues south of Birmingham near the Cotswolds consist of Shelsley Walsh and Prescott these are always oversubscribed such is the popularity of the sport these days, the trouble is they are so popular at these two venues that even after entering and paying the entry fee in January you don't know if you have got an entry until about ten days prior to the event. This means paying for b&bs upfront to ensure you have accommodation but if you don't get an entry it can be a big financial loss unless you go and spectate.

Prescott's aptly named Season Finale was held on Saturday 7th October and true to form it was oversubscribed with many entrants being left disappointed even though many of the classes were open only to members of the Bugatti owners club who are the promoting club and own the venue, fortunately you don't need to own a Bugatti to be a member which is why I and most other competitors are allowed to be members.

However the event was also the final event of the season of several championships, the Ferrari owners club speed championship and Aston Martin owners club were two of them. A quick look at these cars certainly give the impression that many of the owners of these cars could well afford a Bugatti and there were other lovely cars too such as a Renault Alpine, not many of these compete on the hills in this country but what a lovely little car. Slightly more affordable it was also the Morgan and TR clubs final event but for uniqueness a Daimler Conquest was the most unusual car at the event in my mind anyway, this ponderous beast would take some physical effort to handle but it appeared from the stickers on the car it seems to have competed in at least three Classic Monte Carlo rallies, certainly a heavy car to throw about in the snow over the Alpes but at least you would arrive at Monte Carlo in luxury ! There were plenty of other cars in all of the championships as the quick look at the photos show

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Prescot Season Finale : Continued from Page 49

Set in fantastic surroundings Prescott is a permanent venue with all the advantages that this brings, wonderful clubhouse, bars, toilets and showers, camping on site, time-keepers huts, commentary boxes at various locations and permanent PA and timing systems. tarmac roadways lead to all the paddock spaces but it is still very rural as about fifty percent of paddock spaces are under fruit trees with the unusual hazard that falling plums and apples can drop on your head or your car !

It is an absolutely superb hill to drive with lots of challenging bends of every description from hairpins to the fast sweeping Esses to the open sweeping and tightening righthander over the finish line with a daunting big drop if you go off to the left.

Bathed in sunshine it was a really lovely October day and practise went well with everyone completing two runs before lunch.

Sadly after lunch a big oil spill well over a 150 yds long took ages to clear up then on the second runs a Mazda MX 5 attacked the Armco although the Armco didn't appear to be badly damaged, however after a long delay with lots of people inspecting the barrier and someone using a hammer on the Armco the meeting was unfortunately abandoned.

According to regular competitors who came to see what the problem was they said cars often went off there and a bit of damage at certain points was a common occurrence, hopefully in future spare sections of Armco could be held in readiness either in straight sections or curved to suit the location of the regularly damaged sections then with today's modern equipment such as impact guns, drills and metal cut off tools both battery powered or powered by a generator it would mean repairs could be carried out quickly without compromising safety in any way.

Many of the championship contenders were really disappointed not to get a second and final run having put in a reasonable first run as their banker they were mentally revved up to attack the hill on their final run and put in a quick enough time to oust their opponents.

Most cars are now tucked up for the winter but come spring just like the orchard which is so much a part of Prescott the flowers and trees will re appear again and put in a lot of effort to outshine their rivals just as the drivers of the cars will hope to do also.

We have already re booked our B&B again for two nights next year, hopefully we will again get an entry and enjoy meeting our friends and competing against rivals as we have done every year since the event started way back in 2007. Sadly many people from past years are no longer with us but they remain in our memories and we have been lucky to enjoy friendships with some wonderful people. One of the last to leave us was David Loveys who was well known driving his bright red Allard not only at Prescott, Shelsley and on the other hills but a well known competitor on rallies such as the Berwick classic which is at the opposite end of the country to the Devon area from where David lived.

We owe a great debt of thanks to all the organisers, scrutineers, officials, marshals and volunteers as they give up countless hours of their time to make these events the success, hopefully we look forward to seeing you all again next year, it was great to see one very young chap working tirelessly all day under the supervision of older more experienced marshals directing drivers out towards the track as their runs were called, what a little hero (See above).



Rupert Marks used his Bugatti and put the twin wheels on the front instead of the rear to widen the track !



The young Marshal worked all day going to various classes and each class marshal oversaw what he was doing but in reality he could do it on his own.

The Edinburgh Endurance Trial

Organised by The Motor Cycling Club

Phil Dean : Knowdale Car Club

First thing to say it goes nowhere near Edinburgh, but is based in the Peak District.

You may have seen Trials Events reported on in this news sheet before - usually production or sporting trials. The MCC events are slightly different.

On most Trials, organised by motor clubs as part of the ACTC (Association of Car Trialling Clubs), you attack the hills and by climbing past numbered posts, the higher you go the less points you score, (zero is the target). These events run from September to April (the muddy season) and whilst most are in the South West of England, there are two up north – the Northern Trial run by Fellside Motor Club around Carlisle and the Yorkshire Dales run by Air-dale & Pennine Motor Club.

On the Edinburgh and its sister events, The Land's End and Exeter Trials, you either clean the hill or you fail.

This is made harder on some sections by a restart box in which you have to stop, with either front or rear wheels between the lines. Then at the drop of the marshal's flag, proceed forward without rolling back.

Of course, these restart boxes are deliberately set on the steepest, muddiest, rocky, most slippery parts of the sections, usually off camber and also sometimes on a sharp bend.

The Endurance part of the event is based on a start time of 11pm on a Friday Night for the first bike, with 200 plus other competitors setting off at minute intervals and finishing mid late afternoon on Saturday. It's a mixture of motor-bikes, motorbikes with sidecars, 3 wheelers and cars.

I will just be reporting on competing in the car section, although hats off to the 2 & 3 wheel competitors, sometimes competing in bad rainy or freezing weather and riding thru the night. Add to this the navigation and to me (who navigates in a hard top car, usually in the warmth) the bikers have my admiration.

History

The MCC can probably claim they were the first to start competing in this country using motorbikes.

1904. First London to Edinburgh Trial. 70 bikes entered 46 started and 34 completed the journey of over 400 miles.

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A Brace of BMWs



A very Wet Haydale prior to being Cancelled



Best O/A result we have had



A Compact with rear tyre rack

Edinburgh Endurance Trial

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1906 The club allows cars to enter for the first time.

1930 The Edinburgh trial is largely in Derbyshire which has now become its home, competing ever since in the Peak District.

1946 Women are officially allowed to become MCC members. This didn't stop female competitors previously though. One notable rider, Muriel Hind, broke the record for the Land's End to John O' Groats as a solo motorcyclist in 1908.

Winners and losers. The first goal of an MCC trial entrant is to win a Gold Medal, and this is achieved by climbing all the hills, and keeping to the time schedule, regardless of the performance of the other riders and drivers. If you fail just one hill, you receive a Silver Medal, if you fail two, a Bronze Medal. After that you are just classed as a finisher - still no easy task.

The more competitive entrants in an MCC event may also be trying to win a Class Award, or even the Overall Award, by posting the fastest times in the special tests, but first they have to get their Gold Medal. If you are really good, and can win a Gold Medal on all three events in a single year, you can claim the trialists ultimate prize – a Triple Award. There are, however, many regular competitors whose sole aim is to take home a Finishers Certificate and improve on their performance in previous events.

The Cars. There are 9 different classes and all have to be road legal! No 4x4s though.

Class 1. Front engine front wheel drive production cars. Think Golf, Peugeot 205, and even Citroen 2CV. This class is allowed to run with a limited slip diff and that has only been allowed in the past few years.

Class 2. Production cars manufactured prior to 1941. Austin 7, MG TC, Morgan 4.4, plus Ford upright models up to 1959. There's a 3300cc Ford Model A competing successfully in this class.

Class 3. Front engine rear wheel drive production saloons, BMWs, Escorts, Avengers, and Anglia 105e populate this class.

Class 4. Rear engine rear wheel drive production saloons up to 1300cc. Mostly Beetles and Skodas, plus the odd Imp.

Class 5. Front engine rear wheel drive production sports cars. The difference between this and the class 3, is that in this class the Navigator (bouncer) obviously can't sit in the back to try and use their body weight by moving about to move traction from one back wheel to the other.) Scimitar SS1, BMW Z3, MGB, TR7 & 8, and Mazda MX5 populate this class.

Class 6. A) Rear engine rear wheel drive production cars. Predominantly big engine Beetle territory, although you do see Mazda MR2's running in this class. It also includes cars with LSD fitted as standard.

B) Front engine production cars with a LSD as standard.

Class7. A) Production cars modified beyond permitted limits. This is where we start to get into the more specialised built for trailing cars, but also includes kit cars such as Marlin Roadsters, Jago Jeeps, and such trail car specials as Liege, Krakens and Dutton's. There's also an Imp currently competing with a Golf GTI engine in the back!



DB Ford on their way to a Gold



Dellow Mk 1 - Silver & 2nd in Class

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2Class 8. A) Non production cars. **B)** Rear engined specials, including Beach buggies, VW sand-rail's, the length of the front reminds me of a dragster with all that power weight and grip at the back wheels, where the extended front is used to try and keep the nose down. **C)** Front engine specials, predominantly Ford powered where the rearmost part of the seats is behind any part of the rear wheels.

Class 90. The class I navigate in. This is only for the Suzuki X90 (with a standard engine block) - as one of my rally mates calls them, a push me pull you looking car!

They are 2 wheel drive, 2 seats (used to be in class 5) and over the years because of their popularity and with so many competing, they now run in their own class. In fact, it's probably fair to say that there are more X90's used as trials cars (approx. 22 in the UK) than are used as just normal road cars these days.

Class O. This is an entry level class, where you can run any of the above but in the same class, as they don't do the rougher sections and usually do not have so many restarts, but it's a good way of getting into the sport of endurance trialling.

Car Preparation. Although basic, it is essential. Some of these hills are so rough you would think only a Land Rover could get up them! However, with a bit of preparation they are the home of the trials motorbike, 3 wheelers and cars.

We used to run a BMW 3 series Compact, which was low on the ground. But by inserting aluminium blocks on top of the front and back suspension that gave us better ground clearance, along with tyres with a higher side wall (80 profile) which also helped, brake lines inside the car and changing the weight distribution to more weight over the driven wheels, battery in the boot, two spare wheels, tool box and a few spares drive shafts, plus a lead filled spare wheel well and rear bumper! We slowly moved away from carrying so much extra weight, as the bodyshell was bending !! and we went for a more balanced approach.

Sump and Diff guards are essential, tow hooks front and back are required and used should you get stuck on a section. Another tweak is a hydraulic handbrake, not necessary for hand braking it round the cones on speed tests, but more importantly for safety. If you fail on a section, you usually have to back down to the start line. The safest way to achieve this on a steep hill is to use just the handbrake not the footbrake. This allows the front wheels to still steer and not lock and slide. The hydraulic handbrake can also be useful on restarts.

There seems to be two methods to achieve a successful restart out of the box, the first, give it loads and hope it doesn't lose traction but just propels you forward at speed, the other way is to gently try and crawl out of the restart slowly, again hoping not to lose traction, in both cases the use of a hydraulic hand brake can help the manoeuvre, balancing it against the clutch to just get the right feel before moving forward.

Modifications. It goes without saying, all cars must be 2 wheel drive, the way they came out of the factory. However, there is something called 'badge engineering'. If it says Ford on the bonnet, it can have a different Ford engine than it was born with, as long as it's around the same era.

There is a certain E93A Ford Pop that has a tuned 2.0 Duratec engine fitted, but that's taken it from class 2 to class 7, as Duratec engines weren't around in the 'sit up & beg' days! It can often be seen wagging its front wheels in the air as it powers up the sections. We spoke to Dick Bolt, the owner, at the top of Blue Hills 2 on the John Alley trial down in Cornwall after we had competed the section. We watched him climb what is probably one of the most famous and roughest sections on any MCC event with the front wheel's way off any terra firma. He said that he had to back off a couple of times just to see where he was going!



***MG PA : John Wells : 1st in Class
& a Silver Medal***

Edinburgh Endurance Trial

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We run a Chinese supercharger (Aisen 500) on the X90, as it gives us more torque on the hills and was once described by a marshal as sounding like a bag of cats fighting! We also have a low range splitter box from a 4 wheel drive Suzuki (which is a very common mod on the X90) with the front drive outlet blanked off. This provides an amazing choice of ratios, especially when the diff is also changed – very useful on steep restarts!

One thing that is fixed is standard wheel diameter. If it's an Escort for example, it must run 13" rims. This gives the BMWs running in the same class an advantage, with more tyre choice using bigger 15" rims. All tyre choices are 'road tyres' and set out in the Blue Book, as the events are run under the guidance of the MSUK.

Wheel Rims. Most cars run steel rims, as running such low pressures (can be down to 3psi on the class 8 specials) on the sections means you are bound to catch stones and rocks on the rim edge - not good on your shiny set of alloys. In fact, sometimes after a particularly rough section and whilst queuing to start another section, this Navigator can be seen micro adjusting the outer edge of the wheel rim using a 4lb lump hammer! Many competitors modify their rims with bands welded around the perimeter (inner & outer) and weld 'ridges' inside the rims, to prevent the wheel rotating within the tyre and tearing the inner tube valve out! Tubes versus tubeless is another factor to consider – tubeless tend to roll off the rim at low pressure, but don't have an inner tube to puncture – decisions, decisions ...

Tyre Pressures There are more conversations about tyre pressures at the start of sections than any other topic. Trying to look up a section to see how muddy or rocky it is, or even interviewing the poor unfortunates (who've failed the section and have had to come back down) by asking for any useful information. These conversations can have a profound effect on your final tyre pressure choice. I have seen us run as low as 6psi up a section and not puncture - not bad for a car which literally weighs 1000kg on its back end (only 500kg on the front) and yet running as much as 12 psi, has sometimes resulted in a puncture. On most sections your tyre pressure choice is free, but on some sections the organisers may say for example no less than 25psi and it's not unusual for marshals to be stood at the start of some of those sections with a tyre pressure gauge and noise check meter. Failing to comply means inflating to the minimum pressure.

Navigation.

Navigation is by the written word in a road book form and is usually sent out 7/10 days before the event. I have to say it's not my favourite way of navigating, however it's usable. The MCC, even with all its tradition is not behind the times though! You can have the option to download GPX nav files for the route and also What 3 Words if you get totally lost. The GPX files must be a boon for the bikes, although you still see many bikes with what looks like a plastic clear booty box mounted on the handle bars with 2 rollers inside and a back light. I presume they turn the rollers to read the road book as they ride along. In our car we stick to the traditional way reading the road book, 2 reasons for this number: - 1) it keeps me awake through the night and keeps me alert (well maybe) the second is that we are in the Peak District on this event and it doesn't always have the best satellite reception in places. These days I also have a backup plan. Having been lost on the John Alley trial around Bodmin in Cornwall a couple of years ago (along with approximately 50% of the other competitors) trying to find a turn into a lane up to a section and the road book not seeming to read as the roads we were looking at, we eventually found the direction arrow hidden behind a road closed sign. Since that time, I always plot the section starts on to OS maps.



Model A Ford at the Breakfast halt

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Then if we do end up wrong, hopefully we can recover by using the best navigation method - OS MAPS.

The Entry List

Looking down the entry list shows the usual mixture of weird and wonderful cars. VW Beetle's. Baja, Buggy's and a Golf. A team entry from Triumph TR which includes a TR3 although this one has a homebuilt chassis and fibreglass body on it, also 2 TR7s.

MGBs, F and a Midget and a MG PA. Dick Bolts wheel wagging 2 litre Ford Pop E93A. A Ford Anglia which I suspect again is a E93A version although standardish along with 2 Model A Ford's. A smattering of BMW 3 series in various body shapes. Lester Keat in his multi Gold winning Hillman Avenger. Lester along with other crews is looking to score another Triple Crown. Then we get the specials. Liege, looking like a bigger version of noddys car but I have never seen one in Yellow with red wings. They run 850 Reliant power although I think some of them now go for a small Suzuki engine. They look built for purpose with occupants almost sitting over the back driven wheels for superior traction. A few Marlins and Dutton Roadsters. When was the last time you saw one of those. Dellow which again is a purpose built trails car, a design which originated in the 50s if not before. MR2s, MX5s, add to this a Fiesta, a Mercedes SLK, Reliant SS1's, Citroen 2CV running in class O and a Coates Orthoptera which I think is a 1172cc Ford based special and a Salamander.!!!

The car park at the start makes very interesting viewing.

The Road Book shows 17 Observed sections in the event, although its 2 less than that for most of the competitors. Just leaving the 2 extra sections which are definitely the toughest for the bikes and specials in class 6/7/8. There are also 2 speed tests, known as Observed Tests. These are used to determine class winners. If 2 cars from the same class clean everything and get a gold or even a Silver or Bronze, there has to be a class winner, hence the speed tests.

The Event.

The start is at Lichfield Rugby Club. This year it has attracted 196 starters in the main event with a further 8 in the Derbyshire class which only runs from breakfast time on the Saturday.

This year class O goes first, which is a mixture of bikes and cars. First bike away at 11.01pm every vehicle then follows in 1 minute intervals. You have to look a long way down the entry list to find us - effectively we are running at next to last . Most of the X90 are grouped together at the end of the event and the 90 class has 9 entries + 2 in class O.

The organisers say they don't use any form of seeding on these events and looking down the entry list most other classes are mixed up. I suppose they just want to put the bad boys and girls in the X90's at the back of the classroom!

The advantages of running at the back are you get to do more of the sections in daylight and if the sections are rock strewn such as Excelsior you hope that 190 + competitors running in front have slightly cleaned the section before you attempt it. Also, if it's a sunny day, then the sections may have dried out a bit. Although this can also be a disadvantage sometimes the cars in front have cleaned away the loose rocky surface and polished whats underneath. Disadvantages are that there are probably a lot more sections which are loose and can turn to mud if it rains. One of these Sections will defiantly be Litton Slack by the time we get there. Come on, this is the Peak District at the end of September, it's going to rain! Also, if slightly delayed could finish the event in the dark with the course closing car breathing down your neck.

There are 15 crews trying for a triple. However the hills we are about to compete on have broken many a dream of a triple or any medal at all, as well as many cars and bikes. The Edinburgh is known as the toughest of the 3 endurance events.



Phil Tucker's TR3. Gold & 3rd in Class

Edinburgh Endurance Trial

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Our Start time is 2.27 am at Lichfield Rugby Club we arrive at 1am. All the bikes have disappeared already and some of the cars, but the car park still looks like a film set from Wacky Races.

Scrutineer first - the usual stuff - lights working, documentation, fire extinguisher within reach of one of the occupants, spill kit etc. Once we have scrutineered, its upstairs in the Rugby Club to sign on followed by a quick look at amendments to the route card. We have had possession of the full route sheets for about a week. My driver, Brian, has already marked up the route card with notes from previous events, tyre pressures we have used how rough, hilly or muddy the sections might be. Also highlighted are the sections where we have a restart in the section, just to make it more difficult.

I sit in car and check the amendments also add my own notes from my copy of the route card, the organisers look determined to keep the event on time this year as there are unspecified penalties for lateness. They are also having more than one documentation route check controls, I think these have been added to keep everybody on the correct route, I've added my highlight pen marks to these and called them PC (passage controls). Missing these controls would mean a fail.

I am then introduced to the other members of our team; you can elect to run together as a team we are the '6 Two 90's'. There are two X90's and one MR2 (class 6) in our team. Richard and Peter in the other X90 are running number 208, the tail end Charlie directly behind us. Barry and Rich are running number 206 in front of us in a MR2. There are advantages in running together as a team - you can help each other out should there be mechanical issue or other problems. Unbeknown to me, Brian my driver has elected me as chief navigator! Effectively they would follow us and I am sure both crews would be checking the route and my navigation as we rolled along. No pressure there then!

With all the paper work completed it was a time for a walk round the car park and a look at the cars as usual a varied collection of vehicles from a nice MG PA and a model A Ford to Avengers, Golf GTI, all varieties of specials, a smattering of MGB's and one of my favourites a Triumph TR3. However, as with a lot of the cars all is not what it seems - this car has a home made chassis and most of the panels are fibreglass although the tub is mostly metal. Philip the owner is a MCC official and apart from competing, he will also be acting as a travelling marshal. As it turns out, later in the event this part of his duties would be called on.

Our start time soon rolls round and by this time this once busy car park is looking rather empty. There is no time card on this event you just drive forward to the Gazebo and the marshal then tells you to go at your allotted time. Drive round the corner pass our friends in the MR2 and wait just another minute for our other team members in the other X90.

Our first destination is Tissington Ford which will be used as a holding area or PC not far from our first section. There's no time to be there, so I just program in to my rally app the time we are expected at our first section, 5.09 am.

These days the organisers try and make the run out to this PC more interesting instead of blasting down dual carriageways and fast roads which most of these cars are not suited to, they take us on the more scenic pretty route in the middle of the night! We arrive in convoy at 3.56 am. To join the back of a very long line of cars stretching down the hill to the ford. However nothing seems to be moving forward. A marshal tells us the bikes have been having trouble on the first section with a lot of bikers coming off, so it must be slippery. We are then told the organisers imposed minimum tyre pressure setting of 25 psi has been dropped, we are allowed to run what ever tyre pressure we want.



***Lester Keats Avenger. Gold & 1st in Class
Ian Cunday Golf Crew GTi, bothb Gold Medal
and Class Winners***

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It's a new section to us and it's got a restart which is obviously proving tricky, so there's some discussion over tyre pressures, sometimes with deliberately misleading comments, as the other X90 in our team is also looking for the class award.

As we sit there at the back of the queue the Model A Ford and Ford Pop arrive behind us. The model A has had navigation problems and the Pop I think a few mechanical issues. We speak to the navigator in the model A who says the mileometer on the A is miles out so he is finding it difficult to follow the route card. He has a good internet connection so I download Rally App live onto his phone and give him a quick 2 minute tutorial on how to use.

At long last we are moving forward, all but one car, a newly owned Marlin who's driver decided to bump start the car as it descended the hill only to snap a half shaft. Poor s*d, all that preparation and hanging about and he doesn't even get to complete one section.

Observed Section 1 Haven Hill.

We eventually arrive ready to start this section at 6.15am already running over an hour late. We decide 15psi should be about right at the moment as it's a dry night, but there is a restart. We set off climbing what is a rocky hill giving us decent grip until we get to the restart which looks like a mud hole! Well 200+ vehicles have been playing in it before it was our turn. Brian selects low range first, his crawling gear, planning to use the crawl out method and hoping to not break traction. This doesn't work (should have gone for lower tyre pressures!), so with the revs well into the red section and getting nowhere, he goes for second gear and we slowly move forward and gain momentum. The section soon finishes, done it, first one under our belt, but a close call!

Before reaching our next section the route takes us in a round about way to a Passage control. That completed we carry on to

Observed Section Number 2 Ballidon.

Start time 5.39am, we arrive at 6.09am, already clawed some of our lateness back. Again, it's an unknown section to us and it's a rock strewn climb, but with semi hairpin bends up hill. Tyre pressure this time 15 psi. We clear the section with minimum amount of wheel spin, just a bit too much on the bends.

We then follow the organisers written instructions about where to reinflate tyres, no more than 10mph speed and the fact that we are driving though a triple quite zone **QQQ**. Apparently, some were along this track they had set up a speed camera to make sure we had carried out their instructions. It was only when we cleared the last gate that I realised I had actually PR'd this area for the event just 2 weeks before. How things look so different in the dark.

On to our next section **Observed Section 3** Cliff Quarry start time 6.22am we arrive 6.43am

At this stage we are approx. 5 miles south of Bakewell. A quick look at our notes says slippery and steep TP 12 psi. As we move along a the rough road down to the section start, Brian decides that maybe we should drop the TP to 10psi. Notes say Very Steep muddy and rocky different classes have different finishing points on this section. Directions arrows pointing the way Exit B is our instruction, the last part of the section is steep and over a blind brow on top of which sits a big tree right in front of us Brian shouts which way? Right, I shout then again which way now, Right I shout. We made it. The TP of 10 psi was a good choice we had decent grip up most of the section.

We now have a bit of a drive to our next section joining the A6 off the B5056 up past Bakewell then turning on to the B6001, stopping for petrol near Stoney Middleton. then on to section 4 just of the B6001.

Observed Section No 4 Tumbletrees. Start time 7.27am. we arrive at 7.34am, more time made back.

WE know this one and its steep and rocky, so decide TP 15psi. Notes also say keep right at the top over the step!! It's very rocky and the last 15 foot of the incline increases, so an increase in power is required as we have enough grip, keeping right over step (looks more like a ledge to me)as we hit the top the marshal is frantically waving to slow down otherwise we will bury the front of the car in the grass bank on the other side of the road, Brian throws the steering wheel round to the right and we just miss the banking using a bit of opposite lock we look at each other and laugh, Good Fun.

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After reflatting the tyres its slightly back the way we came taking note of the QQQ past the houses. Onto the A623 towards Stockport, then the B5049 signposted Bradwell. We are looking for an almost hidden white road between high stone walls after 3 miles. The Rally app mileometer is right on 3 miles when we spot it. Down the white cross roads intersecting a yellow straight on to another passage control. Once our details have been recorded, we are back on our way south to the next section.

Observed Section No 5 Brooks Bottom Start Time 8.07am we arrive at 8.12am.

Our notes say rocky again with a restart. We decide 14PSI for this one. The restart is set over to the right side of the track and is in a dip in the road. We decide to stay right to give us some grip as we set off. We clean it without major drama just a bit of wheel spin. Not far to our next section.

Observed Section No6 Haydale Start time 8.37am and we arrive at 8.35am, early for the first time.

Our notes say rocky and slippery with a restart. TP 14psi. It was very very rough but with reasonable grip, the restart wasn't a problem however as you rounded a right hand bend somebody had placed two biggish rocks either side of the centre of the track - enough for a bike to get past but the cars had to take to the grass bank to clear it.

Another QQQ through Millers Dale then eventually on to the A6 towards Buxton. Then off the A6 to the start of

Observed Section No7 Carlton Start time 9.17am we arrive at 8.56 am.

We are a bit nervous about this one as we have failed it in the past, this is made worse by having to queue behind 10 cars before we can start the section, first time we have had to queue for more than 2 or 3 cars since the first section, Obviously people are having problems, as we can see the restart and after clouds of rising tyre smoke, we also can see the recovery 4x4 pulling each one to the top! The track is basically a climb which was once all grass but with 2 slippery muddy ruts worn into it and the restart on the smooth rocky part. We decide on 10 psi. As we set off, not only is it muddy, but rough and rocky. Brian decides to keep the grip level we will make our own tyre tracks along it. We manage the restart and clean the section. Both relieved as we thought that one could be a problem and we had seen other x90's fail. So, onto breakfast at the Duke of York at Pomeroy on the A515. There is no clocking in time but you have to clock out on your minute. Ours is 10.42am this gives us a good hour for the bacon/sausage butty and a brew and a chat with other competitors. The general opinion is that people are enjoying the event, helped by the sunny dry weather. Soon enough we are off again to the village of Hartington for our next section.

Observed Section No 8 Excelsior Start time 11.02am and we arrive at 10.50am. However there is a massive queue, not only are they queuing down the lane to the start of the section they are also lined up on the B5054. We know the section and adjust the tyre pressures before we get into the lane and off the road. It's difficult to get out of the car in certain places on this lane because it's so narrow and the drystone walls are so high.

I spend some of my time talking to the guys in the course closing car, it's making me nervous every time we get to a section and it seems to be just or not far behind us. *So do you give us half an hour before you pass us and put us out I say. No mate, it's not a rally. We'll give you about 10 minutes - enough time to change a wheel, but not enough time to do a head gasket or half shaft. But surely that's not fair? If we were running in the middle of the event, we would never see you.* He replies *luck of the draw I'm afraid.*

Excelsior is known to be one of the roughest and one of the hardest sections on the event. It reminds me of a dried up river bed winding it's way down hill with with drystone walls on either side and although its wide enough the rocks and stones are not only in some cases very loose but also sharp.

The first part of the climb is not steep the start of the section is half way up so you don't attack it with loads of right foot unless you want no bottom left in your car. After the start it climbs a little bit steeper but nothing that would cause a problem until you arrive at a 90 right up hill and steep, that's where you have to apply the power about 30 yards up the track goes about 60 degrees left, but sharp and the camber in the bend is reasonably steep on the top edge, down to past the middle of the bend is covered by what looks like uneven and rutted bed rock and the apex is loose dirt. You guessed it - this is where the restart usually happen. However this year there are 2 restarts one for us half way up the first part of the hill after the 90 right and for the classes 6,7,8 & B, they are using the original restart on the 60 degrees left hand bend.

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It's one of the few sections where when you stand at the bottom you can't see the whole of the car competing, but you can see the roof and part of the driver to a certain extent you can see his or her progress.

The problem and hold up seems to be our restart, we watch car after car with high revs and massive amounts of tyre smoke get stuck, then have to wait for the rescue Land Rover to back down and tow them out. Sometimes it's possible to back down then give it max attack going through the restart just to clear the section. After all you have failed it, so you just need to get up and out, however this doesn't seem to be working on this occasion so it's the Land Rover with tow rope that gets you out.

We have history with this section having failed it in the past as we watch a Scimitar SS1 get stuck on the restart. Brian says oh dear, that guy is one of the top trialist in the country. Then we watch the X90s try, one after the other most of them fail it. Drop the tyre pressures we are going at 10psi – yes, a risk of puncture, but we have to get off the restart to clear the section. We drive up to the start and ask the marshal what seems to be the problem? *He says that our restart is actually on a lump of stone that by now has been polished and is as smooth as a piece of glass. Of you go guys, good luck!!!*

Round the bend and up the steep incline to the restart we go - both bend forward close to the windscreen to see which part of the restart might just give us some grip. Go to the right I say, yep says Brian and I am going to go high. (this means rear wheels in the box not front wheels) We stop exchange pleasantries with the marshal and attempt our restart. Brian must have gone back to the days of his driving test over 50 years ago - he performs the perfect hill start - no wheel spin and no drama we crawl out of the restart then give it some power as we still have to get over and though the other restart but without stopping, go to the middle I shout but give it some power, we clear it and can see a few spectators clapping and the section end marshal give us the thumbs up, we cleaned it well done mate, I thought we could be in trouble on that one. At the top we stop to pump the tyres up. Barry and Rich pull up in the MR2 Rich looks at us and gives us the thumbs down, they didn't clean it but Peter & Richard in the other X90 do clean it. It looks like our team mates might be competing with us for a class win.

We are now running 90 minutes late again.

We work our way down onto the A515 then the A5012, before taking a yellow road onto the B5057 through Winstar before turning off before Wensley to

Observed Section No 9 Clough Wood Start time 11.52 am and it's now just after 1pm.

The start of this one is actually down hill before a tight right hand bend and a steep climb to the finish we decided to go with 8 PSI.

The descent is both rocky and rough but as you turn the bend, plenty of power is required to climb the hill which is deep mud. We clean it, from that it's straight into

Observed Section No10 Clough Wood Tyre pressures stay as they are.

Again this starts down hill and all mud. There is a restart half way up the hill but only for classes 6,7 & 8 thank goodness. It goes down hill, slight kink left followed by another slight kink left before it starts to climb. At first the gradient is reasonable but where the restart is, it kicks up into a very steep gradient. Plenty of power required in deep mud and another blind summit finish and hard right when the wheels hit the ground to stop us ploughing into the grass bank on the other side of the road.

The next section **OLD Clough Wood is only attempted** by classes 6, 7 & 8, so a deviation in route for the rest of us to

Observed section No12 Dudwood Start time 13.07pm and we arrive at 13.30 pm.

Again, a queue but it's moving this time and it's starting to rain. Whilst we are waiting I notice Barry in deep conversation with a guy with a hi viz on and a bowler hat, it is indeed Mark Gregg, Clerk of the Course. I had done some of the PR work for him a few weeks ago for the event, but we have never actually met. I introduce myself then bend his ear about a couple of things.

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Edinburgh Endurance Trial : Continued from Page 59

Barry is already bending his ear about the hold ups on Excelsior. We then ask him what this section going to be like – “*easy plenty of power and you well clean it with no problem*”, of course that makes me suspicious. 8 PSI again. This one is very steep and very muddy with tree roots and in between trees, with not a lot of room between them. Half way up there is a slight kink left then kink right and if you miss it you’re into a tree. We climb it successfully using plenty of revs and this time unlike previous years we don’t puncture. The hardest part is getting back down as there is no way out at the top, so you have to precisely follow marshals instructions on backing and turning your vehicle - not easy on thick slimy mud on a steep hill with a very tail heavy car. Even harder for the marshals, who have to stay somewhere near your car and stand up right, whilst shouting instructions. We make it back to the bottom successfully.

Back at the bottom of the hill after reinflating the tyres and are straight into **Observed Test 1 & 2 Deadwood & Robin Hood**

These speed tests are only used to decide a class winner if 2 or more cars end the event with the same medal.

I read the instructions for Test 1 Start behind Line A .stop all wheels over line B, reverse all wheels behind line B, proceed and stop astride line C. The I read the instructions for test 2 which seem different to the previous test, then I read them again this time as per test 1. Brian looks at me and says *that’s not what you said before*, O dear, tiredness creeping in on my part. So we both re read and speak it out loud. Usually it’s my driver who suffers with brain fade on the speed tests but its the navigator who’s suffering lack of logic this time.

Test 1. mixture of mud, gravel and stones batter the underside of the car as we start after the B line the road kinks slight left then stop astride C the marshal says that’s a decent time 28.44 seconds.

Test 2. similar to test 1 but on the long gravelly bend where we’ve got a touch of opposite lock on, there is an obstacle - think hay bale - from left of the road to over centre. So a slight wall of death on the right hand banking got us through to the stop astride C. time 27.15 seconds. We pull up next to Barry and Rich in the MR2 compare times and we are quicker than them on the second speed test. Not bad for a X90 which handles like a pig on skate board on faster speed sections.

Spurred on, our next section is only 15 minutes down the road

Observed Section No13 Hob Hay It’s now raining properly, like it can only do in the Peak and Lake District, and there is a queue of cars, we should have been here at 14.27pm but we arrive at 14.53pm, so again we are pulling time back. We walk down the road to the front to inspect the start of the section, best described as a steep climb up a very muddy grass bank before it disappears around the corner. Brian says *yep, I reckon we can do this one on 8psi*. (His tail is up after the last speed test!) We should get some grip, *yes, I say but somewhere up there on that muddy climb is a restart*. Oh, he says! Nothing is moving and it looks like the sector marshal is crouched down on the phone, obviously trying to stay out of the wind and rain. We hear him say *we have a TR7 stuck up there and he has broken down*. We also have about 15 cars here now. After a few minutes cars start to move but past the section down the road to turn round. Word comes back the section has been cancelled

All of us drive to the afternoon tea or lunch or whatever you want to call it at Hollingsclough Village Hall, where the ladies have laid on a great selection of both cakes, tea and coffee. Crews are supposed to take a statutory 30 minute stop here, but the marshal hasn’t turned up to clock us in and out. Most crews just sit down and buy tea and cakes, happy just to have a break, in most cases crews take between 20 and 30 minutes over this anyway. Using this hall is a small way of the MCC and competitors putting something back into the local community as the money raised helps the upkeep of the hall itself.

Refreshed off again we go, Peter and Richard decide they want to run at the front of our trio, giving me a break from the navigation, although I carry on just keeping my eye on the turns and keep calling the junctions to Brian. We take a tricky white just outside the village then on to a yellow and within 10 minutes we are at

Observed Section No14 Booth Farm No14. An even bigger queue of cars and the very exposed, windswept location is lashed by heavy rain. This one again is a steep climb up what was once a grassy but now very muddy bank.

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Edinburgh Endurance Trial : Continued from Page 60

However, you have a 90 right first before the climb and 2 small posts in the ground as you set off, so initially you can't swing it out left before taking the right and up the hill. Our notes tell us on the left hander at the top of the hill to go wide as there is a big piece of rock that sticks out on the apex and will stop your progress. We stand in the rain and I marvel at the marshals, how long have they been stood out in this weather, yet still with good humour, as I watch a Blue X90 attempt it, getting to the top but no further. It looks like he punctured says Brian. He has to wait for the high speed tractor to drive down to him and pull him out. Phil Tucker (the Travelling Marshall) is there in his Blue TR3 and I notice he is on the phone, a few minutes later the call comes to cancel the section. Everybody turns round and we follow 3 MGBs out and a couple of X90s along with our team mates.

Observed Section No15 Corkscrew This is only for class 8 cars.

So, for the rest of us it's on to section 16, down on to the B 5053 across the A515 ,then onto the A570 across the A6 pass though Blackwell, Millers Dale, then loop up and partially though Litton to

Observed Section 16 Litton Slack. Or should I say the infamous Litton Slack. They have used this section on and off since the 1930s. I have to say it's not one of my favourites. First of all, you get to it by driving across a field which is half way up a steep hill which slopes steeply from right to left, dropping steeply on the left and of course, it's on the navigator's side. We adjust our tyre pressures before even driving down to the start because you guessed it, it's a muddy field where the car can so easily start to slide. The other reason it's not my favourite. I have never yet seen the top of this hill from inside a competing car. We have tried on 2 or 3 occasions but not made it yet. A couple of weeks before the event I was carrying out some PR work for the event, part of which was to put up notices from the council warning people that this Footpath!! would be closed on the date of the trial. I placed one on the gate at the top, then walked down to the bottom to nail one to a telegraph pole. As I walked back up this very steep hill there was very little evidence that there had ever been a car or motorbike up this hill just in the odd place a few tyre marks it looked mostly overgrown. I thought in another couple of weeks this will be like a mud bath if it keeps raining. It was on that day raining on my walk back up the hill to the car.

To get to the start usually you pass between gate posts, turn left and park at the top of the hill giving a you a view down into what might be described as a massive kidney bowl shape.

The advantage is its one of the few sections you can actually watch other cars on the whole section from the top of the hill. The section actually starts downhill for only 20 yards then sharp 90 right and the climb begins. However, on this occasion we are being held in the field before the gate. The marshal eventually gets to us and says they are only letting the specials have a go at the full Litton Slack. The rest of you are doing Litton Lite. This is effectively the escape road normally and if, like us in the past, you don't make it all the way up the correct hill you use Litton Lite. It's actually the official section for class O. The marshal says you can either start before the gate in which case you have a 90 Right straight away and up the hill or you can go through the gate back down a bit and try it from there. We decide to go from this side of the gate, as we watch Barry and Rich send plumes of mud flying from their MR2 as they attempt and climb the hill. Off we go, steering wheel hard right, back end drifts out as we now send a cascade of mud in the direction of the few spectators and marshals, but within a few yards the mud turns to shale and grip is found as we shoot up the hill with the supercharger whistling its head off, I keep seeing signs to my left saying deep drop. I know, I know that I think, and decide after the second sign to look straight ahead, and not to my left over the correctly described very deep drop. We clean the section. Off we go, increase tyre pressures, then meet up with our team mates. Down the B6465 through Ashford in the Water. On to the A6 then after a couple of miles turn off, pass near Priest Cliffe Ditch to our last section.

Observed Section 17. New Lane. This is a new section for everybody judging by the rough lane down to the start, as bad as anything we have been on today, with brambles taller than the car, windows shut otherwise you could get to the section start looking like you had fallen into a razor blade factory. The section start goes off to the right up a steepish rough lane, but straight ahead down another lane is parked an immaculate looking Skoda! We look at one another and laugh - how the heck has he got that up here? The marshal tells us there is an easier, smoother route in from the village but they didn't want 200 + vehicles coming in that way; hence our entrance route was a lot rougher. As it turns out this section was not as tough or as difficult as we had expected even with a restart and we clean it.

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Edinburgh Endurance Trial : Continued from Page 61

At the top we look at one and other Brian says *we might have just got ourselves a GOLD Medal*. I am not so sure still concerned about the unspecified road penalties for lateness. Not long after all three of our team are back at The Duke of York to hand in our competition numbers, which means we are officially signed off and it's around 6.30pm. A quick drink in bar with our team mates and its off down to Litchfield to pick my car up and head home. As Brian lives in Exmouth, Devon and I live in North Manchester, we always meet somewhere near the start. We discuss the event and both agree it's been a good one. CoC Mark Gregg and his team put on a brilliant event. Was he right to cancel those 2 sections, we think so, he has to try and keep the event somewhere near on time and even more so he has to consider his marshals some of which had been on duty for several hours in the worsening weather conditions.

The provisional results came out on the following Friday and the final results a week later.

We did achieve a Gold Medal as did our fellow X90 team members, with the MR2 earning a Silver Medal, having failed one restart.

It was a close run thing for the X90 class award, being decided on the Special Test times, which I'm pleased to say we won by 2.2 seconds! We also won along with our team mates the Team award by just 10 seconds.

In the main trial there were 20 Gold medals won. 28 Silver. 20 Bronze medals won.

A big thank you to the organisers Mark and his team for putting on a great event. A massive thanks to the 140 volunteers and marshal's. Of course as we should, thank the marshal's but they have my admiration, I marshal on many Hero and HRCR Regularity road rallies and I know should the weather decide to do it's worse, I am thinking Dansport 2022 Sunday morning when the rain was described as biblical some much so that my timing clock stopped working but I know in such situations the length of my shift will be probably no more than 2 hour's. On the Edinburgh a lot of marshal's were on duty for over 6 hours and on certain sections in the afternoon the rain was torrential. Well done to them all.

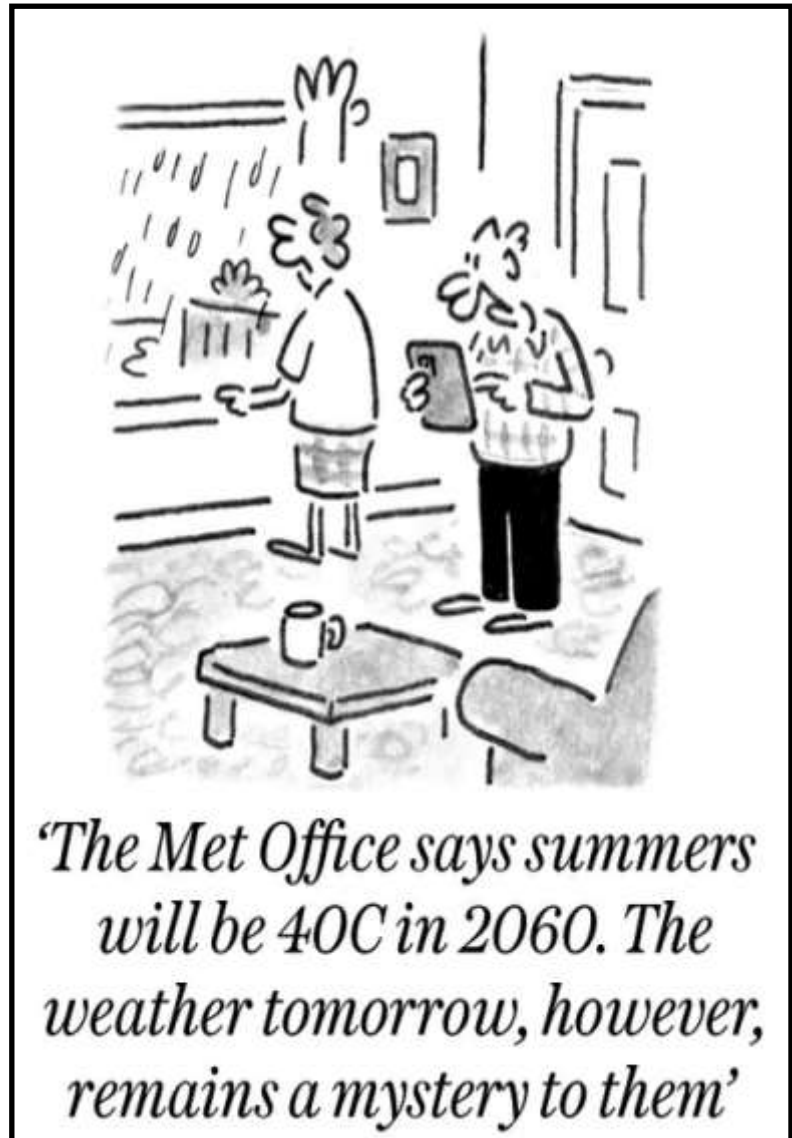
Reading back though this it almost feels like I make it sound easy. However there is a lot of experience on the drivers side of this car

this is Brian's 12th Edinburgh and my 6th and the car itself although it looks standard ish as a X90 trials car it keeps being improved a different cam pulley to give the supercharger more torque lower down the rev range, we have experimented with harder springs on the front last year which just made the car bounce so changed them back to softer springs, changed the spare wheel's from being in a rack on the back of the car to sitting on the boot lid, therefore putting the weight more towards the rear axle and many other improvements over the years.

So this result is at the end of a long apprenticeship. We have had broken half shafts and been out in the past in the BMW Compact, then a totally unsuitable BMW 325i which had that many gizzmo's on it it wouldn't climb a hill just kept going into traction control mode. We spent most of the Edinburgh that year parked in layby's ripping sensors of the disc's and anything else we thought would stop the car using it's technology against us. That car was sold after just 2 Endurance events.

Thanks for reading.

Phil Dean : Knowdale Car Club



October Radio Mutterings

North Wales CC

Cambrian Rally

Saturday 28th October

Ian Davies : Gem 23 : MSUK Radio Controller

It's an early 5am start on a cold and damp morning as I head out across the Mersey and into North Wales towards Rally HQ in Llandudno. I arrive a little before seven and once parked up head into the Venue Cymru and find Rally HQ and Control on the first floor of the conference centre. Our usual ground floor accommodation isn't available as the town and venue host a huge scooter rally. I'm soon joined by Chris and Heidi as the other two Gem Radio Controllers for the event. With Heidi on the 'A' management frequency, I look after the planned three Esli Stages on the 81 'C' system and Chris Looks after Craig, Brenig and Clocaenog. We also have the Sport Traxx colleagues in the room, with vehicle tracking operating alongside the radio network.

As Elsi is Stage 1, by about 07:40 we have Rally Control set up and the first of the safety vehicles are beginning to enter Elsi and I settle in for what proves to be a challenging and somewhat long day ahead. A welcome bacon buttie from the organisers lightens spirits in the room. By 08:00 I'm well into my radio check through the first stage and unfortunately a couple of planned radios are no shows, so after dialogue with the Clerks and Stage Commander we organise for Gem 50 to move from his scheduled post at Junction 17 to the vacant Junction 14. Unfortunately, the Chief Marshal in stage, then later instructs him to relocate back to his original Junction at 17. No sooner have I organised David's move back up the stage, when the Safety Delegate on her pass through the stage instructs him to relocate for the second time to Junction 17 !. Thankfully, at least on the radio David takes all of this in his stride, completing more stage miles than several of the later competitors !.

After a brief loss of comms and instructions to reboot i.e. 'on & off', the system seems to settle down and after some delay to moving the inevitable groups of spectators in stage, we get ever closer to first car. In the end the 0 car enters the stage at 09:10 and we release the first competitor car 225 at 09:23, about half an hour or so later than planned, unfortunate but necessary to ensure a safe stage for competitors.

Hardly has the first car left the start line for the radios to come alive with calls. First to shout up is Mercury One at Junction 6 who calls in one of the Minis, Car 220 stinking of petrol as they pass. After warning the Stop Line, via Mewla 17, I next get a safety call from Silk 4 at Junction 15, who calls in Car 221 who is reported as "well off" around their post, crew out and OK in a ditch. As I'm dealing with this incident another safety call comes in from Mewla 17 at the Stop Line, as Car 224 is reported as off prior to the Flying Finish, on a blind bend. After runners come back, they confirm that the crew are out and OK and the stage is passable.



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Radio Mutterings

Cambrian Rally

Continued from page 63

With Clerks briefed and triangles and OK boards out, I manage a quick swig of coffee. Pausing for breath, all I can hear are the hundreds of Scooters outside on the Promenade as I return to the action.

The wonders of modern technology, via roving Radio Engineer Tony, a friend forwards a photograph of the stricken Mini Car 221, which is a real help to Control to understand what might be a difficult recovery later on. Back to the action, next to hit trouble is Car 204, who Mewla 7 at the Start report as having left the line but travelled only a few metres before slowing sliding back through the start and proceeding no further.



By ten o'clock the main field are into Elsi and the action hots up further, as Car 26 is reported by Mewla 18 at Junction 10 with neither drive or brakes, but pulled off safely through the box junction. With Sport Traxx monitoring, various cars are also spotted as stopped, but after investigation radio crews call in temporary halts or visits to the wild Welsh scenery without too much incident. Not so lucky is Car 30, who shows up as being stopped around Junction 19+ ?. A quick call out to Mewla 4 at Junction 19 and I have runners heading up the stage to investigate further. After an understandable delay, the car is never quite as near as you ask the marshals to find, and they come back and report they are OK and another likely recovery to add to the list. Just as I'm briefing the top table and another call comes in from Mewla 18, as they have Car 61 stopped with them and going no further. By now my list of stranded cars is filling up, with a final flurry of activity as Car 54 comes off prior to the Flying Finish, "well clear" but all OK.

By 11:09 the final competitor of 98 starters is into Elsi and heading towards a finish at 11:26, making for a total of 93 out of the stage and on towards SS2 Craig. With Chris looking after the next couple of stages, before they head back to Elsi for SS4, I set about organising the recoveries with the Clerks, concentrating at least for now on those who will be on the new afternoon stage layout. Cam Rescue and Cam Recovery follow the sweeper into the stage and begin their assessment of the various cars and what we might be able to achieve. Noting the potential multiple winches needed to recover the stricken Car 221, we arrange for the 'spare' Rubi Rescue, MoMo 134 and Extractor 9 to relocate towards the Betws area, as I might need their services later. Our best laid plans with the Cam team fall at the first test as they find Car 61 only has three wheels so a lift is needed before they can get to some of the other cars. Thankfully, some recovery time is saved as several of the stopped cars, manage with a little help to self-recover and make their own way slowly to the Stop Line.

Meanwhile, intelligence begins to reach Rally HQ of escalating traffic difficulties along the public roads network, as a Police 'incident' has closed some 23 miles of the A55, leading to multiple diversions and a growing sense of gridlock around many routes. Google traffic and the BBC news show traffic congestion, as sadly a fatal traffic accident has occurred in the early morning hours. With safety cars reporting through Heidi of growing congestion and rally cars stuck in ever lengthening jams, the organising teams get their heads together as to what elements of the rally can be saved. In the end the decision is made that Stage 4, the second run in Elsi will have to be reluctantly cancelled and crews redirected either from the stage start if they have managed to reach it or from those still in service onto the longest Stage 5 in Clocaenog. This decision isn't reached without careful assessment of the situation and a genuine risk to the continuation of the rally.

As my second Elsi run is now cancelled I brief the radio crews and ask that they alert their marshals to the delays and the organisers set about alerting social media. Once the decision is made, we also arrange for an interim safety vehicle to traverse the Elsi stage and via their PA brief the marshals and spectators through the stage. In light of the delay and loss of SS4, with permission I arrange for Cam Recue and Recovery, once they have dropped off the three wheel Car 61, to head back into the stage and begin the recovery of Car 221 in daylight.

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With the 'spare' event safety vehicles relocated to the Swallow Falls RVP, I have the necessary resources to reallocate back into Elsi for the final stage, if Cam are delayed and cannot be released back to the Stage Start in time.

By about three pm, I have Cam well on with their recovery of 221 and we all begin to think about the impact on the timing schedule for the event of the delays, necessary re-routing and desire to complete SS5 successfully and then onto the final run of the day in Elsi. The top table are somewhat exercised in their calculations, as the impact of the stage cancellation, reroute, continuing traffic congestion and shuffling of safety cars all make for the use of many fingers and toes !. In the end after some real team thinking and efforts, Stage 5 in Clocaenog is scheduled for first car at 15:45, only some 47 minutes later than the original schedule. Chris, is soon busy with this long stage and I settle down to think about the final run of the day in Elsi.

After further assessment of the delays I'm able to confirm to the patient radios and marshals in Elsi that the stage will run, with a revised start time for first car of 17:18, only a remarkable 52 minutes later than scheduled with everything that has been thrown at the event. As Heidi sorts out the safety car schedules, I'm pleased to hear that the Cam team have now recovered Car 221 out of their ditch and have taken the car out to the public road and have all now returned to the Stage Start.

With the Chief Marshal entering Elsi by 16:20, we hold the remainder of the safety cars back a little as we want to avoid the threat of the dreaded 'twenty minute' gap and ensure that the stage can run to the revised 17:19 expected time for first car. Our plans hold together and the first of the limited classes to tackle this final stage begins with Car 65, one of the Land Rover Defender Bowler Challenge cars, bang on the revised schedule of 17:19. By now Chris is coming to the end of his long day and with Heidi they begin to shut down the Channel 3 network and management channel, leaving me with Channel 1. With only twenty cars expected for this final run, I'm just settling down when a final safety call comes in from Mewla 17 on the Stop Line, one of the Bowlers Car 66 is off on its side just before the Flying Finish !!. After a few anxious moments the crew are reported as out and OK and the final car is into the stage at 17:55, followed by the Sweeper Car. With 66 on it's side Cam Rescue, Medic, Recovery and the 'spare' Extractor 9 head into the stage. The last car on the road, Car 32 finally finishes that stage at 18:03.

As all in the room begin the process of packing up, myself and the Repeater 1 team who are up some Welsh crag (necessary to keep the radio links operational) must keep on the air until all cars are clear of the stage. Just as I thank everyone for their help and ask that they only move after the Sweeper convoy, Silk 4 at Junction 15 calls in a flat car battery and asks for help. Looking after one of our own, so to speak, I ask Cam Recovery to stop at the location and see if they can offer assistance. In the end Cam Medic stops at the scene and is able to successfully 'resuscitate' Silk 4, and both are soon on their way safely through the stage.

Once the Cam Rescue, Medic and Recovery team, joined by Extractor 9 are at the Flying Finish I wait whilst they assess the recovery of the sidelined Bowler. In the event after only about ten minutes or so the Bowler Defender is back on four wheels and can proceed under their own steam and I am finally able to close the 81 Channel 1 network down at a little before quarter to seven, after a long but rewarding day. I head back home in pouring rain, to reflect on a day of challenges, working alongside the other members of the Gem Team and rally organising team. Next stop, it's Oulton Park and the Neil Howard Stages in a weeks time.



GEM Rally Radio : 2023 Events Calendar

RALLYING



Golden Microphone Trophy

O/A	Call Sign	Operator	Score
= 1	G 23	Ian Davies	50 points
..	G 59	Maurice Ellison	50 Point
3	G 33	John Ellis	32 points
=4	G 11	Mark Wilkinson	30 points
..	G 4	Ian Winterburn	30 points
..	G 21	Derek Bedson	30 points
..	G 70	Davis Mainprize	30 points
..	G 71	Phil Smith	30 points
=9	G 50	David Peaker	20 points
..	G 56	Tony Jones	20 points
..	G 13	Stuart Dickenson	20 points
..	G 25	Chris Woodcock	20 points
..	G 25A	Heidi Woodcock	20 points
..	G 55	Steve Broadbent	20 points
..	G 62	Colin Evans	20 points
=16	G 12	Richard Jones	10 points
..	G 38	Sean Robertson	10 points
..	G 26	Mark Dickenson	10 points
..	G 16	W & R O'Brien	10 points
20	G 51	Gerry Morris	8 points
=21	G 17	Robin Mortiboys	5 points
..	G 41	Jerry Lucas	5 points
..	G 58	Geoff Ingram	5 points

Bolton-le-Moors CC
Sat 4th November

Neil Howard Stages

Oulton Park

Malton MC
5th November

Malton Forest Rally

Dalby

North Humberside MC
November 19th

Cadwell Stages

Cadwell Park

C&A MC
25/26th November

Glyn Memorial Stages

Trac Mon, Anglesey

Everyone Else still to Score

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



Grumpy Old Git

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



MotorsportUK wants us to tell them what we think about their website. The problem for me is that there is so much wrong with it that I did not know where to start.

I am sure there is lots of good stuff on their website but I struggle to find it. The search bar does not seem to work. Type in what you are looking for and the answer always seems to be **"No Result Found"**

Probably it is me and lots of others can navigate their way around and find what they are looking for with ease.

Having said that, my 9year old Grand daughter who can use an iphone 14 far better than me, couldn't find what I was looking for when I asked her for help either.

I wonder if I type what I am looking for into Google things will improve. Just tried it and used the exact same search terms and guess what - it took me to exactly what I was looking for. Not on the Motorsport UK Website but the British Rally Marshals website instead.

Saturday 7th of October : Hero Challenge 3

An unusual relaxed start to some marshalling. We didn't have to report to Traxx on Preston Docks until 10:30 am. Clitheroe & DMC were running 2 back to back tests at Traxx. Everything was already set up when we arrived and all we had to do was marshal. Over and done with before I had time to eat my butties and I am back home in time to watch some footie on the TV.

Sunday 8th of October : Adgespeed Stages 3 Sisters.

A lot earlier start for me on tis one and I sign on at 7:30. I am teamed up with 3 members of the Under 17 MC (NW) and we are monitoring the Spits and Merges.

Nobody gets them wrong - so a pleasant day, with clear skies, watching motorsport with a cracking view of the circuit.

Bill Hignet in the Sierra Cosworth managed to roll it coming out of Lunar. Another couple of competitors managed to bump into each other in the one place we could not see from our location but we did see the aftermath.

The misshaps caused things to run a little late but the Lunch break was sacrificed and every stage ran.

The problem with that was that I had not taken anything to eat and was planning on using the on-site Café for Lunch. Returned home a tad hungry. **(Continued on pg 68)**

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future of UK motorsport

<https://www.surveymonkey.com/r/HPPHV5W>



Hero Challenge 3
7th October



HERO @ Trax 7th October 2023 0529

Wigan & DMC
ADGESPEED Stages
Three Sisters
8th October



Grumpy : Continued from Page 67

Sunday 15th October : Toyota Harlech Stages

When I think of Single Venue Rallies on Airfields I think of Melbourne and the old concrete runways that have been around since the second World War with the inevitable ravages of time. Broken Concrete overgrown with weeds . Not so Llanbedr, beautiful smooth Tarmac for as far as the eye could see. The Scrutineering was in a hanger (see photo right) and more than enough room to park the 75 Senior Competitors and 12 Juniors, on the Hangers apron, along with trailers and service crews (Bliss for organisers) . The only thing missing was a loo close to marshalling points and a mobile grub caravan.

I am on my ownsome doing radio at Post 7.

As you can see from the photo right, we had glorious weather (no rain and we had sunshine all day) but it was October and despite the sunshine a tad chilly.

The route avoided the main runways and used the perimeter service roads (All still a pristine surface)

At my post we had just the 2 offs. Jack Birch (Junior) caught another junior coming into a hairpin right. He got passed the other junior but the slid wide at the 90° left and onto the grass. It wouldn't have been a problem at most points on the Stage but Jack found a very boggy place to leave the stage and got bogged down. With assistance from Tommi Williams and friends he eventually got back onto the stage and finished the Rally. On the next stage a Mk2 Escort went off on the approach to my Post and stuck it into one of the few ditches on the circuit. The car and crew were pushed out of the ditch at the end of the stage. Two other crews suffered mechanical problems and retired at my post. On the very last stage a car rolled across from my post but out of my sight. The stage was Red Flagged and rescue and recovery were deployed. That stage was cancelled for the Seniors but it ran for the Juniors.

Good day at Llanbedr. Terry Martin finished 3rd O/A. Cat Lund was 1st O/A. Got home at 9:35pm - Long day.

Saturday 21st October : 2300 MC : Andy Mort Tour

Storm Babet had been reeking havoc on Thursday but had moved on to Scotland by Friday afternoon. However, its wrath was still being felt in the Yorkshire Dales on the Saturday and where was my first Passage Check? Just North of Buckden on the brown road to Aysgarth the B 6160. I didn't suffer from any rainfall but it was overcast all day and lots of roads were flooded.

My next post was at Tow Top on Carleton Moor. The general public seemed to think I was an information service.

Harlech & DMC Toyota Harlech Stages Llanbedr 15th October



The 2300 Club Andy Mort Tour Saturday, October the 21st



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Grumpy

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I was asked 'Have you seen a Brown Spaniel?' " Can you tell me where Peppererpot Cottage is?" " Does this road take you to Nelson?" etc etc. All helping the day to pass but blocking the control for Crews trying to get my signature.

All in all a very pleasant day and a great finish back at West Bradford Village Hall where I had a catch up with Charlie Woodward and Tony and Judith Worswick

Wigton MC : Solway Historic & Targa Rally Sunday 22nd October

When the Set-up Crew arrived at my first Test (Test 2) the van they were in had a Solway Sticker on the front so I took a pho of it to include here. It was only when I came to write my notes up here that I noticed that the Sticker was of 2022 vintage and not for the 2023 event (Silly Billy)

Test 2 was a small compact test around a farm house and buildings. Most of the farm roads used were Tarmaced but a short section was on gravel. Not a right lot happened at my post but there were several wrong tests (missed going round Cone K) and a few that were not sure of their rights and lefts which were reported, by radio, to the Stop Line.

Ali and Linsey Procter in the MR2 appeared to be quickest but when you see how smooth and deceptively quick Barry Lindsay is in his 205 you do wonder. In the end Ali was 1st O/A and Barry finished in 2nd position

My second post was at the old Alcan Factory at Workington (the scene of a previous Solway where the tests were run inside the shell of the abandoned works). The Test here was an old Autotest Favorite - I know it as a Clover Leaf. More wrong tests than I would have thought

I left the Alcan Factory and made my way to grab Evening Meal that was at Rowrah Kart Circuit. (Pie & Chips - that's 2 events & 2 Evening meals on the bounce that were the same). I used to live in Workington (18 years ago) and thought I knew my way to Rowrah. As I came upon Keith Thomas's house I realized I was going in roughly the right direction (Eastwards) but not on the road I should have been on

Monday the 23rd October and I am over in Yorkshire looking at a possible new Site for Motorsport

Tuesday the 24th - Its Mull night at Clitheroe & DMC.

Always a lot of good crack coupled with the usual tales of woe - and the occasional triumph thrown in too

Wednesday the 25th

I am off to Knutsford & DMC for the 2nd of Ian Harwood's chats. In this chat he covered a lot of the things that he had forgotten at his first chat (about the 1970 World Cup London to Mexico Rally) Another good night, however, the audience was nearly all of a similar age as me.

Continued on Page 70



Thursday the 26th October

Springhill Motorsport Club Re-union

A very, very good night meeting loads of people that I hadn't seen for ages. Dave Orrick (right chatting to Malc Graham) had travelled the furthest, having jetted in from Prague and called in on his way home to Millom. Next furthest was probably Duncan Forester travelling up from Somerset (I think) although it might have been from the Med where he does a lot of sailing

Pete Higmott arranged the night following on from a suggestion by Bruce Lindsay some 3 years ago. They are going to organize another one in the near future. More details for those who couldn't make this one - soonish.

North Wales Car Club

Cambrian Rally : 28th October

Steve Broadbent and myself were originally going to marshal on Clocaenog but were moved to Elsi. We had our accommodation in Mold. The move to Elsi (very close to Betws-y-Coed) was OK even though it was an hours run from th B&B because we didn't have to get to Elsi until 10am.

When Alwen got cancelled because of a PR problem the organisers did a re-route and Elsi was going to be used three times meaning we would have to be away from our B&B at stupid o'clock and wouldn't get back home no earlier than 10pm. So we asked to be re-allocated to our original marshalling choice of Clocaenog

We were at post 20 on Clocaenog. Nothing exciting or special. We were 30+metres back from the track and whilst we could see the cars and their numbers we could not see the corners before and after our junction.

Thankfully very little happened at Post 20 other than one of the Bolwers dropped it into a ditch on the exit of the bend after our location but managed to get it out and then go across the track and fall into the ditch on the other side of the track. He was unable to get out of this ditch and the back end of the Bowler was protruding into the inside of this bend. We didn't see or hear it go off. We were alerted to the incident by spectators who attempted to get it back onto the track.

We called it in on our 81 radio and placed our warning triangle 100m before the bend. At the end of SS2 recovery eventually got him out of the ditch although it took two recovery units to do so.

Nothing much of interest happened all day.

SS4 was cancelled because of a Fatal Road Accident on the A 55 that had both Competitors & normal traffic doing a 30mile detour. Got home just before 9pm

Russ Thompson won the Interclub Rally and Tom Cave won the National Rally



SD34MSG will be 60 years old next year - 2024

Inside the Industry

November 2023

with Paul Gilligan

September Sales

Being the second plate change month of the year September is the second biggest for the registration of new cars and commercials, so the figures were eagerly awaited. There was widespread celebration with the SMMT describing it as a “bumper month” being 21% above last year and the YTD figure being 20% up. However this ignores two important points. First the figures are still 42% below the peak of September 2016. Second the growth this year is very largely in the fleet market which is 42% up while private sales are only 1.8% up. Small business sales are 14% up YTD but were 12% down in the month. Certainly we’re seeing strong evidence of a serious lack of confidence amongst small business customers. Fleet sales are up because manufacturers who severely rationed supply to this high discount sector have now been able to turn the taps back on. Many lease contracts had to be extended, these are now being replaced.

Sales of pure electric cars have stalled at just over 16% of the market, but next year manufacturers start to be fined if they don’t achieve 22% electric share of sales, so on average they have to sell 50% more electric cars in 2024. Big task.

In a market 20% up YTD stand out performances are Audi + 30%, Cupra + 78%, Mazda up 33%, MG 61% (!), Nissan 38%, Porsche 48%, Renault 36%, SEAT 44%, Skoda 49%, Suzuki 49%, VW 34% and Volvo 42%. Those going the other way when they should be at least 20% up to maintain market share include Citroen + 4%, DS -23%, Fiat - 7%, Honda +5%, Hyundai +8%, Jaguar +1%, Kia +8%, Mercedes +2%, Peugeot +8%, Toyota +8%. Although Mercedes say they are very pleased with their switch to the Agency Model of selling the figures might suggest otherwise?

The van market is also just over 20% up YTD but again we are seeing an increasing lack of confidence amongst small and medium businesses so I’m not sure how long this will go on.

Used Car Price Crunch

October has seen the biggest fall in used car prices in one month for 15 years. Last month I said I thought there would be drops for the rest of this year but would then stabilise, now I’m not so sure. Although prices dropped on average by about 2% they are still 30% up on pre Covid levels. However I’m seeing much bigger reductions than 2%. About 6 weeks ago one of our business customers asked us to dispose of a very nice Audi for him. Top model. We Buy Any Car (WBAC) valued it at just over £58000. We got him a few thousand more than that which is after all our job. WBAC have continued to send me updated valuations as they do, it’s now down to just over £50000, so that car has lost £8000 or 14% in 6 weeks. We had a similar experience selling a Jaguar for a customer, it went down 10% in three weeks on WBAC. When we were marketing that car two of the largest Jaguar dealers in the UK responded to our offering them the car by saying that due to current market conditions they weren’t buying anything at the moment. It’s only a little while ago that dealers were fighting to buy used stock.

These sort of price drops are very serious for big dealers holding millions of pounds worth of stock. They have enjoyed massive profits over the last three years as the value of this stock rose every month, now they are facing the reverse situation. Several of the big used car supermarkets have reported losses recently and others much reduced profits. One dealer said to me that valuing expensive prestige used cars was at the moment “like trying to catch a falling knife”.

Some say electric car values having dropped very significantly have now stabilised, others are still very nervous about buying them for stock.

Continued on Page 72

The value of near new electrics got a big shock when Tesla reduced the price of their top selling Model 3 by a further £3000, the total reduction over the last year is now £10000. Ford have responded by taking £7000 off the price of the electric Mustang. Hertz in the US operate 35000 Teslas. They have been forced to issue a profit warning to the New York Stock Exchange because of the losses they are facing on selling these due to the new price reductions. Their share price dropped significantly as a result.

How Can You Sell More Electric Cars?

Given the need to reach the Government targets mentioned above from next year onwards this is just about the biggest problem facing the industry at the moment. Kia have announced they intend to increase their annual sales of electrics from the 250,000 they will sell this year to 1 Million by 2026 and 1.6 Million by 2030. In discussing this they identified what their Chief Executive saw as the two principal barriers to achieving this:

- The high price of new electric cars.
- The inadequate charging network.

No **** Sherlock! I imagine their boss Ho-sung Song is very highly paid, but frankly I (or all of you) could have told them that for free. Another industry commentator came up with what I thought a much more reasoned analysis. They identified the major problem as being the charging network. Their reasoning is that if the network was “transformed” so that people were confident of being able to recharge pretty well whenever and wherever they wanted they would be happy to buy an electric car with a 150 miles range. which means half the batteries, and batteries are a very large part of the cost of an electric car. So the price comes down significantly. Of course there would still be high miles users who would require longer range but they are very much the minority.

Also used car buyers need to be reassured about battery life as they are scared off by the potential replacement costs. Progress is being made in improved battery testing resulting in replacing individual cells rather than complete batteries, this can only help.

IF this analysis is correct and the priority is to fix the charging network I’d say there is little hope. Progress so far is way too slow and horror stories of long queues to recharge continue. The problem of catering for those without off street parking remains. To put all this right in the time required involves a massive infrastructure project to be completed very quickly. And as HS2 has shown we’re not very good at that sort of thing in the UK.

Agency Model Gets It’s Toughest Test Yet

The Agency Model whereby the manufacturer sets the price of the car which is non negotiable and the dealer becomes an agent receiving a commission for presenting the car, offering test drives etc and handing the car over is about to be tested. Many people myself included have said all along that is was fine whilst vehicles were generally in short supply. That is now changing, and manufacturers are having to react as dealers have for many years. However dealers have the experience of those many years whilst this is new territory to the manufacturers. Because there is only one price any discount offered will be across the board and very visible which the manufacturers don’t want as it endangers brand image and residual values. So low or zero interest finance deals coupled perhaps with deposit allowances are popular, as are service packs provided free of charge. That’s not always enough, Volvo are now advertising a £11,500 discount off XC90 models and Mercedes £8600 off their EQC electric SUV. We’re just at the start of the switch from short supply to over supply. Once the rental fleets have refreshed their stocks and the leasing companies have dealt with all extended contracts then the manufacturers will have to face the reality of having more cars than they have customers.

Then it becomes a choice between turning down the production volumes or making the offer good enough to persuade the unwilling buyers. It will be very interesting to see just how effective the makers are at that.

Electric Truck Maker Volta Files For Bankruptcy

Volta is a Swedish company with most of its operations in the UK where it employs 600 people. Problems arose when their US battery supplier Proterra got into financial problems themselves disrupting supplies of these vital components. Because this resulted in great uncertainty over Volta's ability to continue they were unable to raise fresh capital and simply ran out of cash. First deliveries of their 16 ton electric trucks were due to begin in 2025 so it was almost two years before cash would have started to come into the business.

Volta aren't the only ones. US electric truck manufacturer Lordstown was valued at \$1.6 Billion last year filed for bankruptcy protection in June and Chinese electric truck manufacturer WM Motors has collapsed even though it was valued at \$2 Billion in January of this year.

Tesla although not in any financial difficulty is having to cut prices to maintain volumes, as a result profits are 44% down on the same period last year, and more price cuts are expected. Which doesn't exactly encourage people to buy one?

BMW To Launch Hydrogen Range

Announcing these plans BMW appealed to the UK to "get behind" hydrogen by boosting the number of hydrogen refuelling points available. In the UK there are currently only 12, in Japan there are already 164 with more coming soon and a plan in place to have 10000 operating by 2030. So as mentioned above we can't achieve the electric targets unless we quickly develop the recharging network and we can't go hydrogen unless we have a refuelling infrastructure.

Changing Of The Guard At Rolls Royce

Rolls recently announced that their CEO for the past 14 years Torsten Muller-Otvoš is to retire shortly. He's done an amazing job for Rolls. On his watch volumes have increased from 1000 cars a year to 6000 based on the introduction of a succession of fine new models. OK I hate the Cullinan SUV thinking it one of the ugliest cars ever to sit on 4 wheels, but I can't deny that in its target markets, Middle East, US, China etc it is well received and producing sales and revenue Rolls simply didn't have before. The expansion of their Bespoke Programme means that although they now make 6 times as many cars those are as exclusive and unique as ever. And Bespoke is a very high margin part of the business. A job very well done.

Cazoo At Least Reduces Losses

It's a while since I mentioned Cazoo. Well they are still there and still trading. Figures released recently showed they are selling around half the number of cars they did last year but actually making more money. This is because their gross profit per car has gone from an awful £488 to a much more respectable £1470 which is now a figure pretty well in line with their industry peers. Costs have been cut but not enough. Cazoo still say they will post a 2023 loss of between £100 and £120 Million BEFORE interest and depreciation charges. We all know interest rates have shot up and on their borrowings that will be a significant cost increase. So they are a LONG way from achieving real profitability and now face seeing stock values drop every day and demand weakening. A long way from out of the woods yet?

JLR Hit By Component Shortages

Jaguar Land Rover are critically short of spare parts. The situation is the result of them seeking to combine 18 different parts warehouses into one. To say the plan has gone wrong is a severe understatement. Parts ordering has become chaotic. There are now 10,000 JLR cars off the road in the UK awaiting parts. 5000 of the owners are in courtesy cars but there are none of these left now so the other 5,000 owners have been left to their own devices with JLR refusing to pay for hire cars on cost grounds. Dealers are understandably just as angry as customers.

Continued on Page 74

Many have run out of space to park the number of cars they have awaiting parts.

In early October JLR held a dealer conference to discuss this issue and this one alone. Dealers were told the situation wouldn't BEGIN to improve for at least 6 weeks, during which of course more cars will require parts that aren't available.

Chinese Show Their Quality

All European manufacturers, and the Japanese and Koreans are very nervous about the arrival of a raft of Chinese manufacturers into the European market. One of their hopes were that European buyers would perceive the Chinese cars as of inferior quality and perhaps lacking the sophisticated safety devices European manufacturers offer.

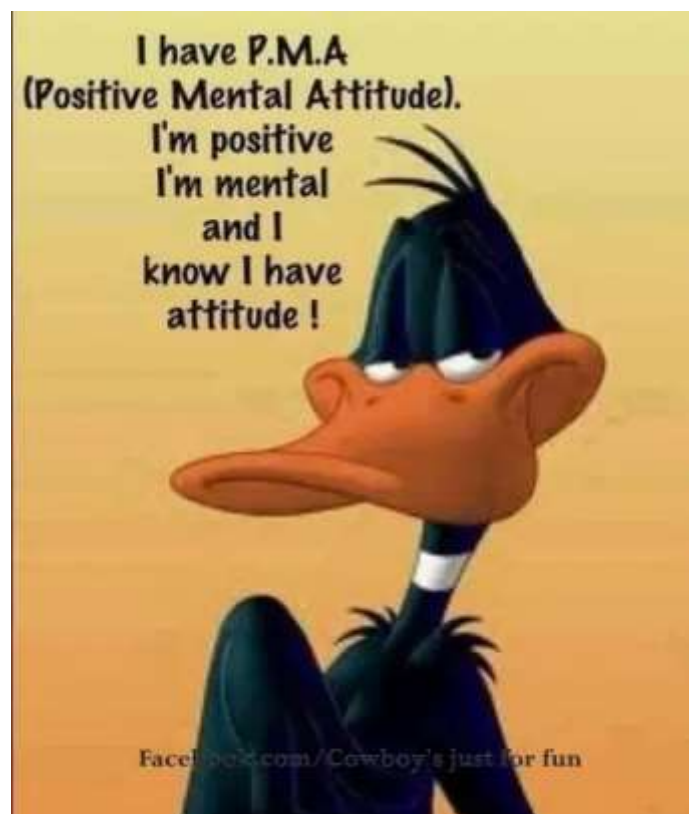
These hopes took a hit when Euro NCAP awarded 5 Star ratings (the highest available) to three cars from Xpeng and BYD. The verdict was the Chinese cars were "well-equipped an impressive range of safety technologies". "The new Chinese brands have hit the ground running, recognising that European car buyers will not compromise on safety".

So Europe definitely can't beat the Chinese on price, now it seems not on engineering and quality either?

2023 Charity Challenge

It's been a good month again. Should end at around 185 miles. Slightly less than September but all was going well until I was hit by an attack of Sciatica. If any of you have had the dubious "pleasure" you'll know that this is extremely painful and more or less rules out walking any distance at all. Some very strong painkillers helped and thankfully the episode only lasted about a week so no great harm done. I've passed the 1500 miles mark and am now less than 50 miles north of Rome so will get there sometime next week. Palermo by January 31st is still on – just, but no room for illness or injuries.

Paul Gilligan



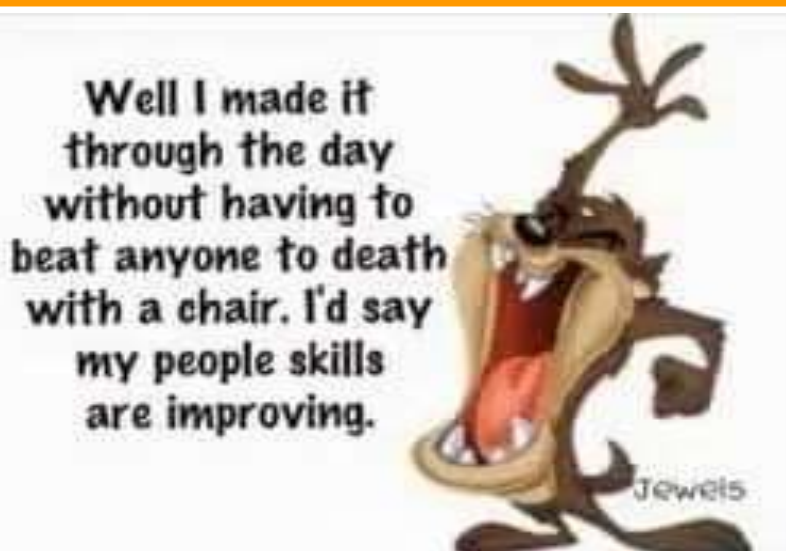
Happy Birthday Ron Palmer



While we all know we're not getting any younger it came as a shock to discover Ron was to turn 80 in late September. I've been privileged to count him as a friend for over 50 of those years, and for 35 of them my most valued and valuable colleague. As well as simply the best co-driver. So we couldn't let the occasion go unmarked and Jacqui and I had the pleasure of holding a celebratory lunch for him at our home on September 24th.

Rally people will recognise some faces, Malcolm & Elaine Wilson, Dougie Watson-Clark, Brian Kinghorn and Rob Grant. We may be a few years older but we started at 2.30 and finished around 10.30 so not bad going!.

Paul Gilligan



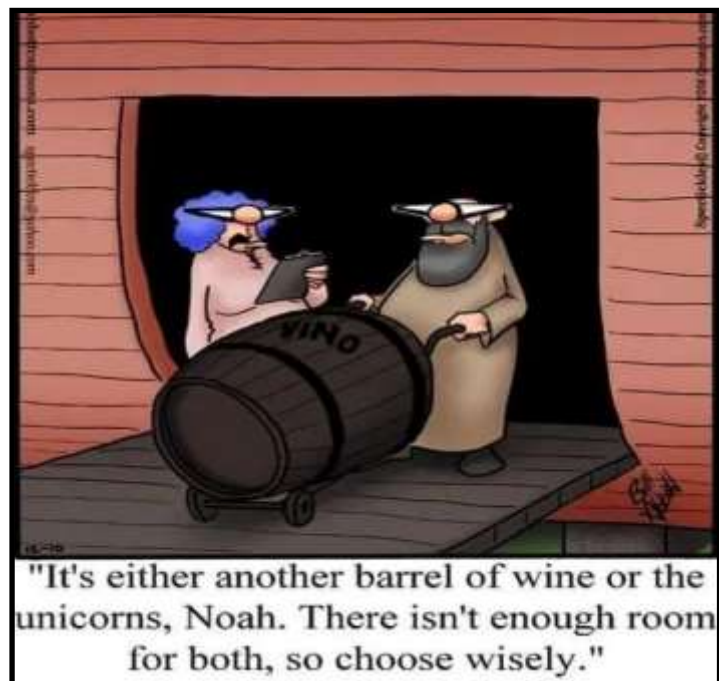
Department for Work & Pensions

18th October 2023

Advance Notification Of Government Notice

To help save the economy in this economic crisis, the Government will announce - on the 1st of November - that the Home Office and Immigration Department will start deporting Pensioners instead of Asylum Seekers.

- This will lower both Welfare Benefits and NHS costs
- Older people are easier to catch and will not remember how to get back home
- When your Government Notice arrives, please inform your friends and relatives so that they will know what happened to you.
- Notifying your friends and relatives has an additional bonus because it will free up Police Resources (who now will not need to waste time on enquiries looking for you) and save even more costs



The John Easson Award 2023

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



For Further Information Email jcope4@icloud.com

2024 Protyre Motorsport UK Asphalt Rally Championship Calendar announced

The 2024 Protyre Motorsport UK Asphalt Rally Championship will feature some of the UK's most challenging, well organised and popular events – with the emphasis on giving crews the very best closed road stages to compete on.

The BTRDA organised sealed surface series will contain seven rallies next season. One, the Manx National Rally, will be a double header – with the six best scores from eight rounds counting towards the overall and class titles.

The championship will be supported by title sponsor Protyre Motorsport for a seventh consecutive year. Protyre is the largest supplier of Pirelli, Michelin and Hoosier motorsport tyres in the UK and since 2018 has supplied registered championship competitors with the very best motorsport tyres, an on-event fitting service and a generous tyre reward incentive for drivers in all classes.

Next year's Protyre Asphalt Championship will run in association with Motorsport News, whilst all the events will be filmed and streamed live by Special Stage TV.

The opening round of the 2024 Protyre Motorsport UK Asphalt Rally Championship will be the Legend Fires North West Stages. Taking place on 22/23 March, the Motorsport North West organised event is famous for its hugely popular Garstang town centre and challenging closed road stages in Lancashire.

Rounds 2 and 3 will be the Manx National Rally. Organised by Manx Auto Sport, it will feature many of the classic Isle of Man stages and will be a double header event with full championship points awarded after Leg 1 on Friday 10 May and after Leg 2 on Saturday 11 May.

The Building Supplies Jim Clark Rally will host Round 4. Based in Duns and organised by the Jim Clark Memorial MC, the event will take place on the classic closed Scottish Borders lanes over the weekend of 24/25 May.

The series remains in Scotland for Round 5 for the Dunoon presents Argyll Rally on 21/22 June. The Mull Car Club organised event will have closed road stages around the Cowal peninsula in the picturesque Argyll and Bute region.

Round 6 will be the Nigel Ferguson Fabricators Tour of Epynt. Organised by Port Talbot MC, the event will take place on 3/4 August with stages over the famous rollercoaster military range above Sennybridge.

The seventh and penultimate round will be the JDS Machinery Rali Ceredigion. Jointly organised by Newtown, Aberystwyth, Lampeter and Teifi Valley motor clubs, the Aberystwyth-based closed road event will take place on 31 August/01 September.

The eighth and final round will see the return to the Protyre Asphalt calendar of the Hills Ford Stages. Organised by Cheltenham Motor Club the event will start in Ledbury town centre, with closed road stages in Gloucestershire, Herefordshire and Worcestershire on 14/15 September.

Callum Black, the reigning Protyre Asphalt champion, is delighted with the 2024 calendar of the events.

"I'm really excited by the 2024 Protyre Asphalt calendar," says Callum.



2024 Protyre Motorsport UK Asphalt Championship



Protyre Asphalt Championship Calendar for 2024

Continued from page 77

It's got some classic rallies, combined with some fresh new and ambitious events. Going to the likes of the Isle of Man will bring some nostalgia, while it's refreshing to see some newer events like Rali Ceredigion on there again, which is showing real ambition and will provide a benchmark against international competition.

"Every event in the calendar is there on merit and over the course of the season I think it has something for everyone. Paul [Morris] and the team have put together an exciting championship and I'm really looking forward to being a part of it again next year."

The 2024 calendar has been created by Protyre Asphalt Rally Championship Co-ordinator and competitor Paul Morris (who most recently navigated for the 2022 Protyre Asphalt champion Steve Wood on the Hills Ford Stages) and his team that includes Paul Wakely (whose rallying career spans over 40 years and includes victories on Epynt with Melvyn Evans and Bob Fowden), and an organising committee that includes current registered competitors.

"We are delighted to announce the calendar for the 2024 Protyre Motorsport UK Asphalt Rally Championship, which contains seven of the very best asphalt rallies in the UK, a good geographical spread of events and a championship which starts in March and finishes seven months later in September," says Paul Morris.

"I would like to welcome the Legend Fires North West Stages to the calendar. It's going to be an explosive start to the championship in the lanes around Garstang. I'm also pleased to welcome back Port Talbot Motor Club's Nigel Ferguson Fabricators Tour of Epynt along with the Hills Ford Stages.

"It will be fantastic to continue our relationships with the Manx Rally, Beatson's Building Supplies Jim Clark Rally, Dunoon presents Argyll Rally and the JDS Machinery Rali Ceredigion, as all four events have outstanding stages and were extremely popular with competitors last year.

"And finally, I would like to take this opportunity to thank the organisers of the Reed Group East Riding Stages and the Carryduff Forklift Down Rally for hosting rallies in the 2023 championship."

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

2024 Protyre Motorsport UK Asphalt Rally Championship calendar

22/23 March	Legend Fires North West Stages
10/11 May	Manx National Rally
24/25 May	Beatson's Building Supplies Jim Clark Rally
21/22 June	Dunoon Presents Argyll Rally
3/4 August	Nigel Ferguson Fabricators Tour of Epynt
31 August/01 September	JDS Machinery Rali Ceredigion
14/15 September	Hills Ford Stages

Reserve Round

19/20 October	Whites Bakery Penistone South Yorkshire Rally
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**REGISTRATION – REGISTER WITH
BTRDA FOR THE CHAMPIONSHIP**

TimingAppLive, RallyAppLive and TrialsAppLive

So where to start... 2023 has been a busy year for me

I feel honoured that so many clubs have put their trust in my motor sport results solutions over the past few years. I just counted, I am now up to 95 clubs that have signed up for TimingAppLive, 85 clubs for RallyAppLive and 17 clubs for TrialsAppLive. OK, maybe not all have used the systems as yet, but at least there is the interest there.

Most popular has been TimingAppLive. Mostly Autosolos, Autotests and PCAs. Also more recently a few Targas. Organisers and competitors love the instant live results available on the App.

RallyAppLive has been used mainly for 12 cars, a few interesting scatters (Oxford and National Road Rallies to name a couple) and some Touring Assemblies. Recently I added a live tracking option that could be handy for tracking Targa crews.

TrialsAppLive has been a slow burner, only a few clubs yet to use this solution, but some notable successful events with the Motor Cycling Club with several hundred entries on each one that have taken part so far.

Added at the start of 2023 was the new Entry registration system. This has been a great success and warmly welcomed by all the clubs with it's quick and simple menu driven options allowing competitors to enter each event in seconds using previously stored details of driver, navigator, car and club details.

So, what next?

Well, I have a couple of ideas I would like to add over the winter months. One such idea would be to enhance the marshal section of TimingAppLive so that marshals could record more detailed penalties (ideal for Targas and Autosolo) with configurable penalty types, such as "wrong side of cone" and the location of each penalty, such as "cone 35".

This could work online or offline, so marshal penalties recorded could be sent up live (and shown on live results) or they could be sent post event once back on a WiFi connection. A separate screen could be added to show all penalties recorded so that each competitor can see where they may have gone wrong.

Obviously, this is quite a large enhancement, funding for my time relies on the much-appreciated continued support from my current and future customers. Sadly no funding has yet been obtained from any other source.

I am also planning to take a stand and display all my solutions at the January HRCR Open Day (2024) at the British Motor Museum at Gaydon (Free Entry). Please do come and say hello

John Clavey



OCTOBER '23**Marshal's
Bulletin**

2024 Renewals, Acquired Rights Scheme, and Stage Commanders Training Programme were all covered in the September edition : <https://sd34msg.org.uk/newsletter/>

Answers to Frequently Asked Questions

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

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Here to help

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

You can contact us in the following ways:

training@motorsportuk.org – for any training related queries

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

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

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

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



New Traffic Cars in Wales for the 20mph scheme

AT TOP SPEED, THE BUGATTI VAYRON WILL EMPTY ITS 26 GALLON TANK IN 12 MINUTES.



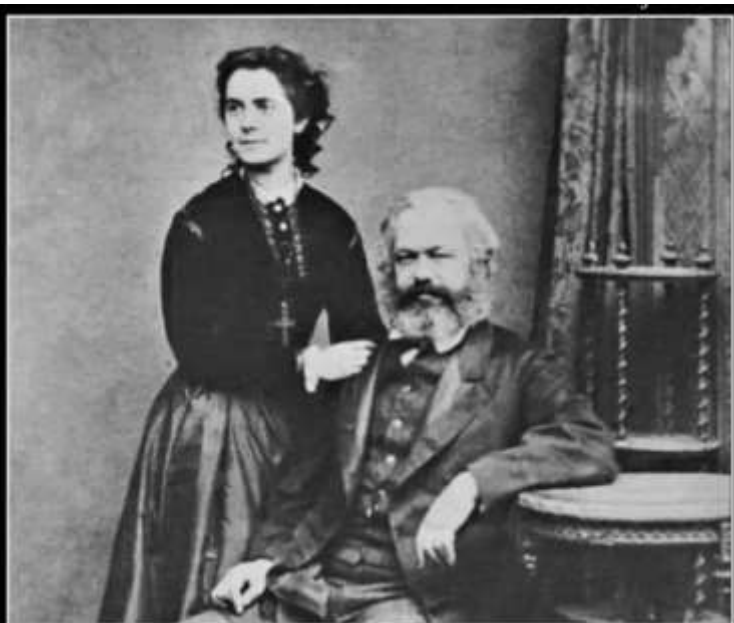
Fuel Tank Wanted

Fuel Tank suitable for a Locost which is basically a copy of a Westfield or a Caterham, Lotus 7 etc.

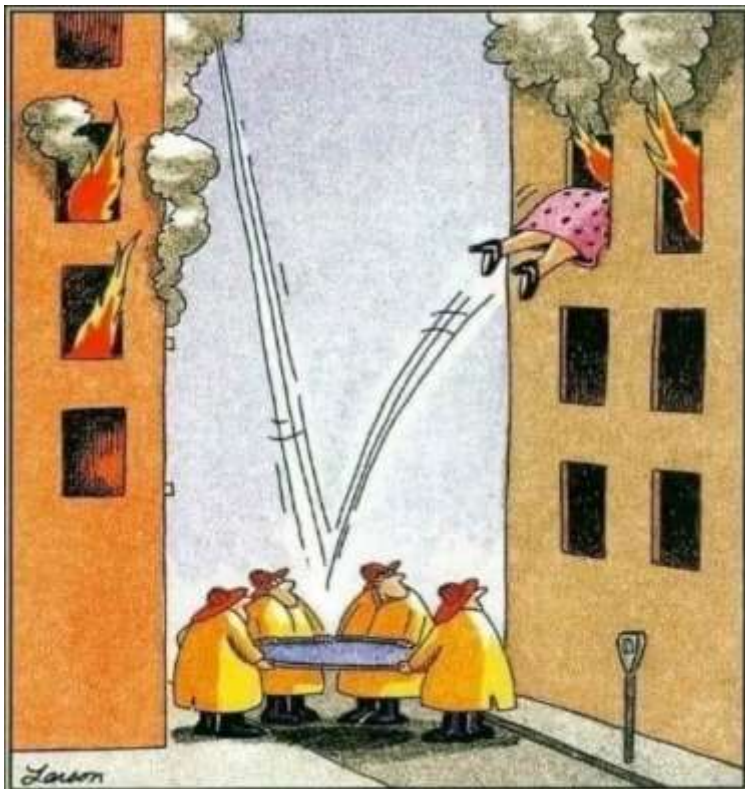
Any small fuel tank would probably fit as its only needs to be 3 or 4 gallons as I've only ever used it at a track day at Rowrah etc, e mail me the size if you have one to see if it fits as the original one is narrow .

Keith Thomas

kandca.thomas@branthwaitemill.com



**Most people have heard of Karl Marx the Philosopher but very few know of his Sister Onya the Olympics runner
Her name is still mentioned at the start of every race**





Nürburgring Endurance Series 6th/7th October

Disappointment For Frank Bird

Just over a month since the untimely passing of his father Paul, Penrith-born racing driver Frank Bird returned to action when he contested the Nürburgring Endurance Series (Langstrecken-Serie) at the weekend but was out of luck.

Driving for the German-based Haupt Racing Team, it was Frank's first outing since the Misano round of the Fanatec GT World Challenge Europe back in July and was teamed up with Estonian driver Ralf Aron and Arjun Maini from India for the four-hour race.

The trio were contesting the SP9 Pro class in the the Mercedes-AMG GT3 and qualified in 17th place overall amidst a very strong field for the 47th PAGID Racing DMV Münsterlandpokal race but Frank's hopes of repeating his class victory at the ADAC TotalEnergies 24h Race Nürburgring earlier in the season were dashed early on with a technical problem whilst holding ninth place.

Frank Bird: "It's been a difficult few weeks since we lost my dad and I've had to put my schedule on hold for a while, but it was good to get back in the car again. Unfortunately we had a transmission issue very early on and lost around 45 minutes whilst the team made repairs but we got back out to gain some more valuable track time and bring the car home to a finish although not to a result we wanted. Thanks as always to team HRT and my sponsors for the opportunity."



New Welsh TV programme for ITV



Frank Bird's Team Wins GT World Challenge Championship

In what can only be described as one of the best ever weekends in the near thirty year history of Paul Bird Motorsport, Frank Bird helped secure the GT World Challenge Europe Sprint Silver Cup Championship to the PBM bike team's fantastic 1-2 in the Bennetts British Superbike Championship following a double victory at Zandvoort. Once again driving for the German-based Haupt Racing Team in the Mercedes-AMG GT3, Penrith-born Frank helped Australian teammate Jordan Love secure the driver's championship in the Silver Cup and in doing so, the pair claimed the team's title on the final race weekend of the season at the Dutch track.

After a successful season so far with two class wins and five further podium finishes, the team were just a single point behind the series leaders going into the final two races. Saturday's race started in unsettled weather conditions

but on the rain-soaked track, Love started from second position in class. At the start of the race, he was able to move up a few places and handed the #77 car over to Bird as class leader leaving him to cross the line to win the Silver Cup, recording their third victory of the season, and claiming a remarkable sixth place in the overall standings.

Starting the final race day as the championship leader in the team's class, Frank was able to take advantage of the difficult qualifying conditions and claim pole position in the Silver Cup to start the race from the second row of the grid. From there, the Cumbrian coped well with the difficult conditions in the race and handed over to Jordan who took another victory in the Silver Cup.

At the end of an eventful race, the Haupt Racing Team secured its fourth class win of the season and a strong sixth place overall meaning the team from Drees was the strongest Mercedes-AMG in the field this weekend. They won the Silver Cup team championship with a 17-point lead whilst Love was crowned driver's champion in his class.

As well as the team honours, Frank was able to secure fourth place in the driver's championship despite having to miss two recent races following the death of his instrumental father Paul last month..

Frank Bird, : "Wow, what a weekend where to even start! Firstly from my side it was fantastic to finally be back in the car in the GT World Challenge Europe Sprint Silver Cup Championship. Overall I'm super happy with the weekend and it was great to finally piece everything together with P3 overall in qualifying and to lead the race outright in race two. Unfortunately the weather hit midway through the stint and we lost some time on slicks in the wet as it was a bit sketchy. It was fantastic that I could get my teammate over the line to win the Silver Cup Championship for him and help secure the team title too, which is a huge accomplishment and well deserved. Thanks to all the team for everything this year, it's been a pleasure. Racing myself ultimately meant I couldn't be present at Brands Hatch for the final British Superbike Championship round. That was left in great hands with my sister Jordan at the helm. Congratulations to our two riders, Tommy Bridewell and Glenn Irwin, for their outstanding seasons individually and to get our ninth BSB championship over the line and also a 1-2 in both races as well as in the championship is the icing on the cake. They really did my dad proud! Thanks to all our sponsors for making this whole season happen."



Scrutineers' Bulletin - 215

October 2023

Vehicle Passports: October

Vehicle Passports submitted between 30 September and 15 October will be triaged and processed in priority order from the 16 October. Should this cause any applicants to fall outside the 30-day window covered by the Scrutineer Inspection Receipt, then covering letters for specific events can be requested by the vehicle owner via technical@motorsportuk.org.

Category Two Stage Rally Vehicle Identity Forms

Thank you to those who have supported Stage Rally Competitors through the process of ensuring as much as practically possible, vehicles are correctly classified and documented.

Since August 2022 over 80 cars have been reclassified and now hold the correct Vehicle Passport and Stage Rally Vehicle Identification Forms where needed.

For those needing to reclassify vehicles with existing CCLBs / Vehicle Passports the Motorsport UK SRVIF fee has been waived and this will continue until 31 December 2023.

After this date the fee will be reinstated.

Technical Commissioners and specifically nominated National Scrutineers can undertake Category Two technical inspections. Those specifically nominated to support the expected increase in demand over the last 12 months can now begin to stand down and this will be communicated on an individual basis.

We are currently processing applications that were received during August, so please advise competitors accordingly when arranging inspections. Remember that for a car with a currently valid Vehicle Passport or CCLB reclassifying as Category Two, they can continue to use their existing Passport whilst their new Category Two documents are being processed.

Fire Extinguisher Mounting

This fire extinguisher installation was spotted by a scrutineer at a recent event. (K)3.1.2 states that if the container is in the luggage compartment it must be a minimum of 300mm away from the outer edge of the vehicle. Which does not appear to be the case here. Additionally, it is important that the manufacturers installation guidelines are followed, we are aware that there are number of systems that specify that the container must be mounted transversely.



Fire Theory (Non-Lead Acid Batteries)

Continuing from September's bulletin there are updated guidelines for handling scenarios where a non-lead acid battery has failed and potentially caught fire (as well as tackling other types of fire).

The new guidelines can be found in the resource centre by filtering under "Marshals" > "Other Resources" finding the document "Marshal Guide: Battery Fires".

We also have fire guidance in the Fire Theory Module which any Motorsport UK Official can complete, which is found in the Learning Hub by clicking "Volunteers" > "Marshals" > "Marshals Pathway Modules" > "Generic Modules" > "Grade 1 Modules" and finally you will see "Fire Theory".

If you're interested in other Learning Hub material, you can also find the "First on Scene" module in the same area as "Fire Theory".

These modules will continue to be reviewed and updated as required.

Please note, the list of registered non-lead acid battery manufacturers can also be found on the resource centre by filtering for "Technical: Car" > "Miscellaneous". Another thing to keep in mind is regulation (J)5.14.9 which states the appropriate markings for non-lead acid batteries as well as (U)15.5.3 for Karting.

If you become aware of any failure of or issue with a device at an event, please ensure that the appropriate report is made to the Motorsport UK Steward – where one is present – so that it is reported

Continued on Page 85

Officials Licences

At all events, it is important that participants sign on in the correct manner. Organisers are being reminded that Officials licences must also be checked to ensure that they have the correct licence for their appointed role and – where applicable – it is held at the correct grade. This includes all of the senior officials, including the Chief Scrutineer and Environmental Scrutineers.

Upon review of Steward's Reports licence checks are undertaken by Motorsport UK and it is being noted that there are occasions when officials have not renewed their licence or do not hold the correct grade. We will be reminding Clubs and Organisers to validate officials licences before the Event.

FIA Homologated Overgarments

We have had several queries recently regarding the use of rain-proof overgarments where FIA homologated overalls are mandatory. The answer is that overgarments are permitted providing that they are FIA homologated.

For the older FIA 8856-2000 Standard, in the same way that undergarments were homologated, the manufacturer will have homologated the garment material with the FIA and it is tested to the same standards. An example of this is shown in [FIA Technical List No.27](#) where you will see Marina Race S.L. are shown in Part 2 as an approved manufacturer for overgarments as well as a range of other protective clothing types.

For the newer FIA 8856-2018 Standard all items of protective clothing – whether undergarments, shoes, gloves, overgarments etc. – are homologated outright and are each subject to their own Presentation Form. An example of this is shown in [FIA Technical List No.74](#) where you will see on page 10 the Sparco R575 overgarment is homologated. 8856-2018 Presentation Forms can be accessed through the link at the top of Technical List No.74

So provided the overgarment bears the correct FIA labelling and hologram it can be accepted under Motorsport UK regulations. Non-FIA homologated rain suits or overgarments are not acceptable where FIA homologated overalls are a mandatory requirement. So again, unless it bears the correct FIA homologation label and hologram it is not acceptable.

(Continued Right)



FIA Homologated Overgarments Overalls

A couple of instances of non-compliant overalls have been highlighted to us this month, published here as a reminder of the sort of thing to look out for when checking overalls.

You may recall that last month we highlighted the withdrawal of a kart suit homologation by CIK-FIA, as a reminder details can be found on the listing of CIK-FIA Standard 2013-01, which can be accessed here: [FIA Karting: Homologated Overalls](#)

Since publication of that notice the overalls shown here were found at a recent event. Not only are they purporting to be the model for which the homologation has been withdrawn, but they also appear to be a counterfeit set of that homologation!



Continued on Page 86

Scrutineers Bulletin (October)
Continued from Page 85

There were numerous indicators that this was not a genuine set of overalls. The first and perhaps most obvious is the lack of the FIA hologram stitched into the zip flap as is required for CIK-FIA homologated garments such as this. Secondly the embroidered homologation label on the back of the collar is to the pre-2020 design but the date on the label states 2021 and on top of that the quality of the stitching is not what you would expect from a genuine garment with wonky alignment and a lot of thread bleed. Additionally, the branding on the homologation label is PM Sports/Speed Racewear but all of the branding on the suit is Sparco and the label inside the suit is Cordura!



(Continued Right)

The following set of karting overalls presented at another recent event were found to have an unacceptable level of damage, significant amounts of wear around the rib/lower back area have caused holes to develop through all of the layers of the overalls.

Damage such as this may severely compromise the integrity of the overalls and limit the ability for the garment to protect the wearer in an accident. This is case whether it is karting overalls designed for abrasion resistance where the damage will create weak spots in the structure, or flame-resistant overalls where the holes will obviously limit the ability for the suit to protect the wearer from heat exposure or burns.

Any suit presented with damage such as this should be rejected from Scrutineering and impounded by the Scrutineers for the duration of the event.



BRMC Newsletter

The BRMC would like to introduce a members newsletter. There is plenty going on in the world of Rally Marshalling, and whilst many members keep up to date by Social Media, BRMC feels the time is right for us to produce our own newsletter.



So, are you a budding journalist, or do you have a way with words and pictures? There are plenty of sources of information so we wouldn't really expect for the editor to have to produce content, the role is more about collating inputs into a readable and interesting newsletter.

If you might be interested, then please give me a call and we can talk about what might be involved. This would be a new departure from the BRMC, so anybody taking the role on would have a major influence on the direction taken.

Derek Murphy, BRMC Secretary

07768 202236.

secretary@brmc.org.uk

IMPORTANT MESSAGE TO ALL ANWCC MEMBER CLUBS

Firstly, thank you for supporting the ANWCC in 2023. It's that time of year when we have to plan for the next one, so here are some important notes which require action by officials of your club.

SUBSCRIPTION FEES

It is now the time when we ask you to pay the subscription fee for continued membership through to the end of 2024 – the fee for the year is £30 (Thirty).

Due to increasing costs we have had to raise the fee for the first time since 2014, we believe that we are still good value for money.

Account name: ANWCC CHAMPIONSHIPS (Business) Sort Code: 09-01-27

Account Number: 38108424

Please put your club name as the reference

Treasurers-please arrange payment, preferably by bank transfer to the following account. Cheques will also be acceptable; please send to ANWCC, 11 Maes Canol, Llandudno Junction, LL31 9UX.

CLUB REGISTRATION

It's that time of year when we ask ALL clubs to provide us with details of their club officials, so that we can keep you informed. Please go to our website and click on the link at top left of the home page – "Club Registration for Club Officials".

We ask that ALL clubs complete this so that our database is updated. Please give the info requested, do not say "as last time" as often we find this is not actually the case. Please also ensure that you give the correct e-mail addresses and that you have informed the relevant official that you have passed on the information.

EVENTS REGISTRATION

We have applied for championship permits for 2024 but we need to formulate the championship calendar. Please go to our website and click on the link at top left of the home page – "Events Registration for Club Officials". Please provide the info requested. Also please note that we want to know about all your events, not just those that are submitted for championship status.

It is a Motorsport UK requirement that Clubman status events are included on Association calendars.

Member clubs of the SD34 Motor Sport Group should note that events submitted for the ANWCC Championships will also be put forward for the SD34 Awards unless requested otherwise.

Looking forward to receiving your completed forms, and wishing you and your members a successful 2024.



Mini Rally Challenge 2024 Junior Driver Incentive Scheme.

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

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

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

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

The ink is now drying on the 2024 Regulations.

www.minirallychallenge.co.uk

The Michelin Man



The original Michelin Man from 1894.

The Michelin Man is white because rubber tyres are naturally white. It was not until 1912, that carbon chemicals were mixed into the white tyres, which turned them black. The change was structural, not aesthetic. By adding carbon, tyres became more durable.

Michelin also began reviewing restaurants so that more people would travel further distances in their cars to eat at these restaurants. This in turn would wear down their tyres faster, and force them to buy more.

The star system that Michelin uses goes up to three and is broken down by whether or not it's worth driving to the restaurant.

- One star: "A very good restaurant in its category"
- Two star: "Excellent cooking, worth a detour"
- Three star: "Exceptional cuisine, worth a special journey..."

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CONTACT US

pg@gilliganvc.co.uk

01768 484 185

Fell Side Auto Club **The Lakeland Trial** 11th November



MARSHALS NEEDED

The Lakeland Trial, Fell Side Auto Club are delighted to be running the Routen Beck Rise section.

We have a team and 4x4 recovery in place but an extra two or three volunteers wouldn't go amiss.

I don't want to deprive the marshalling pool but if anyone would like to join our team please email me at mykepocock@yahoo.co.uk with your details.



The world's worst roads couldn't do it. Take the East African Safari Rally for instance. Or the Liege-Sofia-Liege Rally—world's toughest test of cars. Anglia licked 'em both when other cars crumbled. If those roads and that kind of driving can't bust an Anglia—you don't stand a chance. And Anglia looks good too. If you don't drop a rock on it.

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Wigton Motor Club

100 years not out brings a thousand members.

Contrary to rumours neither Ron Palmer or Keith Thomas were founder members

Wigton Motor Club celebrates its centenary this year by taking its membership to over 1000. The club has been growing progressively in recent years and even more so since the completion of the Club's headquarters building, the Motor House, in the north of the Lake District. The building was built entirely by club members over a three year period which was disrupted by COVID lockdowns. It provides a multi use space, kitchen, toilets, audio visual displays, committee room and storage for the Club's equipment plus parking for 80 cars.

The monthly Cars & Coffee meets are hugely popular. To celebrate the centenary and a very successful year, the Club is holding a free BBQ and celebration for members on November 12th.

The Cumbria Classic and Motorsport show attracted over 800 cars and thousands of spectators while the club's main competitive rallies, the White Heather and Solway were well supported. The various classic tours attracted up to 80 entries each.

Each year the Club choses two local charities to support and this year it was the Great North Air Ambulance and Cockermouth Mountain Rescue. Each charity will be given £1000 at the centenary BBQ.

West Cumbria Motorsport Club

is also very active Cumbrian Club and are running several forthcoming events mainly in the Workington area, the next one is a sort of a mini rally stage type of event for want of a better description opposite ASDA at Workington on the speedway track, check out the websites of both clubs for more details

Keith Thomas



OH, NOTHING MUCH, JUST ABOUT TO PUT SOME BROWNIES IN THE OVEN.

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For More Information

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01900 817491 or

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Email gkandjk@btinternet.com

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*North of England & Scottish
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Historic Motorsport In The North Of England & Scotland

- **Sat 11th November** **Saltire** **Saltire RC** **Historic/Targa**
- **Sun 19th November** **Wm. Patterson** **South of Scotland CC** **Historic/Targa**

As always the maximum number of scoring rounds is 1/2 + 1, which is a maximum of 6 rounds.

Bob Hargreaves
01229 587777

2023 NESCRO Challenge Co-ordinator
07742 313602

NESCRO 2023 Historic Driver's Challenge

Pos	Driver	pts
1	Alex Willan	376.4
2	Geoff Bateman	292.2
3	Tom Hall	265.3
4	Neil Raven	258.2
5	Andrew Johnson	197.3
6	Michael Read	195.0
7	David Marsden	178.8
8	Paul Slingsby	170.8
9	John Pye	166.6
10	Live Escreet	163.5

NESCRO 2023 TARGA Driver's Challenge

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



NESCRO 2023 Historic Navigators Challenge

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

NESCRO 2023 TARGA Navigators Challenge

Pos	Driver	pts
1	Christopher Holden	296.1
2	Essi Salonen	282.9
3	Phil Savage	260.2
4	Lewis Hodgson	247.9
5	Joshua Bailey	230.8
6	Colin Fish	217.9
7	Fiona Tyson	214.7
8	Martyn Petry	209.5
9	Lysey Procter	208.4
10	Sarah Clegg	202.6



*Photos from Wigton MCs
Solway Historic & Targa
Courtesy of Tony North*

The Malton Forest Rally

5th November

The Malton Forest Rally in association with B&F Potatoes

To help with the current cost of living, the Organisers of the event have decided to offer an innovative payment plan to competitors to help spread the cost of the entry fee.

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

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

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

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CONTACT John

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Clitheroe & District Motor Club



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



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

WDMC

**WARRINGTON & DISTRICT
MOTOR CLUB**



**2023 Gravel PCA Series
Wern Ddu**

10 December

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

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

Catering as always from Emyli and her team.

Clitheroe & DMC

Trevor Roberts

Primrose Trophy Rally

11th / 12th November

O/S Maps 97, 98, 102 & 103



Marshals Needed

Contact Paul Buckel

Chief Marshal

buckelpaul@gmail.com

07475 669375

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ANCC Stage Rally Championship

Registrations are open for the 2024 ANCC Stage Rally Championship

Registration is free and there are awards and prizes for each class winner including a free set of pacenotes courtesy of Onthepacernoteuk for the winning co-driver in each class. Full details can be found at ancc.co.uk

Register here:

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



three sisters
CIRCUIT

threesisterscircuit.co.uk

Competition Car Testing

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

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

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

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FRIDAY

APR 13th

SATURDAY

JUN 29th

SATURDAY

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1



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ANWCC

To Access all
of the following

2024 Championships Calendar

Championship Registration

2024 Championship Tables

Please Visit

www.anwcc.co.uk

SD34MSG

To Access the

Championships Registration

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


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Month	Date	Day	Event
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	19th	Sun	AutoSOLO
Dec	27th	Wed	Autotest

Gilligan **GVC** Vehicle Consulting Ltd

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

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

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



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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)

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The Gem Team

Keith Lamb (Gem 9)	Ian Davies (Gem 23)
Peter Langtree (Gem 48)	Tony Jones (Gem 56)
Steve Coombes (Gem 5)	David Bell (Gem 61)

Plus

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Steve Johnson

& if I have left you out of the above credits,
Sorry . . . and PLEASE tell me

The opinions expressed in this publication are those of the individual contributors, and not necessarily those of the editor or the member clubs or the committee of SD34MSG

SD34MSG



Wednesday
15th November
7:30pm
By Zoom

ANCC



Monday 4th December
8pm Via Zoom

www.ancc.co.uk



ANWCC

Association of North Western Car Clubs

Tues. Nov. 14th 8pm
Via Zoom

<http://anwcc.co.uk>

ANECCC



Thursday 25th
January 2024

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

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

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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